


Revolution

August 2024

The official magazine of  motorsport uk

FIA WORLD KARTING RETURNS TO PFI

After seven years away, World Championship Karting
is back in the UK



CROSSING CODES

PATRICK O'DONOVAN
TAKES ON RALLYING
AND BEYOND

ON THE LADDER

ACADEMY
HOPEFULS
ON THE RISE

INSIDE HQ

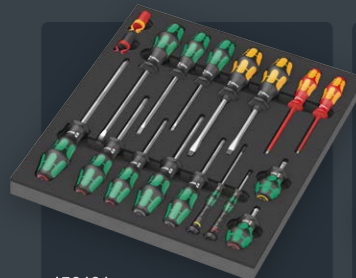
MEET THE TEAM
BEHIND THE
STREETCAR FESTIVAL

PLUS: ESPORTS NEWS + IN NUMBERS + WHAT'S ON

TOOL REBEL ROLLER CABINET



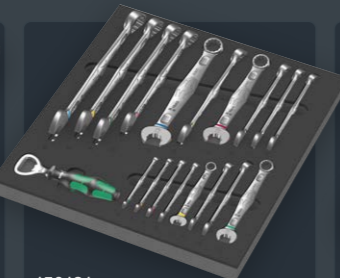
FIRST TWO DRAWERS FULLY LOADED!



150101
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INCLUDED

CEO's MESSAGE



Like much of the nation over the last two weeks I have been absorbed by the action at the Olympic Games in Paris. Brilliant to see Team GB sitting there at fifth in the medal tables as I write this. Having had the privilege of working for the British Olympic Association, and thus

Team GB, through the Vancouver 2010 Winter Games and London 2012, I think I have a fairly good perspective on the 33 summer and winter sports that made up the Olympic programme. As much as I admire the Olympic sports, not only for the achievement of their athletes, but also the extraordinary work behind the scenes of coaches and sport scientists as well as the array of NGB staff, nevertheless it is my contention that none of them come close to the challenges and complexities that we face in motorsport.

The diversity of disciplines that motorsport has contrived over the years, with the ensuing formats of competition and variety of technology, all contribute to a tremendously demanding environment for volunteers and officials, clubs and organisers to manage. As you may know we have over 100,000 members in Motorsport UK's community, and collectively they run over 4,000 events a year, with over 120,000 competition starts across all 14 disciplines

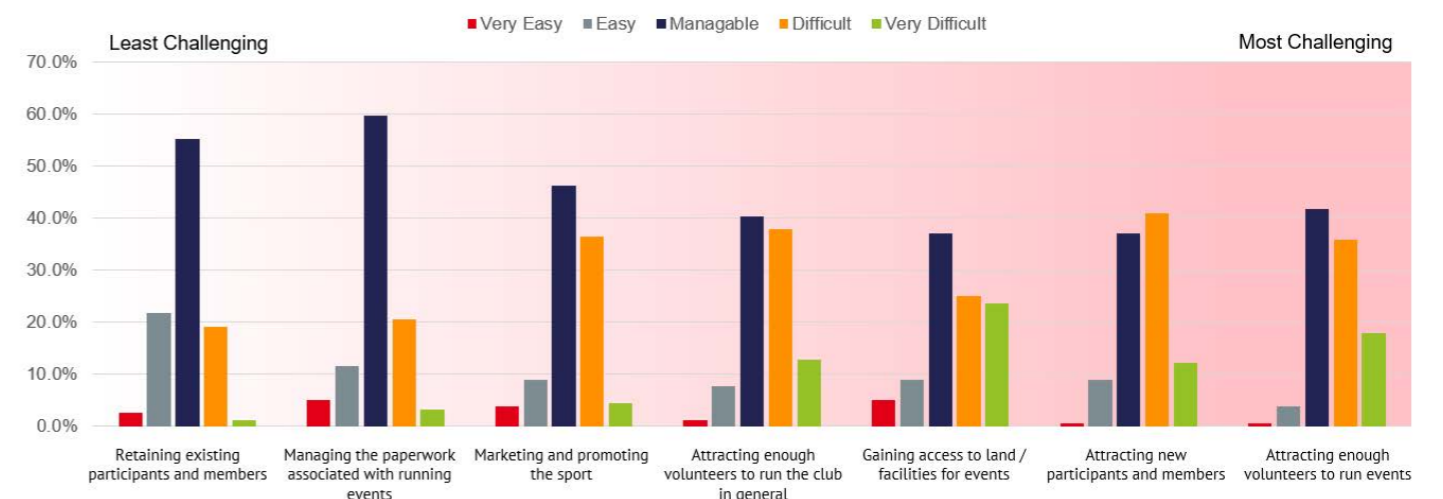
along the length and breadth of the UK. This is against the backdrop of a sport that is potentially dangerous in its use of speed and technology, and it is a testament to the skills of our community that they manage so successfully to run such a broad array of events in such a professional manner.

I say all of this because in our role as Motorsport UK we are at the centre of this complexity, and our team in Bicester are charged with the mission of ensuring that the sport is run with a clear set of strategic priorities, as well as managing a daily stream of requests from the community. Our overall responsibility is to ensure the long-term sustainability of the sport, but there are many sub-texts to that, and the requirements of our community and Clubs is of paramount importance for the nuances of how we deploy our resources. The best way that we can ensure our focus is relevant and rewarding to our members is through the member surveys that we have been carrying out over the past six years. The previous surveys were in 2018 and 2022, with the 2020 survey being put on hold due to Covid. We are beginning to build a very clear picture of our membership, and the nature of its demographic, as well their requirements for the future health of the sport. This feedback is incredibly valuable, and when you receive notification of this year's survey, I hope you will spend a few minutes to give us your thoughts and responses to the questions, so that we can have a clearer picture of what our members want for the sport.



The 2022 Club Survey data was used to help develop the Club Toolkit

Tell us about the challenges your club faces right now?



The 2022 survey was sent out to 55,000 of our members and we received a response from well over 6,000, which made it a highly representative and robust sample. The makeup of responses showed 64 per cent held competition licences, 41 per cent were marshals, and 28 per cent officials (so a good deal of multi-tasking) – and thus a good representation of our members and community. When you visit events across the country the demographic profile of the sport is pretty consistent, and this is confirmed by the research, evidencing that 71 per cent of the respondents were aged over 50, with 89 per cent male, and 32 per cent retired. In 2022 just 10 per cent of our members that responded were under the age of 34. We really underperform in female participation, which depending upon the category of involvement, hovers around the 10 per cent mark. (As an aside, the staff of Motorsport UK is now 50:50 female / male). Over the past two years a great deal of work has gone into promoting the sport and introducing new elements such as StreetCar to make it more accessible and more attractive to younger audiences. The work we have done through Women in Motorsport, and Girls on Track and Discover Your Drive, is I hope, starting to raise the profile of Motorsport among girls and women around the country.

The feedback we had in 2022 was that members are extremely passionate about the sport, competing and volunteering frequently, with 76 per cent of competitors competing up to 10 times per year, and 66 per cent of marshals and officials volunteering more than 10 times per year. Over half of the competitors and licenced officials said that they are willing to travel more than 150 miles to an event, however cost is considered the biggest barrier to the sport, with almost a third of those competitors in 2022 expecting a decrease in their budgets in 2023. I think all of this has been played out in the last couple of years as people have faced tougher economic conditions and the discretionary expenditure of motorsport has come under pressure from household budgets. Having said that the community is resilient, inventive, and passionate about the sport, and certainly this year we have seen very similar levels of entries across all the of the disciplines as we enjoyed in 2023. It is going to be fascinating to see the next wave of the research building trend data over the three surveys. Once again, I would urge you to take part in the survey when you receive the information as it is so important to us.

The other way in which we receive feedback from the community and how we progress our strategic thinking

and the development of rules and regulations, is via our committee structure. With over 35 committees, sub committees and working groups, we have some 350 members on our committees that volunteer their time to assist with the development of our thinking and providing feedback from their specialism within the sport, whether it is a discipline or a cross-discipline specialty such as technical or safety. These committees are incredibly important and have a profile that reflects the demographic of the sport, so it is essential that we bring new people into the committees to provide fresh thinking and new ideas. You will have seen in previous editions of Revolution and elsewhere, invitations to apply to join our committees in 2025. I very much hope that our members take up this opportunity to be represented within the structure as this is the way that your thoughts and ideas can best be moulded into any changes that you feel would benefit the sport. The demands on your time are not that extensive and we would value your input and assistance in the management of the sport.

One other body that plays a crucial role in the management of the sport is the Motorsport UK Council, which is made up of a broad cross section of the community. The Chair of Council is an extremely important role for motorsport in this country. Since 2018 it has been held by Tom Purves and under his guidance the Council has developed into an

extremely effective forum for broader views to be brought for discussion and resolutions that can then be presented to the Board for guidance on new strategies for the sport. At the recent meeting of Council in July, Tom announced his intention to stand down as Chair of Council, and the Board has now launched the process for his replacement. I would like to take this opportunity to thank Tom enormously for his leadership and guidance of Council, and I know that he leaves very large boots to fill for whomever will take on this role.

Tom spent 45 years within the automotive industry starting as an apprentice at Rolls Royce in Crewe rising to become CEO of some of the major names within the global industry. He served as Chairman and CEO for BMW North America from 1999 to 2008, before becoming CEO at Rolls Royce Motor Cars. Prior to this Tom had been Managing Director of BMW GB, and Sales Director for the Rover Group. He also served as Chairman of the Royal Automobile Club and is now a Vice President. He has a great passion for the sport and regularly competes in Sprints and Hill Climbs and is Honorary President of the TR Register – supporting clubs and motorsport with his experience of the automobile industry and management. I am sure you will join me in thanking Tom for his great service to the automotive industry, and to motorsport in particular.



The Motorsport UK Committees play an essential role in shaping the sport and how it is developed



Tom Purves is stepping down as Chair of the Motorsport UK Council



Leading the way

One of the insights that came from the 2022 study was that nearly three-quarters of respondents want Motorsport UK to take the lead in the promotion of the sport. With initiatives such as StreetCar and Motorsport UK TV, as well as a completely revamped social and digital media output, there has been good progress across these fronts. In fact, the data shows we now have a greater number of people joining the sport than at any time in the last 15 years. However, it is still not easy enough to get started in motorsport, and on that basis, we are doing further work on the digital pathways into the sport, so that newcomers can connect with Clubs and events, and seek advice from people already participating in motorsport.

However, to really unlock the potential we need a fundamentally new digital platform to better serve existing members, as well as easing access for new people into our sport. It is with that in mind that we are in the process of concluding a tender for a new digital platform that will provide not just as a new front-end website but also completely overhaul our Resource Centre, which for many years has been a huge frustration. At the same time, we are also embarking on a complete overhaul of our Customer Relations Management (CRM) system, and this is being built on a platform that is already used across a wide variety of

different sports. We are confident that in time it is going to be a major step forward. Members will be receiving notifications very shortly for the renewal of officials' licences and marshals' licences, all of which will be done via this new platform. Competitors' licences, starting in November, will also be on this new platform, and heralds an era that will unlock a whole new digital world. This will enable us to really begin to join up all the different aspects of the sport from competitors, officials and events into one single digital ecosystem. The full benefits of the system will take some time to be developed and evolved, but over the coming 3-5 years you will see more and more features brought online that will provide greater benefits to our members and community.

There is a great deal going on across the industry and I think that is inherent to our sport. It is a great privilege that we can play a pivotal role in ensuring its longer-term success. I am looking forward to your contributions and feedback through the Member Survey and wish you a safe and enjoyable month of motorsport ahead. 🌀

Best regards,
Hugh Chambers

New initiatives such as StreetCar, Motorsport UK TV, and Discover Your Drive, are helping to bring new members in to the sport



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Inside *Revolution* this month: The cover story looks at the preparation for the September Round of the **Karting World Championship** at PFI. Two-time British Rallycross Champion **Patrick O'Donovan** shares his story of branching from rallycross to rallying in the offseason. **Inside HQ** goes behind-the-scenes with the team organising the inaugural **StreetCar Festival**, plus we meet the Academy Stars in **On The Ladder**, **In Numbers** features StreetCar Stats, along with **What's On** and **Results**...

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What's new on Motorsport UK TV



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On The Ladder:
Updates from four rising stars at Motorsport UK's driver and co-driver academy



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Latest News:
FIA Games selections; Discover Your Drive qualifying; Nick Tandy on Bambino Karting; Esports News; Silverstone waste reduction; 90 years with the VSCC... and more



FIA World Karting returns to PFi

The FIA Karting World Championship brings over 250 drivers from around the world to compete in the single round event

The World Karting Championship's previous visit to the UK was back in 2017, marking the first time the prestigious international event had been held in the country for more than 50 years. This year, after beating 18 other countries that applied for the opportunity to host, it returns again, to play host to some of motorsports biggest future stars.

"It's hard to put into words, but this is the ultimate event in the karting world," explains Nigel Edwards, the Chairman of Trent Valley Kart Club, based at PFi. "It is a huge festival of karting, spread over four days and involving only the most successful drivers in the world – although we do expect to also have some UK 'wildcards'."

"I am the Karting FIA Race Director and also sit on the FIA Kart Sport Working Group, so with my support, and that of the TVKC Team, we decided we would like to have another go at hosting this event. We were delighted to be selected. It is getting even more popular year by year, with 24 countries applying to host next year's event!"

The requirements for an international-level event can only be met by few venues around the world, with huge numbers of competitors, team members and officials flocking in for the big long weekend. The team at PFi has been preparing long and hard, and Edwards says no stone has been left unturned to ensure the event is as successful as possible.

"Even compared to 2017, the level of changes within the sport on and off track are huge," he explains. "The infrastructure and paddock requirements are more demanding than ever; hospitality units are getting bigger; support vehicles are bigger, with trucks and articulated trailers the order of the day; and that makes everything much more challenging."

"The team started preparations before Christmas and that is still ongoing right up to the start, with board members and a volunteer team of around 12 people. We will have more than 70 marshals and officials on site, with an additional logistics team involved for parking up vehicles and organising the paddock."

It is anticipated there will be around 250 drivers taking part in the three classes, which means that with their mechanics, team helpers and support staff there could easily be 1,500 personnel solely participating in the racing in the event, let alone the 2,500 spectators that are expected to come in over the weekend.

"All those people will need accommodation for almost a week, so the local hotels, restaurants and pubs will be very busy indeed," adds Edwards. "The nearby towns of Lincoln, Newark and Grantham are very popular, and we expect that they will all benefit from this influx of visitors during this event"

Not only are the drivers on show, the circuit organisers and the venue itself are too. The track is celebrating its 30-year anniversary this year – with its bridge extension 12 years ago setting it apart and making it unique. It remains renowned as one of the best karting circuits in the world, and its status as a World Championship venue is just reward.

It is a quite unique venue compared to most, and Edwards explains: "New track developments, large tracks, large buildings and vast spaces typify a modern international kart complex, but PFi is one of the more traditional venues and the track is how a kart track should be. It is regarded as a 'challenge' and worthy of holding this prestigious event."

"There have been plenty of challenges in setting the event up this time, in some part due to Brexit tainting some of the overseas drivers for several years, but hopefully 'breaking the mould' this year will show them that we are still open for business, without too many complications getting here."

"The UK is one of the most competitive karting and motorsport countries in the world and we are proud to be flying the flag with this event. The board members of TVKC have worked tirelessly and with meticulous planning and hard work, all of which we know will ensure the event is truly 'world' class. All I can say now is bring it on!"

"It is an honour to be acting as Vice President for FIA Karting," noted Motorsport UK Sport & Safety Director John Ryan, "and a very proud moment to welcome the most elite Karting event of the year to my home country to demonstrate what the UK has to offer. It is thanks to Trent Valley Kart Club and PFi that we can welcome the prestigious FIA Karting Championship back to the UK."

Karting serves as a pathway for many drivers to take the next step in their motorsport career, and we look forward to seeing an action-packed week of racing at a track which is renowned for being thrilling and testing in equal measure. Events of this scale couldn't go ahead without the support and dedication of the visiting officials and marshals, whose time and expertise ensure that we can host a safe and fun event for everyone involved."

"It is with great pleasure we return to the United Kingdom to host the world most prestigious karting event," announced James Geidel, President of the RGMMC Group, promoter of the FIA Karting Championships. "The UK is known for being the home of motorsport, and has a great passion for all forms of the sport. It is the proving ground for drivers, engineers and sporting officials."

"The 2024 edition of the FIA Karting World championship will bring over 250 drivers across three categories from all corners of the world to compete in the single round event. With live broadcast available throughout the weekend, and with over 60 networks represented in 128 territories airing the post-race highlight package, never before has karting been so visible to the public."

"Over the past six months we have been working hard with all parties to ensure a well-run event and enjoyable experience for the fans. We would like to thank the host-Club, and PFi for all the efforts made to ensure the venue is up to par; Motorsport UK for the support and officials needed to host the event; all our logistic partners which have helped overcome the new challenges of entering the United Kingdom since Brexit; and most of all, the teams and competitors, for the huge effort needed to compete at the FIA Karting World Championship."

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The international event was last held at the circuit in 2017



The World Karting Championship returns to PFi this September

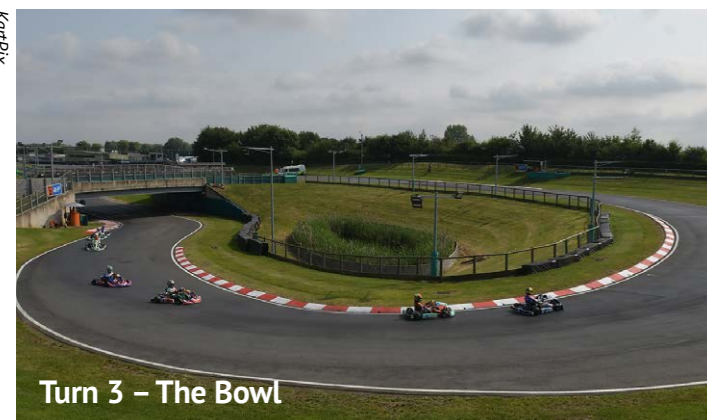
Racing Lines

The race format will include free practice and Qualifying Practice on the Friday, with Qualifying Heats and Super Heats running until Sunday morning and the 36-kart Finals on Sunday afternoon.

The PFi Circuit is one of the UK's most challenging to drive, and to find out how best to tackle it, *Revolution* spoke to one of the UK's most decorated kart drivers, Joe Turney – who in 2018 made history by winning the most British, European and International titles of any British driver in a season, and is currently an official driver for the Kart Republic Racing Team.

Turns 1 and 2

This fast S corner should be easy to take flat-out on warm slicks but becomes a lot more of a challenge if it's wet. There is very little run off, so any mistake can be very costly.



Turn 3 – The Bowl

As the drivers come out from under the bridge, they need to bring the kart right to open up the corner and use the banking to carry a lot of speed around it. This makes it a very physical corner, due to the high G-forces.

Turns 4 and 5

It's crucial to hold onto the wheel tightly here as it's the bumpiest part of the track. Drivers should keep to the left on the exit of Turn 4 to prepare for Turn 5 and the long back straight, off the bridge down to the first hairpin.

Turn 6 (Hairpin 1)

This offers the best overtaking opportunity on the track. Drivers need to brake as late as possible, while still keeping an eye on the exit of the corner. Look out here for late overtakes, as well as first and last lap incidents.

Turn 7 (Hairpin 2)

This 180-degree corner is a mirror image of Hairpin 1, but the different entry speed and lower grip levels make it a totally different challenge. It offers another good overtaking opportunity, so again look out for incidents and switchback moves throughout the race.

Turns 8 and 9 – The Chicane

This is a fast chicane where you drivers need to pick their line – deciding whether to opt for the first kerb or not – be precise and focus on a good exit.



Turn 10 – Bobby Game corner

This fast 90-degree right hander has a brutal exit kerb and is the place where a lot of last-lap battles are either won or lost. It's important to keep the kart within track limits on the exit.



Turns 11 and 12 – Mike Wilson Complex

Starting with a double-apex long right, drivers need to keep in a good position for the next left, which is the tightest corner on the track, but not exit too wide, as run off is limited and followed by a wall.

Turns 13 and 14 – Last Chicane

Get this right, and it sets up the next lap, and drivers need to use the kerb on the left to get the best possible run down the Start / Finish straight. Those who are pushing hard will exit onto the rumble strip, looking up to the left quickly to see any signals from their mechanics.

Understanding the Categories

The CIK-FIA organises three different FIA Karting World Championships every year, the OK and OK-Junior categories, which will be run at PFi this year, and the KZ category, which will take place at Portimao in Portugal in mid-October. There is also the first OK-N FIA Karting World Cup, which will be run as a third event at PFi this year.



OK karts

This is for drivers aged 14 and up and represents the pinnacle of competition for direct-drive karts. This has created the greatest champions in karting history, and features the best young hopefuls racing before they move to single-seaters. In the past, it has been called Formula A, ICA and KF.

The series uses a CIK-FIA homologated chassis with rear-only hydraulic brakes. The engine is a water-cooled 125cc 2-stroke with balance shaft, running to a maximum of 16,000rpm. It has a simplified exhaust valve, one-design exhaust, 24mm diameter butterfly carburettor with no gearbox, clutch, starter or battery and a minimum weight of 150kg with driver.



OK Junior karts

This is aimed at 12-14-year-olds and sees fierce competition, with many big teams. Its most recent notable alumni, Logan Sargent, now races in F1 with Williams. It follows a similar specification to OK on chassis and engine, but runs at a lower 14,000rpm with no exhaust valve, a 20mm diameter butterfly carburettor and a minimum weight of 140 kg with driver.



OK-N karts

This new concept, derived from the premier OK class, was launched last year to develop the karting base. The aim is to enable National Championships to use a universal category, adapted to all the Competitors of each National Sporting Authority (NSA), to strengthen competition from the bottom up.

The category is for drivers aged 15 years of age and over, with a CIK-FIA approved chassis, rear brake only, hydraulic control. The engine is a water-cooled 125cc two-stroke with balance shaft and maximum of 15,000rpm. There is no gear change, no clutch, no starter and no battery, with a minimum weight of 155kg including driver.



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Kirill Kutskov took the OK title in 2023

2023 Season Review

Last year saw a frantic and spectacular finale to the World Championship for OK and OK-Juniors at the Franciacorta circuit in northern Italy. Briton Joe Turney was pitched out of contention in the Final, with Kirill Kutskov racing through to seal the OK title, while Belgium's Dries van Langendonck dominated his event to win the OK-Juniors.

The 1,300m-long Franciacorta circuit is fast and demanding, with tyre management a vital factor in both driving and chassis set-up. A total of 241 drivers from 57 nations were entered into the weekend, breaking all previous records with newcomer nations including South Korea, Malta, Mozambique, Taiwan and Vietnam.

The racing brought together the best of the highest-level drivers, with Brazilian Matheus Morgatto defending his world title against the likes of reigning Junior Champion Enzo Tarnvanichkul, reigning European Champion Rene' Lammers, 2022 European Champion Kean Nakamura-Berta and 2021 Junior Champion Alex Powell.

Through a series of twists and turns, the battle for the title was in the balance right up to the chequered flag. The OK Super Heats saw Japanese driver Kean Nakamura-Berta lead the way ahead of Lammers, Ireland's Fionn MacLaughlin and Brazil's Gabriel Gomez, but there was plenty of drama in the Final as three drivers left the track at the first corner.

Briton Joe Turney quickly moved ahead but Gomez, who climbed back up through the field after the early drama, tangled with him as they fought for the lead, putting an end to either driver's hopes of victory. Turney tried to recover, but was hit by another kart and suffered an injury, which led to the race being red flagged with 14 laps remaining.

The restart took place in single file, with Russian Kirill Kutskov maintaining his lead over Nakamura-Berta. Lammers, the son of former F1 driver Jan Lammers, moved up to second but ran out of time to catch and pass DPK Racing's Kutskov, who took the title with a 0.184s advantage, as Nakamura-Berta came home to take the final place on the podium.

In the Juniors, the Super Heats saw Christian Costoya dominate, with Filippo Sala and van Langendonck in the top three, while favourites Lewis Wherrell and Thibaut Ramaekers finished well down the order. In the final, Forza

Racing's Langendonck dominated, starting from third, taking the lead on lap two and setting the fastest lap to secure the title.

How far have we come?

This year marks the 60th anniversary of the World Karting Championships. The first took place at the Pista d'Oro-Roma in 1964, two years after the creation of the FIA's International Karting Commission (CIK) and followed a similar single event long-weekend structure to the present-day version of the Championship.

Italian Guido Sala won the first two Championships, which were both held in his home country, and the third, held in Copenhagen, was also won by an Italian, with Susanna Raganelli becoming the FIA's first and only female World Champion. In third place was the notable name of future F1 driver Ronnie Peterson.

The fourth edition, in 1967, saw the competition turn into a multi-venue three-event series, including a round in Monaco, while in 1968 the Championship head to British soil for the first time, with the final held at Rye Valley Raceway in Hoddesdon. From 1970, it returned to a single event format and visited France, Italy, Sweden, Belgium and Portugal and Germany in turn.

In 1973, Terry Fullerton became the first British driver to be crowned karting World Champion, winning his title at the Nivelles-Baulers circuit in Belgium in a Komet-engined Briel kart. A year later, future F1 driver Ricciardo Patrese won the title, and in 1979 and 1980 a future legend named Ayrton Senna was twice runner-up, but never a winner.

In 1981, the kart class switched from 100cc to 135cc Formula K and the decade was dominated by Briton Mike Wilson, who took an incredible six titles in nine years. Formula K dropped back to 100cc in 1990, when future F1 stars Jan Magnussen and, a year later, Jarno Trulli, took the titles, then two years later, Formula Super A (FSA) was born.

Over the years since, the race format has mostly remained stable, aside from a few seasons when there were multiple-venue series, but the kart specifications have changed from FSA to Formula A (FA), KF1, Super KF (SKF), KF2 and KF, before the latest incarnation, the OK 125cc kart, was introduced at the Bahrain event in 2016.



Where are they now?

There have been seven British winners of the Karting World Championship since its inception in 1964. This is how they got there, and what happened after their title triumph.



Callum Bradshaw (2020)

Bradshaw won the CIK-FIA Karting Academy Trophy in 2016 after being nominated by Motorsport UK to represent the nation. After winning the World Championship, he went on to win the IAME Games and the Rotax MAX Challenge, and in 2022 he was the British Kart Champion in the Rotax Senior category. He is now racing with Strawberry Racing in British Senior Rotax, taking a clean sweep in this season's opening round and currently sitting third in the table behind Macauley Bishop and Guy Cunnington.

Tom Joyner (2013)

Joyner had been crowned British Karting Champion and finished runner-up in the KF1 World Championship before his world title success in 2013, when he was working as a postman during his gap year while also racing with Chiesa Corse as team-mate to future F1 star Lance Stroll, and in the same field as future F1 Champion Max Verstappen. At that time, the World Championship ran over two events, and after a low score at PFI, Joyner took the title by winning a dramatic Final in Bahrain. He overtook Verstappen to take the lead, and when the Dutch driver was disqualified for an 'unsportsmanlike manoeuvre' after colliding with a rival, Joyner beat fellow Briton Ben Hanley to the title by virtue of his Final victory, with Verstappen four points back in third. He went on to finish runner-up in the 2015 KF European Championship and, when the OK category was introduced in 2016, was runner-up in the European Championship and sixth in the Worlds. He is now working with Karting Republic, tuning karts for the current stars of the European and World Championships.



Lando Norris (2014)

Norris began his karting success with victory in the Formula Kart Stars Mini Max in 2012 and was crowned European Champion in KF Junior the following year, also winning the WSK Euro Series and the International Super Cup in the same category. After winning the World title in KF with Ricky Flynn Motorsport, he stepped up to cars and won the MSA Formula title with Carlin in 2015, the Formula Renault 2.0 Eurocup and NEC titles with Josef Kaufmann Racing in 2016 and the FIA Formula 3 Europe title back with Carlin in 2017, the same year that he first tested for his current F1 team, McLaren. After finishing runner-up to fellow future F1 star George Russell in Formula 2 in 2018, he made the final step to F1 with McLaren in 2019.



Danny Keirle and Dexter Patterson, 2017 CIK-FIA World Junior Champion

Danny Keirle (2017)

Keirle was one of the original members of the Arden Young Racing Driver Academy and had won the Kartmasters, British Championship and European Open in X30 Seniors before taking the World Title on home ground at PFI, despite having never raced in a CIK-FIA event before. He followed up that success with a British Championship victory in the X30 Seniors two years later, with the Jade Racing Team, and has since moved into professional coaching. Dexter Patterson moved on to race in F4, and now competes in the British Touring Car Championship.



Oli Oakes (2005)

Oakes was crowned World Champion at the age of 17 and signed up to the Red Bull Young Driver Programme. He made his car racing debut in Formula BMW in 2006, winning his first race from pole, then stepped up to Formula Renault Eurocup the following season, finishing 12th. After a season with his father's Eurotek Motorsport team in British F3 in 2008 he moved to Carlin for 2009 but left after two rounds and spent the season as a test driver before competing in GP3 in 2010. He left racing and founded a karting team a year later then joined with David Hayle to form Hitech GP in 2015. In July this year he switched to Formula 1 to become the Alpine Team Principal.



Terry Fullerton (1973)

Fullerton continued to race karts after his world title triumph, famously as team-mate to Ayrton Senna in the Italian DAP factory team from 1978 to 1980; and was leading the race to win the title again in 1980 when engine failure dropped him to third. He ended his 20-year karting career in 1984 with eight British, four European and one World title and went on to set up his own race team and produce his own kart. He is now regarded as one of the world's leading karting coaches and has trained many leading drivers including four British McLaren Autosport Young Driver of the year Award winners.

Mike Wilson (1981, 82, 83, 85, 88, 89)

Wilson's dominant success earned him the nickname 'Mike the Kart' in the 1980s and he remains a legend as the winner of the most ever titles. While many competitors progressed up the ranks in single seaters, Wilson was dedicated to karting. Indeed, one notable former rival, Ayrton Senna, actually won the F1 World Championship in the same year Wilson won his sixth and final karting title. After retiring from racing, Wilson developed a kart in his own name, most famously used by Fernando Alonso when the future F1 driver won the world Junior title in 1996, and he has also coached young karting drivers, including current F1 driver Lance Stroll.

Previous Winners

| | |
|------|----------------------------------|
| 2023 | Kirill Kutskov |
| 2022 | Matheus Morgatto, Brazil |
| 2021 | Tukka Taponen, Finland |
| 2020 | Callum Bradshaw, UK |
| 2019 | Lorenzo Trivisanutto, Italy |
| 2018 | Lorenzo Trivisanutto, Italy |
| 2017 | Danny Keirle, UK |
| 2016 | Pedro Hiltbrand Aguilar, Spain |
| 2015 | Karol Basz, Poland |
| 2014 | Lando Norris, UK |
| 2013 | Thomas Joyner, UK |
| 2012 | Flavio Camponeschi, Italy |
| 2011 | Nyck De Vries, Netherlands |
| 2010 | Nyck De Vries, Netherlands |
| 2009 | Arnaud Kozlinski, France |
| 2008 | Marco Ardigo, Italy |
| 2007 | Marco Ardigo, Italy |
| 2006 | Davide Forè, Italy |
| 2005 | Oliver Oakes, UK |
| 2004 | Davide Forè, Italy |
| 2003 | Wade Cunningham, New Zealand |
| 2002 | Giedo van der Garde, Netherlands |
| 2001 | Vitantonio Liuzzi, Italy |
| 2000 | Davide Forè, Italy |
| 1999 | Daniilo Rossi, Italy |
| 1998 | Davide Forè, Italy |
| 1997 | Daniilo Rossi, Italy |
| 1996 | Johnny Misljjevic, Sweden |
| 1995 | Max Orsini, Italy |
| 1994 | Alessandro Manetti, Italy |
| 1993 | Nicola Gianniberti, Italy |
| 1992 | Daniilo Rossi, Italy |
| 1991 | Jarno Trulli, Italy |
| 1990 | Jan Magnussen, Denmark |
| 1989 | Mike Wilson, UK |
| 1988 | Mike Wilson, UK |
| 1987 | Giampiero Simoni, Italy |
| 1986 | Augusto Ribas, Brazil |
| 1985 | Mike Wilson, UK |
| 1984 | Jorn Haase, Denmark |
| 1983 | Mike Wilson, UK |
| 1982 | Mike Wilson, UK |
| 1981 | Mike Wilson, UK |
| 1980 | Peter De Bruijn, Netherlands |
| 1979 | Peter Koene, Netherlands |
| 1978 | Lake Speed, USA |
| 1977 | Felice Rovelli, Italy |
| 1976 | Felice Rovelli, Italy |
| 1975 | François Goldstein, Belgium |
| 1974 | Riccardo Patrese, Italy |
| 1973 | Terry Fullerton, UK |
| 1972 | François Goldstein, Belgium |
| 1971 | François Goldstein, Belgium |
| 1970 | François Goldstein, Belgium |
| 1969 | François Goldstein, Belgium |
| 1968 | Tomas Nilsson, Sweden |
| 1967 | Edgardo Rossi, Switzerland |
| 1966 | Susanna Raganelli, Italy |
| 1965 | Guido Sala, Italy |
| 1964 | Guido Sala, Italy |

Karting rankings

Although the World Championship is the pinnacle of the sport, there is another way to get to the top in karting thanks to the newly created International Karting Rankings (IKR). Introduced just last year, they aim to provide standardisation for kart racing around the world and the inaugural winner was young British driver Lewis Wherrell, who competed in the OK-Junior class last season.

This digital platform, which has rankings and sub-rankings based on a model similar to that used in ATP tennis, ranks all drivers who hold a licence issued by an NSA recognised by the FIA and have taken part in an event on the FIA Karting international calendar. More than 1,300 drivers were classified in 2023 in 15 categories at 45 events.

The ranking aims to give an overview of a driver's performance regardless of the category in which they compete, as long as they use CIK-FIA homologated

or recognised equipment. There are multiple possibilities of classification based on different criteria such as age group, nationality and type of competition.

Points are calculated automatically using a logarithmic rule, considering the type of event through different grades, the position of the driver or the team in the final ranking, as well as the number of competitors entered in the category. Two weighting coefficients are used in the calculation, depending on the equipment used and the format of the event.

Another award introduced last season was the FIA Karting team rankings, giving credit to those working behind the scenes to deliver the highest performing karts out on track. In the World Championship OK category, the top award went to Prema Racing, which led the way on 487 points, with Parolin Motorsport second on 451 and CRG third on 379.

Sustainable future

The World Championships introduced a new 100 per cent renewable fuel in 2023, as part of the FIA's objective of becoming carbon neutral by 2030. The fuel is made from second-generation biological components and synthetic fuel, produced by German manufacturer P1 Racing Fuels.

P1 Fuels approach to producing carbon neutral fuels combines several innovative production processes that rely exclusively on non-fossil sources. These are biofuels and are derived from the conversion of alcohols into synthetic hydrocarbons.

Jacob Nortoft, FIA Head of Karting

Nortoft, from Denmark, was only appointed to his position in June this year to head up the administration of the FIA Karting section in Geneva. Here, he answered a few questions about his career and his new role.

What is your background?

I am a former racer, having raced around 10 years beginning in mini karts at eight years old, progressing through the Danish karting system and later the FIA karting latter before making the switch to car racing. After concluding my active career, I ran a national-based karting team for six years but I closed it down as I began working for the Danish federation DASU. I have been with DASU for the last five years, working since last year as sporting director.

That role required me to oversee our talent development program for our young drivers and providing career guidance as they progressed towards their goals of success in the motorsport world. A significant part of this work has been related to the karting world as the place where future champions hone their skills and develop the foundation for the rest of their career.

How would you describe the current state of karting?

As of a whole I consider it healthy, but with potential for improvements. Over the last few years, we have seen the top level of karting being resilient of numerous global crises to keep being an attractive battling ground for the best drivers in the world. Likewise, many national ASNs experience a very healthy grassroot level of karting, with strong license numbers and high participation numbers. However, to ensure the long-term health of the karting sport, it is essential to consider ways of making the sport more inclusive and accessible.

What is currently on your desk?

The topics mentioned previously regarding ensuring a clear pathway will be central in the coming work with the Global karting plan, which FIA President Mohammed Ben Sulayem has requested, and which will be launched later this year. Furthermore, there will be ongoing work related to improve safety measures as well as preparing the 2025 sporting calendar.



Lewis Wherrell topped the new International Karting Rankings in 2023



Athletes for 2024 FIA Motorsport Games announced

Led by Team Captain and GT Cup driver Christopher Froggatt, Team UK is going for gold

Team UK is competing in seven Circuit and Karting disciplines at the 2024 FIA Motorsport Games in Valencia.

Froggatt missed out on competing at the 2022 edition of the Games, falling unwell ahead of competition, but ably substituted by Sam Neary who claimed bronze with Ian Loggie. Froggatt returns with Team UK and is joined by James Cottingham as GT second driver. Joining Froggatt this year is a strong line up on the Circuit and in Karting, with the UK being represented by Jenson Brickley (Touring Car), Lwi Edwards (Drifting) and John Newell (Truck Racing), Jorge Edgar (Karting Sprint Junior), Team Titan (Karting Endurance) and Auston Gibson (Karting Mini).

Lwi Edwards won the 2023 Motorsport UK Drift Pro Championship. Now he takes to the international stage

in his 1997 BMW E3v6 Coupe, with a LSX376 V8, Magnuson Supercharger. "I am honoured to have been chosen to represent Team UK at the Motorsport Games," said Edwards. "The opportunity for a small family-owned team from Wrexham to compete at the highest level in Drifting is an amazing achievement that I have been striving for the last five years. The team is working hard behind me, and I am at my peak to push for a great result for Team UK."

John Newell will be Team UK's first Truck Racing driver, and added, "I am honoured to represent Team UK in the Motorsport Games because it brings everyone together as one family."

Fourteen-year-old Jorge Edgar will represent the UK in the Karting Sprint Junior category, following in the footsteps of his sister, Jess, who competed in the 2018 FIA Motorsport Games.



Team UK is hoping to win more medals in 2024

"I am really excited to be representing Team UK in the Motorsport Games," he said, "and can't wait to be out there and driving in the kart hopefully helping the team to a medal."

2023 British University Karting Championships graduate drivers' Champion Rhianna Purcocks will be competing as part of Team Titan, alongside Jack O'Neill and Andy O'Neill in the Karting Endurance division. Currently competing in Club100 she said, "I'm excited to compete again in the Motorsport Games and this time bring back a medal for Team UK."

Fellow teammate Jack O'Neill added, "As a team, we cannot wait to compete at the Motorsport Games and represent Team UK. We were so close to getting a medal last time round and will be giving it everything to make sure we get the result this time – all while having fun of course!"

Ten-year-old Austin Gibson completes the team in the Karting Mini discipline, following a successful year in the 2023 Wera Tools British Kart Championships where he took the Water Swift Restricted title.

Elsewhere, Mark King, Tessa Whittock, Kieran Prendergast and Matt Caruana are among the first confirmed Team UK competitors who will represent the nation in the Auto Slalom and Esports Categories at the Games.

This year the multidisciplinary event has drivers competing across 27 disciplines, and the third edition of the Games takes place in Valencia, Spain, with competitors from across the world set to flex their skills.

Mark King is competing in the FIA Motorsport Games for a second time, finishing in 7th place in the Auto Slalom at the 2022 Games in Marseille, France. King emerged as the fastest

driver in three out of the four sessions in which Team UK participated.



Team UK is competing in both Esports disciplines – GT and F4

"As a returning athlete, I cannot wait to be part of the Motorsport Games and represent Team UK again," commented King. "I am looking forward to the team atmosphere, including meeting my new teammates and reconnecting with some of the other returning members. It really is the experience of a lifetime."

King has competed in motorsport since he was 16 years old and is a nine-time winner of the Ken Wharton Autotest.

Tessa Whittock adds, "I am a very competitive person, and I would love to inspire the younger generation that they too can achieve their dreams."

New for this year is the announcement of two categories within the Esports discipline, FIA F4, on the iRacing platform, and GT using Assetto Corsa Competizione. Further details, including the qualifying sessions at Williams Esports, can be found on page 28.

Team UK heads to Valencia at the end of October with a strong contingent of drivers targeting an improvement on the fifth-place finish in the 2022 medal table, where Ian Loggie and Sam Neary added a bronze to James Baldwin's gold.



James Baldwin receives his gold medal in 2022

SRO / TWENTY-ONE CREATION

About FIA Motorsport Games

The FIA Motorsport Games is a unique multidisciplinary event that sees drivers competing in the colours of their national flag. Organised by SRO Motorsports Group in partnership with the FIA, six disciplines formed the schedule at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions. Motorsport UK is one of over 70 ASNs to field a team in the FIA's global celebration of the sport.

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Last Chance to qualify

F1 Academy Discover your Drive cohort to set qualifying lap times

As the F1 Academy Discover your Drive programme continues to gain momentum around the UK, drivers who have completed the programme now can take the next step, through setting their three qualification laps for a chance to compete in the British Indoor Karting Championships (BIKC) at their local TeamSport venue.

There are no limits on how many visits to the track are recorded during qualifying, however it is the average time from the top three lap times which is taken and recorded. Qualifying times can only be set at the track that drivers have chosen as their 'home' track, and this is nominated when they register for the BIKC.

"It is an exciting time for the F1 Academy Discover Your Drive programme", announced Rosa Dakin, Discover your Drive Manager, Motorsport UK. "During the first phase of the project we successfully engaged over 500 participants in karting for the first time through a F1 Academy Discover Your Drive Day, with around half of these participants continuing their karting journey by joining the F1 Academy Discover Your Drive Race Academy, delivered by TeamSport.

Now we want to encourage as many of those participants who have completed the F1 Academy Discover Your Drive Race Academy to come forward and set their three qualification laps for the British Indoor Karting Championships at their local TeamSport venue. Last year we saw one F1 Academy Discover Your Drive participant successfully reach the British Indoor Karting Championships National Finals in Warrington – this year we are aiming to see at least four or more on the grid!"

Key qualifying dates:

- BIKC Qualification – now open until 31st August
- Local Finals – 11th September, and held nationally
- Regional finals, across various locations, to be announced by TeamSport Karting. These will run between 5th October and 19th October
- National finals – held at Warrington TeamSport on Saturday 9th November

Check your liability

Events which do not run under a Motorsport UK Organising Permit or Authorisation, and are not organised by a Motorsport UK Registered Club, are not covered by any Motorsport UK insurance policy.

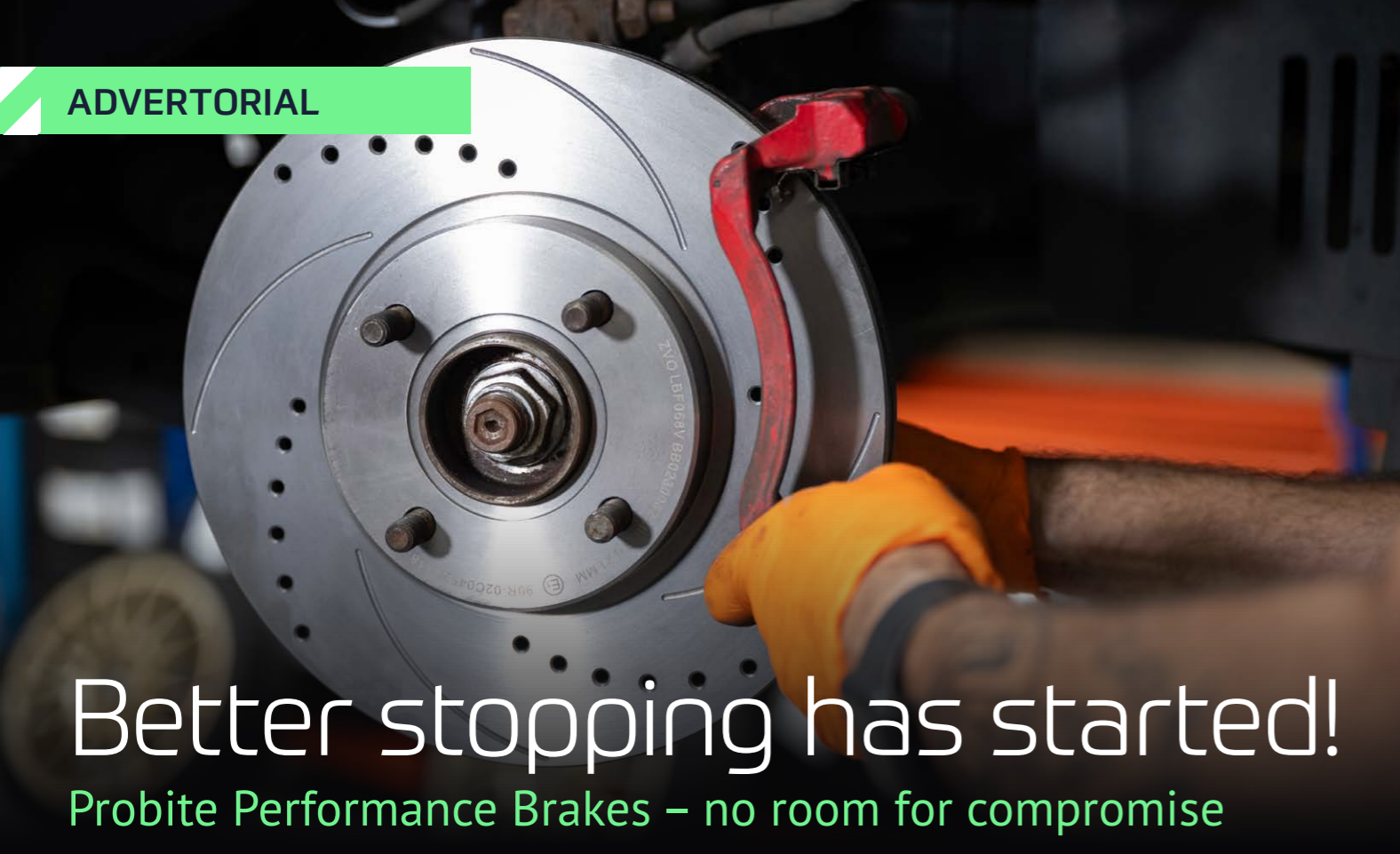
If Motorsport UK licence holders, officials, or club members choose to take part in these events they do so at their own risk.

Before taking part in a motorsport event in any capacity, it is wise to check what insurance cover is in place, what safety requirements the event is run to, and that the event is Authorised, (if required under the Motor Vehicles Off Road Legislation).

All Motorsport UK events are run under an Organising Permit or Exemption

of Permit, and require competitors, officials and marshals to sign on. The Motorsport UK Signing On sheet is only valid at Motorsport UK events when the Motorsport UK Public Liability and Personal Accident insurance is in place to protect members. It should not be used at other (non-permitted) events.





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2024 in partnership

As the title sponsor of the 2024 Probite British Rally Championship, Probite is not just a name on the banner; it's a testament to the brand's dedication to the sport and its fans. The partnership signifies a synergy between top-tier rallying and high-performance braking technology that Probite is bringing to every car on UK roads. The excitement of the Probite BRC brings together communities, fans, and drivers, fostering a vibrant motorsport culture in the UK. Working alongside Motorsport UK and BRC crews, Probite is at the forefront of developing cutting-edge braking products that can not only help track-day enthusiasts, but also everyday drivers.

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90 years with the VSCC

The Vintage Sports-Car Club has a week-long celebration planned to mark its 90th Anniversary



Step back in time on the 3rd and 4th of August at Vintage Prescott, the thrilling prelude to the Vintage Sports-Car Club's 90th Anniversary Week! Get ready for an action-packed weekend filled with competitive runs, family fun, and (fingers crossed) great weather. But that's just the beginning – the celebrations continue at the Stratford-upon-Avon Racecourse with a week of unforgettable events.

From the 5th to the 10th of August, the club is packing 90 years of celebration into an exhilarating array of competitive and social activities. Whether you're a car enthusiast or just looking for a great time, there's something for everyone: Tours, Driving Tests, Hill Climbs, Hog Roasts, Beer Festivals, and Film Shows, to name but a few. The excitement culminates in the Anniversary Gala Day at the Racecourse on Saturday, the 10th of August.

Bring your friends and family along to the Gala Day for a fantastic day experiencing historic motorsport at its friendliest with the VSCC. The Racecourse boasts a range of activities to keep the whole family entertained – featuring Anniversary Driving Tests, a Cycle Car Gymkhana, or a leisurely stroll down Concours row to admire the elegance and authenticity of the cars – and don't forget to cast your vote for the Best In Show. Visitors are also encouraged to get into the vintage spirit and try the StarterMotor Vintage experience.

Discover more about the VSCC with an intriguing display featuring demonstration cars for each discipline and informational boards to help you get involved. It's a perfect opportunity for those eager to dive deeper into the world of vintage sports cars.



Don't miss out on this extraordinary celebration! Book your tickets now at www.ticketsource.co.uk/thevsc/ and use code **MotorsportUK5** for a £5 discount.



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Felix Tandy competing in the Electric Bambino class



First steps in Karting

Nick Tandy shares his experience of the Electric Bambino class...

2024 has seen the launch of a new class of kart, the Motorsport UK Electric Bambino class. Competitors take to the track using karts fitted with a brand-new MightE electric power unit, using an electrified powertrain similar in performance to the current petrol-engined Comer C50s but with minimal maintenance and running costs.

Bambino is a category of karting open to six to eight-year-olds, in which competitors can purchase or loan and run their own karts. Created as a direct response to parents whose children wanted to experience karting from a young age. It is an opportunity to try karting in a cost-controlled environment.

Motorsport UK caught up with British racing driver Nick Tandy, currently racing for Porsche Motorsport in the IMSA Championship. His extensive career has seen him claim victories at the 24 Hour Le Mans, 24 Hours of Nürburgring and 24 Hours of Daytona races. This is the first year that Nick and his son Felix, have entered Bambino category, and the whole family has been involved and supporting the team at the track.

“Karting is completely new for all of us! I started when I was a child on the oval tracks competing in stock car racing, before I then moved onto circuit racing on the longer circuits. Felix’s karting adventure is the first time that any of us have been to the kart tracks.

“It’s great to get out and do something that Felix enjoys. He and his sister grew up with me racing almost every weekend,

so this now gives him the chance to get out and compete against children his own age in a safe and controlled environment. This wasn’t available to me when I was his age, the class I started in you couldn’t race until you were 10 years old. It’s great that there’s the opportunity for us to go and do it together and start his hobby earlier than a few years previous.

“We’ve taken part in the British Championship this year which has been a five round series run by the Kart Championship and it’s just been absolutely fantastic, the support from the championship and from Motorsport UK to run the regulations and to run the clubs, to regulate the racing from a safety and enjoyment point of view, it’s great! It’s something that I didn’t realise was around until we started dabbling and taking his kart to a few tracks last year.”

In line with its sustainability policy, Motorsport UK sees the future of Bambino as being electric. Nick found this to be incredibly interesting.

“This is the first year that Motorsport UK’s recognised championship in the Bambino class is run with electric powertrains, and this was appealing to us as well. In my own experience racing highly developed hybrid cars first-hand at Le Mans, I know how efficient and maintenance-friendly the electric powertrains are. The other element that really appealed to me, is the fact that all the electric powertrains are exactly the same for every child. This takes away the focus

Nick and Felix spending time together at the kart track



of the parent spending more time in the garage or at the track working on the engine, and shifts the focus back to the driver. Which is I think how it should be.

“So, now I spend more time working with Felix on how to improve his driving, how to improve his racing, how to improve kart so that he can drive it better... The children are all still learning, all still developing, and we hope that they are having fun. We fully intend to run another season if he can next year.”

It’s easy to get involved. To compete your child will need to pass a simple test, called an ARKS test, which involves a short driving assessment and answering some questions about karting, such as the flag signals. Both competitors and parents will also need a licence. More information on getting started in Karting can be found [HERE](#)

There are a wide range of events, including a dedicated Championship run by Champions Kart Club and a special meeting at the British Kart Championship in 2024.

Nick adds, “If anyone is interested, I would say go to a local race event and speak to some people to find out what is out there running. There are certain teams and clubs that run experience courses to figure out what’s what and to see if the child enjoys it. If you want to do it, then go out there, get a kart and do a test day.”

My Motorsport Story

Ambition Realised

I always wanted to be a racing driver ever since I rolled Dinky Toys down the school playing field, and when I first stood up to the fence at Oulton Park some 57 years ago, I was completely hooked.

It didn’t quite happen though. As I neared retirement age, I still hadn’t managed it despite being a member of Motor Clubs, navigating on Rallies, and doing all the off-road Trials and Autotests I could manage. I had the odd race-track experience which just fuelled the passion while earning a living and raising a family took precedence.

Finally, with some spare money, the opportunity, and spousal acceptance, I passed the Association of Racing Drivers Schools (ARDS) test, getting a race licence and a free bus pass within weeks of each other.

Dave Cross completing his track driving ‘set’ at Lydden Hill



Three years of sports car racing followed, and I loved every minute of it... until my age finally caught up with me. So, one way or another, I have driven round just about every race circuit in England, Scotland and Wales, including some that are no longer licensed such as Aintree, Rockingham and the original (1976) Croft circuit. The only one that had escaped me was Lydden Hill, and last Saturday I got there at last and completed the set!

I had a fabulous day, met some great enthusiastic people and rekindled that authentic, racing driver feeling more than a decade after my last proper race. One way or another I spent a fair bit of money on pandering to my obsession, but as I told my wife, “It might be a lot of money in a year, but it’s not a lot in a lifetime.”

Whatever your obsession, get out there and do it!

Dave Cross

Ex-racer, and Chair of Sixty & Worcestershire Motor Club



Two UK drivers will be going for gold in Spain

Kieran Prendergast and Matt Caruana have been selected to represent the UK

When the third edition of the FIA Motorsport Games is held in Valencia, Spain, this October, there is an expanded Esports programme with two gold medals up for grabs across two separate gaming titles.

Back in 2022, Motorsport UK member James Baldwin won the Gold medal, and this year GT Esports racers will return to chase gold on the Assetto Corsa Competizione title – with Kieran Prendergast driving for Team UK. Additionally, a separate competition also will be staged with racers competing in a virtual version of FIA Formula 4 on iRacing – with Matt Caruana at the wheel.

More than 100 drivers representing their home nation's ASN are expected to compete this year, making Esports the most fiercely contested discipline at the Games.

The Esports competitions will feature a structure similar to 2022, with a knockout format consisting of a General Qualifying, Quarter Finals, Last Chance, Semi-Finals, and the gold medal Final to decide the results across both GT and F4 categories.

Motorsport UK partnered with Williams Esports for driver selections for the FIA Motorsport Games with a series of tests designed to select favoured competitors. During the qualification process, drivers took part in an online qualification with the top 15 from each category invited to the Williams Esports Lounge for a final assessment day. During the selection process, drivers had to compete on the Williams driving simulators, adapting to new equipment and completing a media style interview prior to competing in a final race.



Qualifying sessions were held at the Williams Esports Lounge at the F1 teams' Grove headquarters



Kieran Prendergast

"It was our pleasure to support Motorsport UK in their quest to find the UK's entries for the FIA Motorsport Games," announced Ben Hawkins, Head of Performance at Williams Esports.

"Beyond hosting the event, we were honoured to provide human performance consultancy to aid in the selection process. This was also a fantastic opportunity for Moreno Sirica, one of our iRacing Drivers and aspiring coaches, to showcase his coaching potential. We look forward to continuing this holistic support for Matt and Kieran as they prepare for the games, ensuring they are at their peak performance."

Kieran Prendergast, driver for Rocket Simsport and Brabham Motorsport will compete in the new GT Category, with Matt Caruana racing in the FIA F4 Category. *Revolution* caught up with Kieran and Matt to get their initial thoughts on representing the UK in Valencia:

"I am extremely happy to be representing the UK on a big stage like the FIA Motorsport Games," revealed Caruana.

"I put a lot of effort preparing and practicing for the assessment day at the Williams F1 facility, and I am very excited and grateful to have been selected for the games. It is a huge opportunity for myself to be travelling to a place like Valencia to represent my country, so I will be working hard for the games in October."

"I think having the FIA motorsport games competition is great for motorsport," says Prendergast. "It showcases a variety of disciplines which some motorsport fans may not have even known about and raises interest to those categories – especially Esports sim racing. I think it's also amazing that you have a bundle of different people from all over the world sharing the same passion as we do, the passion to race against the clock."

"The qualifying process wasn't easy. It took a lot of preparation to make sure I had the best opportunity to be chosen to represent my country. When you are up against some of the best sim racers in the UK, all who are chasing the same thing, you can only imagine how competitive it can be when you're fighting for every tenth through each corner. When they announced to us at Williams F1, which made even more special to me, I was filled with joy, and it took a couple of days to sink in what I had achieved, it was very emotional."

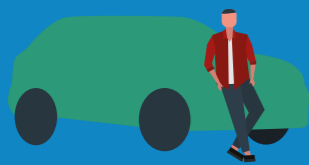
"I can't even put into words how excited I am to be heading to Valencia to represent my country – it is a dream come true. I recently left work to go full time into sim racing. Some people may think I'm crazy, but this is my passion and what I love doing, so I'm going to do what I love in life and enjoy every moment of it. I'm determined and committed to my country and bring home the gold medal for Great Britain."



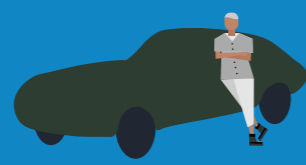
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EcoRally Scotland returns for 2024

The Scottish Motor Racing Club (SMRC) is organising EcoRally Scotland, which runs from Thursday 22nd to Friday 23rd August, and is a Candidate Event for the Bridgestone FIA EcoRally Cup.

Teams of two (driver and navigator) and their Electric Vehicle, will tackle a road route around the beautiful Scottish North Highland countryside. Teams will need to record all check points within the given times and complete 'regularity tests' checking average speed along the route – precision navigating, problem solving, and teamwork is the aim of the game!

Participants can take part in a fully electric (BEV) or hybrid vehicle (HEV), and both driver and navigator will need a Motorsport UK RS Clubman Licence (or equivalent from another ASN). Ethanol or Methane powered vehicles (E85/CNG/CBG) are also eligible to participate.

Any road electric vehicle can take part in the event, without any kind of modification.

Entries to the event cost £495 per team (two people) and includes Breakfast at Fairways in Inverness, lunch each day, a two-course dinner, Bed & Breakfast at the Premier Inn in Thurso (based on two people sharing a Double/Twin room), Stewarding and Marshal support along the route, and prizes awarded to the top three teams.

The EcoRally event entry form can be completed online at www.smrc.co.uk/ecorally-scotland. Entries close on Friday 16th August.



Manx Rally 2025 is unveiled

A new date and a substantially revised Stages will feature on the 2025 Manx Rally. The event moves to April and will run on Friday 11th and Saturday 12th April at the behest of the Isle of Man government to accommodate a crowded calendar on the Isle of Man.

Friday afternoon will include around 25 stage miles, including the popular double run of the Pooil Vaaish stage near Port St Mary, and five further stages into the darkness of Friday

evening. This leg will cover around 36 stage miles, including a 16-mile stage in the St Mark's area, before finishing with a fresh take on the Abbeylands



Paul Lawrence

stage. Saturday opens with a new version of the well-known Glen Roy stage, plus a classic 12.6-mile stage over Druidale and down the Baldwins. This loop of 33 competitive miles will be repeated before the finish in Douglas.

Work in partnership with the Isle of Man government Department of Infrastructure to plan the event and relevant road closures is moving ahead smoothly.



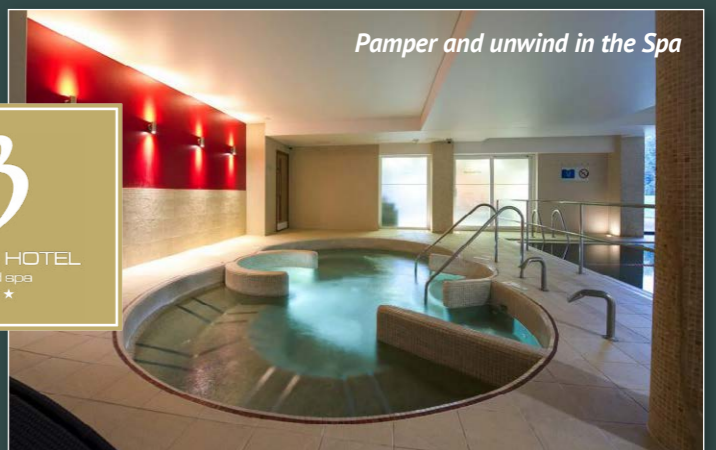
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Extreme E continues impactful legacy programme at Hydro X Prix

When Extreme E made returned to Scotland last month, the latest Hydro X Prix also continued the legacy of sustainability initiatives in Dumfries and Galloway.

The championship has been working with the Nith District Salmon Fishery Board, a non-profit organisation based in Scotland dedicated to conserving and enhancing the aquatic environment of the River Nith and its tributaries, since the championship's debut event in Scotland last year. The Board's primary objective is to protect and enhance the river's fish populations, improve water quality, and create sustainable fishing opportunities for local communities.

Extreme E and the Nith District Salmon Fishery Board have partnered to support a multi-stage environmental initiative focused on mitigating climate change effects upon Atlantic salmon, highlighting issues caused by rising water temperatures and change in rainfall patterns.

This year's activities centred on the preservation and regeneration of the land surrounding the Nith River and its tributaries. Lead by Jim Henderson from the Nith District Salmon Fishery Board, with support from Extreme E Science Committee members Professor Lucy Woodall and Professor Richard Washington, the drivers and teams took part in 'Green Engineering' activities, which are fundamental to crucial data collection, river maintenance, and restoration projects.

One of the first activities involved electrofishing, a technique used to safely capture salmon from the river to monitor their population. This data is vital for ongoing research and conservation efforts. Additionally, drivers carried out Aquatic

'Kick Sampling', surveying aquatic insects and invertebrates, which are essential for assessing the health of the river ecosystem and the food sources for salmon.

To combat riverbank erosion, a practical demonstration of 'Willow Spiling' also took place. This traditional technique involves weaving freshly cut willow stakes and rods to stabilise and protect the riverbank, preventing erosion that can destroy salmon eggs. These hands-on activities not only contribute to environmental conservation, but also educated the drivers on sustainable practices.

With the assistance of Extreme E stemming from 2023's initial legacy activities at the River Nith, the Nith District Salmon Fishery Board has planted over 1,200 native trees, established a plant nursery and built fences to protect the river habitat.

This has helped to stabilise the riverbanks, which minimises erosion and salmon egg mortality, whilst also keeping grazing sheep out, allowing the trees to grow. The trees also cast shade over the rivers which cool the water temperature, as temperatures over 23°C cause detrimental issues for salmon.

The investment to support the Hydro X Prix legacy initiative has also resulted in the development of a Nith District plant nursery at the River Nith's headquarters, which enables cost effective planting and ability to germinate local trees before their transplantation into the riverbanks.



The Extreme E drivers and teams taking part in Green Engineering activities such as riverbank maintenance, and restoration projects



The team at Towcester Community Larder working hard to reduce food waste at the British Grand Prix



The race to reduce waste

Towcester Community Larder has been making sure that the surplus food from race events held at Silverstone Circuit does not go to waste.

Working alongside the sustainability and Catering teams at Silverstone, the registered charity is part of a community larder network that partners with local supermarkets, businesses and food surplus providers to distribute affordable food throughout the community and reduce food waste.

Established in January 2021, Towcester Community Larder (TCL) has been actively redistributing unused produce for the

Silverstone area. "Our final rescue from the 2024 British Grand Prix was 15 tonnes – and just over five tonnes of that were fruit and veg," reveals Katie Steele, the Operations Manager at TCL. "It reached over 500 people in the local community, and we had over 60 Larder volunteers who were involved in the collection, sorting, and distribution of the food."

As well as the British Grand Prix, TCL also take any unused food from the Moto GP races and Silverstone Festival events, and the team work endlessly to make sure there's no waste from trying to feed 400,000 visitors to the British Grand Prix.

Formula Student sees shift in propulsion methods

The 2024 Formula Student competition, held at Silverstone in July, continues to reflect the change of powertrain selection in industry by its entrants.

For 2024, just over half of all teams opted for an electric powertrain, while the other 33 teams running internal combustion engines were able to use Coryton sustainable fuels, thanks to a grant offered by Motorsport UK.

This year Australia's Edith Cowan University won the Motorsport UK sustainable fuel award, as well as securing the overall championship title. Their car's performance proved that the drop-in fuel had no negative affect on vehicle performance in a motorsport setting.



The team from Edith Cowan University with their Motorsport UK sustainable fuel award

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2024 Motorsport UK Academy Young Driver of the Year

Each year, standout second-year Motorsport UK Academy Enhanced DiSE students are shortlisted for the award, which recognises sporting excellence as well as academic performance, attainment, effort and overall engagement.

Five drivers made the cut this year, with Seb Hopkins, Loui Hounsell, Ronnie Smith and Sid Smith competing against the eventual winner Connor Clifford on the day.

The shootout involved a series of physical fitness tests to check muscular endurance and max VO2 levels, driving skill assessments on Silverstone-based iZone's three state-of-the-art GT and single-seater simulators to test race runs and vision on both known and unknown tracks, in addition to undergoing panel interviews and presenting on their own experiences gained during the Motorsport UK Academy Enhanced DiSE Programme, drawing on their own career goals and aspirations.

"The Young Driver of the Year award is a test of all round performance – from demonstration of technical skill, dealing with pressure, adaptability, physical potential and presentation skills", noted Katie Baldwin, Head of Competitor

Development, Motorsport UK. "Ultimately, everything that is needed to become a well-rounded and successful driver. Congratulations to Connor who embodied all these things and was the unanimous winner of this year's award.

"Congratulations also to the shortlisted drivers for their efforts – everyone demonstrated great skill and promise, making it a competitive showcase of young talent."

"Winning this award is a huge achievement for myself and a decent boost to my career so far", said Clifford. "It's a testament to my continued work off track to develop as a driver. Thank you to Motorsport UK and the Academy for this opportunity and I look forward to working with them in the future."

Clifford, who placed fifth MSVT Mazda MX5 Miata Trophy championship standings, will now receive a bespoke driver development programme with Motorsport UK Academy partner iZone, and will be awarded the official Trophy at the Motorsport UK Night of Champions in January 2025.

Motorsport UK would like to thank the entire iZone Driver Performance team and Chris McCarthy for their extensive time and support with the award.

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HAVE YOUR SAY



The Simon Diffey Heritage Motorsport Apprentice Award

On Thursday 19th September the third recipient of the prestigious Simon Diffey Heritage Motorsport Apprentice Award will receive a life-changing opportunity at the Royal Automobile Club, Pall Mall.

Created by Simon's wife Sarah Jane Adams-Diffey and in collaboration with the Heritage Skills Academy, the Award honours and continues Simon's passion and ethos for Historic Motorsport.

A much-loved character in the historic motoring world, Simon 'just raced about everything' from his late teens onwards, from starting out with the Vintage Sports Car Club becoming a works driver for Classic Team Lotus.



"It was Simon who put me into a car and said, we should get you a race licence!" comments Sarah, in memory of her late husband.

"It was never you can't... he always believed you can! He wanted to share the love when it came to getting youngsters behind the wheel of a car.

I came from a family where women were more seen to be 'pushing and polishing' rather than driving, and it was Simon who encouraged me to achieve my race license and embrace classics. I competed in a Type 13 Bugatti, culminating in me buying my own Type 35B, all thanks to his encouragement."

The reward will see one apprentice, currently a part of the Heritage Skills Academy UK-wide programme in the classic motoring sector, benefit from:

- A one-month secondment with a race team
- A £3,000 grant to cover the cost of accommodation, travel and subsistence during this secondment
- The experience of at least one international Historic Motorsport event
- The chance to obtain an ARDS race licence, supplied by Motorsport UK

Those within the Motorsport UK community who wish to honour the memory of Simon Diffey and support the work of the Heritage Skills Academy can purchase their tickets for the event at bit.ly/DiffeyAward2024



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Geoff Hunt

Motorsport UK is saddened to learn of the death of Geoff Hunt.

Geoff was a long-standing member of the British Automobile Racing Club (BARC), a former regular Hill Climb competitor and a South West Centre Committee Member. He will be remembered for many things; most notably being a true gentleman, always happy to help anyone, and his regular participation at Gurston Down in his beloved Lotus 22.

It is not exactly clear when Geoff first competed at Gurston, which opened in 1967. However, if it was not from the very start, it was certainly only a year or so later. He later joined the Committee, and his tenure predates the records which only go back as far as 1987. Geoff was active to the very last and would have been seen by many helping out at the May National Meeting which was only a week before his death.

Geoff will primarily be remembered for his beautiful Lotus 22, which was present at his wake. However, Geoff competed in several cars over the years, including an MGB, Cooper 500, March 733 (1598cc Twin Cam), and a Pilbeam MP51 which he purchased in 1980. He competed in both the Lotus and

the March from the mid 70's onwards. He retained the Lotus which he said he would never sell, and he did admit to being regretful about selling the March. So close to his heart was the Lotus, that he even held a birthday party for it in the garden of his house where it was guest of honour. He last competed in the Lotus at Gurston in 2013, was threatening to get it out of hibernation to turn its wheels again.

A competitor and a gentleman who will be sadly missed by all that knew him. Condolences go to his wife Glynis, his family and friends.



Photos: Gurston Down / Steve Lister



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Sitting on 5th August 2024

Case No. J2024/14

Mark Heywood KC (Chair), Mike Harris, John Hopwood

Minor (X)

(A Child Competitor by their Parent)

Judgement

Introduction

1. X (“the appellant”) is a competitor in the Junior Saloon Car Championship. Following post-race scrutineering for Race 1 of the Championship Event held at Castle Combe circuit on 15th June 2024, a non-compliance report was raised concerning the mounting of the car’s lap-time display unit (“the device”). The Clerk of the Course, Mr Czornyj, gave the parties the opportunity to be heard. No exceptional reasons were argued as to why the finding should not result in disqualification and the appellant was duly disqualified from the results of the race. The appellant now appeals against the finding of non-compliance and the disqualification.

The Appeal Time Limits

- As a preliminary issue, we have to decide whether the appeal was lodged within the regulation 30 minutes of the decision being notified to the competitor.
- Unfortunately, the records are ambiguous. The Clerk of the Course’s printed decision is timed at 17.31 hours. The handwritten Appeal Form is timed 18.11 hours, thus out of time. However, there is a string of messages between in correspondence with Motorsport UK, the appellant indicated that the Clerk’s decision was timed at 17.49 hours on GT Apps and the Secretary of the Meeting had noted the time of the appeal was 17.57 hours.
- Mr Czornyj has also provided a message sent to him by Ms Dall’Occo, the CCRC Racing Club Manger, indicating that she had an appeal from the appellant, timed at 17.57, which he indicates appears to suggest the appeal was lodged in time.
- In all the circumstances, we are willing to give the benefit of any doubt to the appellant and accept, on balance, that the appeal was brought in time.

The Grounds of Appeal

6. The appellants put forward 2 grounds of appeal.

Ground 1: “The car passed eligibility and safety scrutineering with the device and mountings present and physically checked and therefore deemed acceptable for both eligibility and safety.”

- This ground of appeal is unarguable. Post event scrutineering decisions are not bound by pre-event scrutineering decisions.
 - We have noted that the parties’ accounts of what took place at pre-event scrutineering differ greatly. In summary, the appellant’s case is that when the car went through pre-event scrutineering, the device was mounted in exactly the same way as it was when the non-compliance was raised, after Race 4. In support of this, photographs have been submitted which show the mount and, within limitations, the device, attached to the windscreen in the same position and orientation on 13th, 14th and 15th June, though none during pre-event scrutineering. Further, that “the scrutineer” physically checked the security of the device before passing the vehicle.
 - Mr Drinkwater who, together with Mr Bennett, made the finding of non-compliance, disputes that the device was fitted at all at that point.
 - We have not found it necessary to decide this dispute, because, even taking the appellant’s case at its highest, the argument is misconceived.
- Ground 2: “In accordance with GR J5.20.14, the presence of the cable tie constitutes the primary mounting, and the suction mounts were a secondary mounting.”

11. General Regulation J5.20.14 provides:

“Any information device (including but not limited to – data loggers, displays, instrumentation, communication systems, trip computers etc.) mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver’s body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.”

- The device was attached to windscreen inside the cockpit of the car by means of a substantial mount equipped with three suction cups and its power / data cable was secured with a cable tie attached to the car’s dash at a point approximately 25cm from the device itself.
- The appellant argues that the cable tie constitutes the primary mounting, and the suction mounts were a secondary mounting.

14. We are unable to accept that the cable tie constitutes the primary mounting. The cable tie was not attached to the device itself and was incapable of holding it in a fixed position. Accordingly, it could not comply with General Regulation J5.20.14.

15. The suction mount was clearly the primary mounting method employed. It fastened directly to the back of the device and, if satisfactory adhesion to the windscreen was achieved, would secure the device itself. We observe that the photographs clearly show that the mount was produced by the same manufacturer as the device and was clearly designed for the purpose where, unlike here, the use of such a mounting method is permissible.

Conclusions

- For the reasons given, the appeal is therefore dismissed.
- The appeal fee is forfeit and appellants are ordered to pay costs in the sum of £500.

Mark Heywood KC, Chairman
5th August 2024



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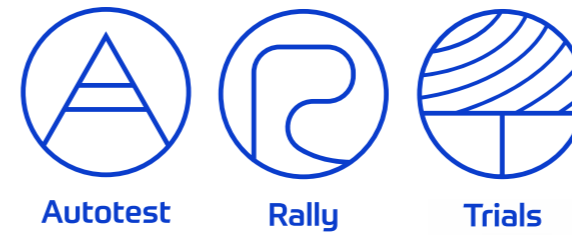
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FESTIVAL 2024

Revolution goes behind-the-scenes with the StreetCar team preparing this launch event



Having recently celebrated its second birthday, the grassroots motorsport programme is launching its own Festival in 2024 to further expand and grow the participation in low-cost, high-reward, club motorsport using regular unmodified road cars.

and is enthusiastic about the plans. "The idea was developed through 2023, and we decided to commit to hosting a StreetCar festival in 2024. This year is a 'trial year' – so we can learn what works best, before making plans for future bigger and better events!"

At the beginning of 2024, the StreetCar team sat down and agreed on the aim of growing the StreetCar name and reaching new people to help grow the grassroots motorsport community. The team have set themselves targets, not just for ticket sales at the Festival, but also expanding the reach through marketing efforts by Motorsport UK and by the registered StreetCar clubs.

With the date set for early September, there is still a lot of preparation to be done, and it is still possible for Clubs to come and participate. "We are encouraging the StreetCar Clubs to get in contact with the StreetCar team", says Kirkpatrick, "as we have a few spaces available for our Clubs

"The spark of an idea for a festival started way back in 2022," reveals Claire Kirkpatrick, Director of Club and Volunteer Development. She has been a central figure in the development of the StreetCar programme from the outset

to have a stand at the event and to showcase the grassroots motorsport scene. We would also like the Clubs to share the news about the StreetCar Festival with their members."

Those clubs not already signed-up to StreetCar can also help spread the word. Motorsport UK members are encouraged to buy tickets, bring their families and friends along for a day out and to introduce them to the joys of grassroots motorsport.

"The StreetCar Festival provides a great opportunity to celebrate grassroots motorsport and offers the perfect starting point for novices to throw themselves into the competition.", adds Kirkpatrick. "There will be opportunities to have a go at an AutoSOLO, experience a Car Trial passenger ride, participate in a Cross Country punch hunt, join in a Table Top Rally, or take part in a Touring Assembly. There will also be a StreetCar club challenge AutoSOLO competition between the experts from the Clubs, showcasing how exciting StreetCar can be. All this being done in everyday road cars!

Such a wide selection of activities and opportunities don't just happen by themselves. The festival is being organised by a collaboration of Motorsport UK staff across several teams. There are also several StreetCar clubs directly involved, with each club organising and running a different activity at the festival.



JEP

JEP



Claire Kirkpatrick



Benedict Smith, with Nigel Mansell when he visited Motorsport UK HQ

The Experience

The 12 different disciplines within StreetCar fall into four different categories and the team is working hard to ensure that each category will be covered during the Festival.

“We selected events that will be able to provide both the most entry-level introduction to grassroots motorsport and the most excitement,” reveals Kirkpatrick. “It is thanks to the support of five of our StreetCar clubs there will be five of the disciplines available for visitors to try out.



The Organisation

While Claire and the Motorsport UK team have been steering the StreetCar programme since the launch in 2022, Club Development Assistant Benedict Smith has only recently joined the organisation and is already getting stuck into the task.

“I have had previous experience working at various motorsport events including as an Event Steward at the British Grand Prix and Goodwood Festival of Speed, and I worked as an intern at a Sports Marketing Agency based in London, immersing myself in the world of sport sponsorship.

“After graduating from Loughborough University in July 2023,” says Smith. “I began pursuing a career in motorsport. I noticed the vacancy at Motorsport UK, but I wasn’t quite sure what it entailed; however, it was an opportunity to work in motorsport, so I knew I had to go for it! I have loved working on the StreetCar campaign and everything it does for grassroots motorsport.



The Southern Car Club AutoSOLO at Thrupton Circuit

“I intend to continue learning as much as I can about the industry. Since joining the organisation, I have developed a fondness to the StreetCar campaign and I am dedicated to continuing its growth, reaching new people in new markets. I am also passionate about maintaining our strong relationships with the StreetCar Clubs.

“My role in the organisation of the StreetCar Festival so far has been heavily focused on coordinating the StreetCar Clubs attendance. To showcase the StreetCar campaign, we want to be able to run each of the StreetCar categories at the event. I am responsible for organising each of the activities along with the StreetCar Clubs. We have regular meetings as an organisational team to ensure everyone is involved in some way at every level, so I have had the pleasure of experiencing so many different aspects of event organisation.

“On the day I will be doing anything, and everything, to ensure that the event runs smoothly!

The task ahead

Everyone understands the need to support and nurture growth in grassroots motorsport, but how to deliver that, and what it takes to make it effective, is much harder to pin down.

“We organised a StreetCar presence at MotoFest in Coventry recently”, says Smith, “and were very glad that we did. Witnessing thousands of fans drawing in to watch a StreetCar event showed just how exciting grassroots motorsport can be! There was also a strong novice presence, and seeing the smile on the competitors and spectators’ faces was a joy to see.

“I also attended the Southern Car Club (SCC) AutoSOLO last month, which was SCC’s first running of an event at Thrupton Circuit. Not only was it a smoothly run event, but the competition was incredibly close. As the drivers went into the last of the four tests, the separation at the top was merely tenths of seconds. The top two drivers were running one after the other and continued to better each other’s times. There were also 10 first timers competing, and several of these had found the event through the StreetCar ‘get started’ online form. Seeing the smiles on the competitors faces and knowing that they had thoroughly enjoyed their experience of StreetCar was very gratifying.”

The team is measuring the number of visitors to the StreetCar website and the number of new enquiries received. They have also been asking the StreetCar clubs to update them on the progress of the new enquiries that join clubs and start participating and competing in events. The launch of the 2024 Festival is all part of this journey to keep motorsport thriving and evolving for years to come.

“There are always challenges when organising a large event, with so many different activities and stakeholders involved,” notes Kirkpatrick. “The first was finding a suitable venue and date, and one that was within our budget! This took us considerably longer than we hoped, but we are grateful to Bicester Motion for being able to accommodate us on September 8th.



Come and watch the competition, or have a go yourself

“Now we are focussing on selling enough tickets and reaching those new people that are interested in finding out more about, and getting started in, grassroots motorsport – all the while putting on a safe and professional event. With both the team at Motorsport UK and the supporting StreetCar clubs all so passionate about StreetCar and working towards the same goal, I know we will all work together to make this happen.”



Keep up to date with the festival developments and sign-up for the activities at <https://streetcarmotorsportuk.com/streetcar-festival>



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SCAN ME TO VIEW
OUR E-CATALOGUE

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

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

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

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



Ifan Devine

Born: Caernarfon, 6th June 1999

Academy Programme: Co-Driver

Competes: Tarmac Rally Championship

Recent Results: Manx Rally – 39th (10th in class); North West Stages – 64th (13th in class); West Cork – 86th (9th in class); Wydean – 9th (3rd in class); Cambrian Rally – 15th (5th in class)

What is your earliest memory of motorsport?

I started watching local Road Rallies with my dad when I was eight and he told me stories about when he used to compete in the 1980s. That made me want to compete and I started navigating on Road Rallies with my dad when I was 16.

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

Winning the RWD Co-Driver championship on last season's Pirelli Welsh Forest Championship. It was a very challenging season and that made it all worth it.

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

On last year's Rally North Wales, we suffered electrical issues halfway through the first stage, which resulted in us having to miss stages and trying to repair the car on the roadside. We managed to fix it temporarily and finished the event under 'Super Rally' but that was a big low point.

What has been the best opportunity you have had?

Being offered a seat on last season's Pirelli Welsh Forest Championship. I had never competed on a major championship before that, so it was a step up.

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

To regularly compete in top historic machinery as well as R5/Rallye 2 machines. That would be another step up for me and an opportunity to gain more experience operating at the top level

in championships such as the British Historic Championship. I am planning on competing on next year's R.A.C. rally, as that has been a goal of mine since I began rallying.

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

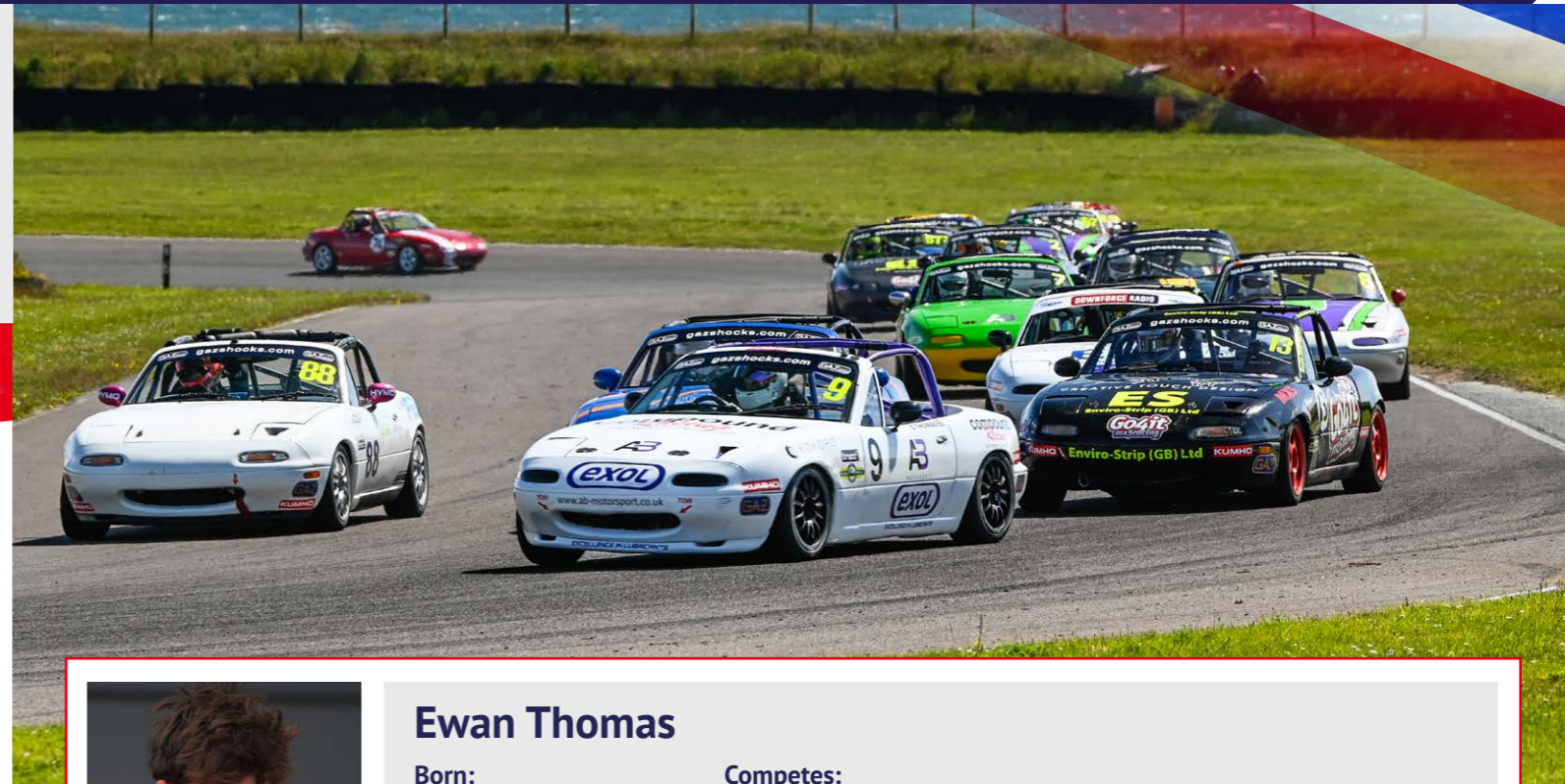
A couple of my close friends are competing at the level I want to reach, so I can get immediate advice if I need it. If I was to choose another individual in the sport, it would be Paul Nagle because he has competed at the top level and his advice would be priceless.

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

The most beneficial thing is learning to produce good event schedules, as they help to make sure everything is planned efficiently, and everyone is where they need to be at the correct time.

What has been the biggest challenge this year?

Unfortunately, we got delayed and missed stages on the first round of the championship so meant our result did not reflect where we could have been. We also had gearbox issues the day before we were due to leave for the Manx Rally, but thanks to members of the Rally community and our service team, we managed to start the event and got some points in that round.



Ewan Thomas

Born: Hertfordshire, 28th April 2007

Academy Programme: Enhanced DiSE

Competes: Mazda MX5 Championship

Recent Results: 6th, 5th (x2), 4th (x2), including one fastest lap.

What is your earliest memory of motorsport?

When I was six, my dad and I went to watch the Abu Dhabi Grand Prix and that got me hooked on racing. I did my first karting aged 14 and that is when I knew I did not just want to be a spectator!

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

My first win in karting at Whilton Mill – I started fifth and raced tactically and finished up a couple of seconds clear, with joint fastest lap. Winning Top Rookie and Challenge Cup in the British Karting Championship after only two years in the sport was also a great achievement.

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

My first race weekend in cars, I had done lots of preparation and was excited to show my pace, but we quickly discovered the car's engine was severely down on power. It was really hard not being able to achieve the results I knew I could, and although we did some work on the car before the second round, it did not get better, so we switched teams and now race a hire car.

What has been the best opportunity you have had?

Last year, I was given the chance to test a Radical SR3 at Donington Park by an associate of Jade Racing. Conditions were changeable, so I had to adapt through the day. I have moved between different classes of kart and car in a short space of time and that has taught me to quickly extract the best out of my equipment.

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

To race in the Le Mans 24 Hour by moving way through GTs in endurance racing – as although the races will be far shorter, it gives you the skills you need for that event. I believe it is the ultimate test of man and machine, because there are so many factors and almost anything can happen.

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

Tom Kristensen, as he has won Le Mans a record nine times and has had great success in many endurance championships. He could give me valuable insights.

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

That success within racing is not dependent on any singular factor, it comes from being well-rounded in many different areas – networking, sponsorship, presentation skills, physical fitness, mental strength, not just driving ability.

What has been the biggest challenge this year?

It has been a rollercoaster ride, but after the technical issues at the start of the year it is now going well. Despite adapting to a new car, I am in the top five and constantly learning. I want to keep pushing and have my sights on podiums and wins. Like most new drivers I've had the challenge of gaining sponsorship, but I'm pleased to be working with AB Motorsport, Compound Racing footwear, Excol Lubricants, Kokoro Performance and Companion Watch.





Cameron Fair

Born: Paisley, Scotland
29th August, 1995

Academy Programme:
Team UK Co-Driver

Competes: Junior World Rally Championship, Junior European Rally Championship and British Rally Championship

Recent Results: ERC, Hungary – 1st; WRC, Croatia – 7th; WRC, Sardinia – 3rd; BRC, Jim Clark – 4th; ERC, Sweden – 9th (SuperRally)

What is your earliest memory of motorsport?

I remember standing in a forest in Scotland with my dad when a white Metro 6R4 came over the crest at maximum attack and full revs. It was Colin McRae on the 98 McRae stages. That is still a moment that makes my hairs stand on end!

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

Winning our class in the European Championship in 2023 was a big one as it was something I did not think was possible, but my biggest achievement was winning the Scottish Rally Championship in 2022.

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

Getting back in the car after a crash in the Barum Rally in 2023 was probably the toughest moment for me. Fortunately, though, I had a great support team round me, which helped massively.

What has been the best opportunity you have had?

The opportunity to do route note crew for Sean Johnston and Alex Kirihami in 2022 started off my international journey. I worked with Jon Armstrong for the week and that led to our season last year. Without that break, I think I would still be competing at a national level.

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

They are constantly changing! This is my first season as a professional co-driver, so the main aim is to keep that going and eventually be part of a factory team fighting for a championship.

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

It would be difficult to name only one, however, it would be Scott Martin, he's been at the top of the sport for such a long time and that speaks volumes.

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

That if you keep working hard and be patient, the good things will come. I have learned not to be afraid to ask questions and offer my services, and it has helped me massively with the step up to international level. I am lucky to have Seb Marshall as a mentor and someone to help me and that is a real asset.

What has been the biggest challenge this year?

It has been pretty hectic this year, doing three different championships with two different drivers! Finding the time to be organised and prepared for each event is tough, but it has worked ok so far! My season with Max McRae started on a high with a win in Hungary and although it dipped slightly with a 4th and a DNF we are working hard to come back fighting for top spot. With Max Smart, he still has less than 10 rallies to his name, so every finish is a huge achievement. Third place in Sardinia was magic.



Jodie Sloss

Born:
Oban, 23rd May 2001

Academy Programme:
Team UK Futures

Competes:
GT Cup Championship

Recent Results:
GT Cup Championship, Group GTH, 2024: Donington Park, 3 podiums; Brands Hatch, 2nd; Porsche 991 Cup 2023: 3 podiums.

What is your earliest memory of motorsport?

My first race on track at Snetterton alongside DTO Motorsport. It was an extremely unique entry into this world, and I had a huge lack of experience, so it was incredible to have people constantly notice my natural talent.

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

I feel my career has been a constant rush of achievements and learning new skills so far! One career milestone for me, and one of my biggest opportunities, was taking advantage of the 992 Carrera Cup car at Sebring International Raceway with MDK Motorsports – and incredible circuit and car combination.

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

There have been plenty, but these moments define me as a driver and make me more diverse heading into my next challenge. I try my hardest to take every opportunity to make the best of the lows and mature heading into the next race.

What has been the best opportunity you have had?

Defining just one is difficult, because every chance I have had to improve has been a huge game changer, including being selected into the Motorsport UK Academy. Being selected to be a part of the Aston Martin Driver Academy and being supported by such a prestigious British manufacturer has also been a huge honour.

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

I would like to race on the European and American circuits and move up through the ranks to race a GT3 car in the coming years. Ultimately, my aspiration is to be involved with championships like WEC, ELMS, and GT World Challenge, culminating in my main target, the 24 Hours of Le Mans.

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

Given my lack of background in the sport, any guidance and knowledge are very important to me. People who have achieved the goals I am aspiring towards are huge inspirations, and I would love to explore the insights of Lewis Hamilton and Susie Wolff.

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

The relationships I have developed, and the knowledge of the sport have been huge aspects I have taken from the programme, as well as the constant support and encouragement.

What has been the biggest challenge this year?

I am an adaptive and quick learner, up for every opportunity, but my biggest hurdle has been securing the remaining funds needed to keep me on the grid.

Crossing codes

There are so many forms of motorsport, why stick to just one? Rallycross, Rally and Extreme E driver Patrick O'Donovan talks about the benefits of crossing codes

Having grown up on the Rallycross circuit watching his father Ollie become a British Champion and Euro RX Supercar podium-finisher, it was no surprise that Patrick O'Donovan chose to start his motorsport career in the same discipline. And as it turned out, he was rather good at it.

"I think dad was just happy at least one of his children got into it, because I have three sisters and none of them ever really showed any interest in motorsport growing up," he recalls. "Watching him was a pretty massive part of my childhood – but when I started to get into it, my first few events didn't actually go that well!"

He soon turned it around though. In 2018, just three years after he made his debut at 14 years of age, racing a single-make 1300cc Suzuki Swift in the Motorsport UK Junior Rallycross Championship – Patrick finished runner-up in his very first British Supercar outing at Lydden Hill, and by the end of his debut season, he had won the Championship.

He puts his Rallycross success down to some "tough love" from his competitive father, explaining: "I thrived on that. I would rather have that than someone saying, 'you tried your best, let's see how it goes next time.' If I do a bad job, I want constructive criticism. I've always been super competitive, so I always just want to try to get better at everything."

Perhaps, then, it is that competitive streak which tempted O'Donovan to try out other disciplines. In the last two years, he has been lured into Rallying – both in circuit-based tarmac events and gravel stage events – and recently made his debut in Extreme E, the all-electric international series run by the creators of Formula E.

One of the keys to expanding his discipline roster was the ability to enter different events with the same licence, but also how easy it was for him to obtain additional licences to

cover other areas of motorsport. He started with his Non-Race National B licence – the equivalent of the present-day RS Inter Club – but soon upgraded as things progressed.

"I got my RS Inter Club licence when I was 14 and then, when I turned 16, I applied for the Off-Road International licence to compete in the RX2e format of the European Rallycross Championship," he explains. "It was all pretty straightforward. I had done enough events with my RS Inter Club, they were able to upgrade it pretty easily."

"That then became an Off-Road International ITC-C licence following an FIA restructure of international licences, and with the experience gained in Rallycross I was able to get a Race licence that allows me to do a bit of circuit racing, which I really want to do, but I've not actually had time to do anything with that yet!"

Circuit racing would likely come naturally to O'Donovan, given that the tracks in Rallycross are 50 per cent tarmac circuit. However, for now, he has gone down the Rally route. Patrick had to first complete the BARS course to be issued the RS Interclub Stage licence to enable him to drive in Stage Rallies, and he then entered a circuit Rally at Cadwell Park then, with signatures from driving and co-driving, obtaining an International licence to do gravel events.

"We actually managed to take the overall win in my first Rally," he smiles. "It really helped having a very experienced co-driver alongside me, because he was able to push me in the corners but also pull me back when he needed to. It was pretty amazing – and we won by quite a large margin too; about 30 seconds."



Racing through forests with only a few inches to spare...

AF Motorsport Media

Transition of skills

Looking back, he says the skills he brought from Rallycross proved a major advantage when it came to compact circuit Rallying, especially as it had rained on the morning of the event. "My experience of limited grip from Rallycross really helped me," he recalls. "In the wet, everyone was locking up or sliding, but I felt like I had loads of grip!"

"The fact that I am used to a Rallycross Supercar that has 600bhp and goes 0-60 in about 1.8 or 1.9 seconds helped too. The R5 is a 4WD car with about half the power, so it felt like I had so much more control than I do in Rallycross. Everything just moved a little bit slower, so I was able to take a lot more focus and time to process what I was doing."

It was only a few months later when O'Donovan shifted gears and stepped up to gravel Rallying, taking on the Speyside Stages in Scotland. Confident after his initial tarmac Rally victory, he admits he had "got a little bit comfortable" with the car and expected that same slower and more focused experience at his next event.

>>>>>



Racing on sand with Extreme E was a new challenge for O'Donovan

Extreme-E / LAT Images



Patrick O'Donovan is looking to expand beyond the heights of his Rally Cross career

Jan Kauer Refoss



AF Motorsport Media

Stage Rallying, with a co-driver alongside, introduced new skillsets and techniques

This time, however, instead of a wide-open circuit, he was faced with a forest track just a couple of inches wider than the car, having to drive perilously close to trees on either side of the road and steer along narrow cliff edges where steep drop-offs threatened every wrong move. That, he concedes, was an altogether different experience.

“It was quite a big shock,” he admits. “It was a completely different ball game altogether – and that makes you more cautious. Again, though, I had a really experienced co-driver, Jack Morton, and he just said, ‘you know you’re a good driver, so just keep your head down and keep pushing’ and it was nice to have that reassurance.

“One of the things I struggled with was going through blind corners. We do have a few of them in Rallycross, but it’s nothing like a Stage Rally. Having to carry as much speed as you can through the corner without being able to see out the other side is really daunting in a Rally car and even if you have a great navigator, self-preservation kicks in.”

The presence of a co-driver in the other seat, however, is one aspect of Rallying that can actually phase some code-switchers. O’Donovan admits it did make him uncomfortable at times – but not for the reason you might think. “The co-driver is constantly talking, but actually it is quite similar in a Rallycross Supercar,” he begins.

“Since I got to the British Championship level, I have always had a spotter who continuously talks to me, giving me information about gaps between the cars behind me, when he thinks the Joker lap will be free, and lots of other things. So, to be honest, they talk just about the same amount, and it did not take much getting used to.

“What was hard, though, was having that person sitting beside me. There is always a risk every time you get into the car and I’m okay with that – but when you have another person in the car, although they can influence your wellbeing with the notes they’re calling, as a driver, you ultimately have control over your both of your fates. I found that quite daunting.”

In his brief experience of his new disciplines, O’Donovan has noticed plenty of similarities, but when it comes to preparation, he believes there are few other motorsports that require more focus than Rallying. He spends a lot of time analysing data at the track in Rallycross, but the need for pace notes takes things to a different level.

For that reason, he concludes: “Rallycross is an ideal arrive-and-drive format, amazing for someone looking to get into motorsport in more of a casual way. But if you’re looking to be a little bit more involved, Rallying is great. I will always have a special place for Rallycross in my heart, but they’re both amazing motorsports.”

Cross-pollination

Last month, O’Donovan completed another cross-code transition when he made his Extreme E debut at the British round of the series, the Hydro ePrix in Scotland. This required another evolution of his skillset, combining his experience of driving electric vehicles in the Rallycross RX2e series with the lessons he learned in his gravel Stage Rally debut.

“There’s so much going on in an Extreme X race,” he discusses, soon after his first outing. “It’s a very ‘high risk, high reward’ style of motorsport, similar to an FIA Rally Raid, so it’s quite a demanding format. As the name suggests, we race on some pretty extreme terrains and the tracks are designed to test both the drivers and the vehicles.

“What I love most about Extreme E is, as a young person, is that it is spreading awareness about climate change and the environment. From a driving perspective, with the cars going over sand 10-feet thick or mud one-foot thick, it is challenging because the terrain constantly shifts and you can get big rocks moving several feet at a time, lap by lap.”

That means the drivers need to constantly be feeling how the grip is changing underneath them, which is a massive crossover with Rally. As well as that, though, there are significant Rallycross crossovers too, with the same short lap

style racing format and the close car-to-car racing resulting in regular contact between the competitors.

“I’m used to that, so it’s quite comforting for me,” he adds. “A couple of the drivers who have come in from Rallying, without Rallycross experience, have struggled when racing so closely to other cars.”

Not only has O’Donovan found it enjoyable to experience different forms of motorsport, his code-crossing activities have made a huge difference back in his original discipline. Although already highly successful, he feels that the skills he has learned from both forms of Rally and his brief foray into Extreme E are already paying dividends on the Rallycross circuit.

“There are massive amounts of things I’ve picked up that feel relatable, but you can’t always pinpoint how,” he explains. “At one recent event, there was a blind corner, off camber, and the experience I had from the Rally, knowing that you have to just keep your foot flat and you will get there, certainly made that feel a lot more comfortable and confident.

“Extreme E has taught me about commitment and understanding that I can race on more surfaces than I thought. In my first few practice sessions, I wasn’t pushing anywhere near as hard as I needed to, so getting to know

that I can push myself to my complete limit every lap whatever the terrain is doing was something I could also bring back to Rallycross.”

So, has that translated into better performances? The reigning Rallycross champion believes so and says that simply getting more seat time behind the wheel more has given him an edge. After all, that is what some of the top racing legends of yesteryear used to do to keep themselves sharp, racing in F1 one weekend then Sportscars, or even Touring Cars, on another.

O’Donovan concludes: “At the end of the day, seat time is everything in motorsport. No matter what you’re in, whether you go to your local TeamSport venue in a rental go-kart or pay huge sums of money to rent a racing car and go testing, you are going to pick up skills and learn more about yourself and what you can and can’t do.

“Having a variety of skills definitely helps too. There are times in Rallycross when I may only use five per cent of a certain skill group, but if that five per cent I’m using is the best it can be, when I am fighting in the top 10 with a couple of tenths between us each lap, any small percentage in performance is going to make a massive difference.”

Upgrade Criteria for RS Licences

- RS Clubman events** can't be used to upgrade – except Comp Safari's.
- Six Comp Safari's** can be used to apply for an RS National
- Six Hillclimbs or Sprints**, one can be replaced by a signature from a Sprint and Hillclimb School
- Six Rallycross, Hot Lap Challenge, Comp Safari's, Hill Rallies or mixtures** of the above
- For RS National Drag**, a letter of endorsement from a Drag Racing Club is required
- For Speed and Cross Country International**, 10 events of 5 must be Road-based events
- For Drag International** a letter of endorsement from a Drag Racing Club is required
- For Off Road (Rallycross)** 10 events with a minimum of five Circuit-based events

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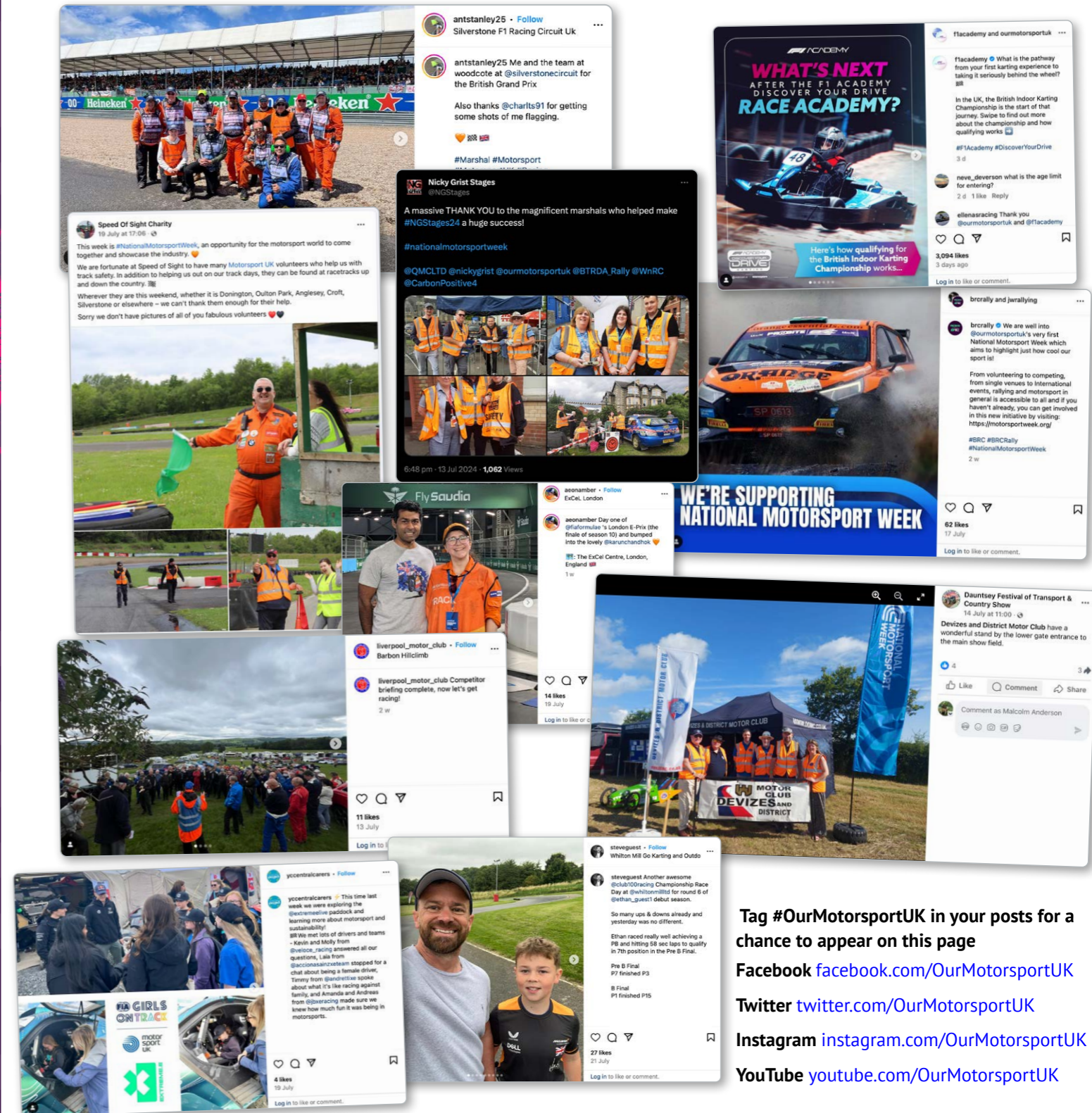
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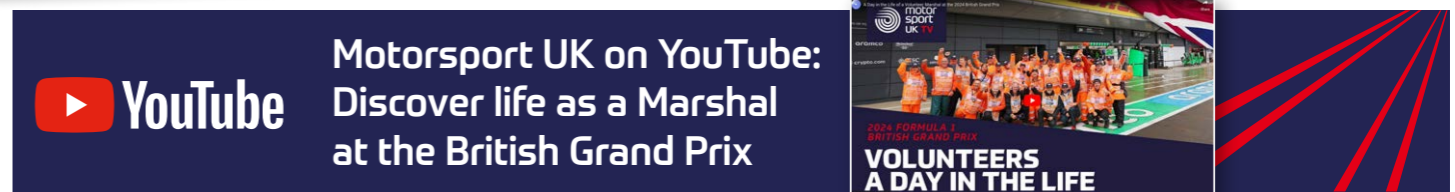
MOTORSPORT UK CONNECTED

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



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StreetCar is the perfect platform for newcomers and novices to get behind the wheel and enjoy grassroots motorsport. It includes disciplines such as Autotest, Car Trials, Cross-Country and Road Rallying, which can all be enjoyed with a standard (unmodified) road car using the free RS Clubman licence from Motorsport UK

70+

...and increasing – the current number of StreetCar approved Clubs

2022

The year StreetCar was launched

1,350+

The number of new enquiries since the launch of StreetCar

527

The number of StreetCar events that were run by StreetCar-registered Clubs in 2023

8

The number of founding Clubs: Anglia Motor Sport Club, Basingstoke Motor Club, Devizes and District Motor Club, Farnborough Motor Club, Isle of Wight Car Club, Loughborough Car Club, Middlesex County Automobile Club, and The Sporting Car Club of Norfolk

23

The number of StreetCar Taster Events run so far...

8th

September 2024
The date of the inaugural StreetCar festival, which takes place at Bicester Heritage

To find your local StreetCar Club, or to learn how your Club can join, see <https://streetcarmotorsportuk.com>

Voyonic Grampian Forest Rally

9th-10th August, Banchory, Scotland

After the summer break, the BRC returns to another Scottish favourite, the Voyonic Grampian Forest Rally. Hailed as some of the most exciting forest stages in the country, the Grampian is based just outside of Aberdeen and will shift to a longer, two-day format for 2024. The format of this year's rally sees it increase to 57 stage miles and nine special stages spread over two days. Just 16 miles of forestry will be used for a second time, giving crews the best possible road conditions during the rally.

Duns driver Euan Thorburn goes into the Round 5 of the Asset Alliance Scottish Rally Championship in the box seat to take a fourth drivers title. Things are a bit more uncertain for the co-drivers title, with Inverness brothers Paul and Keir Beaton separated by just 11 points at the top of the standings after a season of swapping drivers.

www.grampianforestrally.com



Adam Pigott



AF Motorsport Media

Wera Tools British Kart Championship

9th-11th August, Kimbolton, Cambs PE28 0EY

Round 4 of the Wera Tools British Kart Championship moves to Kimbolton, with the four Rotax classes in action. The Cambridgeshire venue has a rich 50-year history and is a firm favourite among the karters, who love the fast, technical nature of the circuit. Spectators can benefit from high banking for a great view of all the racing.

www.britishkartchampionships.org



KarPix

British Endurance Championship

10th August, Donington Park, Leicestershire

This will be the second visit to Donington Park for the BEC in 2024, and current points leaders Peter Erceg and Marcus Clutton will be looking to continue their unbeaten run of overall victories in the PB Racing by JMH Audi GT3, although Witt Gamski, in his rapid, gargantuan Bentley Continental, may have his own view on that!

www.britishgt.com



Chris Valentine

Kwik Fit British Touring Car Championship

10-11th August, Knockhill Circuit, Scotland

The British Touring Car Championship (BTCC) makes its annual visit to Scotland this month. Knockhill is in Fife, just north of Edinburgh, and BTCC cars first raced there back in 1992. The track is one of the shortest on the calendar at just 1.27 miles, narrow and undulating. The high kerbs are known to launch the BTCC cars onto two wheels as they try to find passing opportunities and faster lap times.

<https://btcc.net>



JFP

British Truck Racing Championship

10th-11th August, Donington, Leicestershire

The British Truck Racing Championship rumbles into Donington Park for what is undoubtedly one of the biggest events of the season – Convoy in the Park. Five blockbuster contests – starring the Division 1 and Division 2 behemoths – will headline the on-track entertainment, while around the circuit is all manner of truck fanfare!

<https://btrc.co>



Graham Holbon

ROKiT F4 British Championship certified by FIA

10th-11th August, Knockhill, Scotland

Fresh following a small break after ROKiT British F4 Championship certified by the FIA's first overseas round, British F4 heads north of the border to Scotland and Knockhill circuit, for Round 7 of the 2024 season. After collecting his sixth and seventh wins at Zandvoort, Deagen Fairclough extended his championship lead to its largest margin of the season, with 66 points now separating Fairclough from Alex Ninovic in second place. <https://fiaformula4.com>



JFP / Dom Gibbons

The Woodford Trailers British Sprint Championship

17th August, Llandow Circuit, Wales

The British Sprint Championship heads back to Llandow in South Wales for the first time in over 10 years this month, and the layout will probably suit the smaller, bike-engine powered cars. A week later championship heads east for the Snetterton 100 – a double round run by BARC Midlands. Pete Goulding will be hoping to repeat his 2023 Sunday win.

<https://my.bristolmc.org.uk/Events/Calendar/View?id=103>



Jake Osborne

2WD Rallycross Superprix

17th August, Lydden Hill, Kent

The BTRDA Clubmans Rallycross Championship and the 5 Nations British Rallycross Championship return to Lydden Hill on the same bill. Lydden Hill is hosting a brand-new event – the 2WD Superprix. The Juniors be out on track, alongside all other 5 Nations Championships, except the Supercars. This alignment between the BTRDA Clubmans Rallycross Championship and 5 Nations Championship allows for a spectacular one-day motor racing event.

<https://lyddenhill.co.uk>



SNO / JEP

British Hill Climb Championship presented by Nova Motorsport

17th-18th August, Prescott, Gloucestershire

The British Hill Climb Championship makes two visits to Gloucestershire this summer. The first is the rescheduled date for the opening round of the championships, which was washed out in April, with practice on Saturday and timed runs and Run Offs on Sunday. The second date is the regular calendar entry at the beginning of September.

www.britishhillclimb.co.uk



Women's Autotest Taster Day

24th August, Lotus Test Track, Hethel

Anglia Motor Sport Club and Sporting Car Club of Norfolk warmly welcomes all girls and women to meet the amazing females already involved in grassroots motorsport and to experience the excitement without the pressure of competition. In a relaxed and supportive atmosphere, you will have the chance to experience driving, riding as a passenger, or learning about the essential roles of motorsport volunteers. There is something for everyone. Furthermore, with so many great local clubs on our doorsteps, we wish to showcase just how accessible, affordable, inclusive and fun grass roots motorsport can be!

www.scon.co.uk



Bimble Treasure Hunt

25th August, Great Witley, Worcester

The Sixty & Worcestershire Motor Club is running a family-friendly Treasure Hunt on this Sunday afternoon. The 25-mile route is defined by map references, and crews have to record code boards and clues, plus travel at an average of 10 miles per hour. The event starts in Great Witley at 2pm and finishes at the Lenchford Inn, next to the River Severn, at 4.30pm. The event is open to all, and more details can be found on the club website or Facebook pages.

www.facebook.com/events/278570245055579



JDS Machinery Rali Ceredigion

30th August – 1st September, Aberystwyth, Wales

Rali Ceredigion is the biggest event of the year for the Probite British Rally Championship; its undulating and unforgiving Welsh mountain roads provide the ultimate test. Two points scoring opportunities are available and it's William Creighton in the pound seat, but with wins for Chris Ingram, Osian Pryce and Keith Cronin already this season, the battle for top spot is likely to rage on all weekend.

Having scored 88 out of a possible 90 points on the last three rounds, Callum Black and Jack Morton have climbed from 10th to lead the Protyre Asphalt Rally Championship standings as they head to Rali Ceredigion. The Fiesta Rally2 crew still have a battle to retain their title, especially with the likes of Neil Roskell and Dai Robert, Mark Kelly and Will Atkins, Kevin Davies and Owain Davies, and James Ford and Neil Shanks chasing hard.

www.raliceredigion.co.uk



Tom Banks



Russ O'May

FIA European Finals at Santa Pod

5th-8th September, Santa Pod Raceway, Bedfordshire

The season's second combined FIA European / Motorsport UK British Drag Racing Championship race brings the cream of the continent's Pro Modified racers to Santa Pod to take on Britain's best. Andy Robinson has won the last two Motorsport UK rounds and will battle hard to win again against the toughest international opposition. Top Fuel Dragsters and Funny Cars head the programme's range of other classes.

<https://santapod.co.uk>



Callum Pudge / Santa Pod

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Phil Price Memorial Woodpecker Rally

7th September, Newtown, Powys, Wales

The Woodpecker Rally forms the fourth round of the Reis Motorsport Insurance Motorsport UK English Rally Championship. Following the Kielder Forest Rally, Matthew Hirst leads the series by a single point from Elliot Payne, with Steve Ward marginally behind in third place. The forests of mid Wales will bear witness to the battle to change the current order, and with three events still to run after the Woodpecker, there's every chance that that will happen.

The Fuchs Lubricants British Historic Rally Championship ends its asphalt run with the Woodpecker Rally, which offers iconic Mid-Wales stages such as Hafren and Sweet Lamb. Seb Perez heads the standings after a stellar year so far in his Porsche 911, but Mark Higgins in the fan-favourite TR7 won on Epynt, and the likes of Richard Hill, Adrian Hetherington and Rudi Lancaster are all scoring consistently so far this season.

James Giddings has a 10-point lead in the Pirelli Welsh Rally Championship ahead of the Phil Price Memorial Woodpecker Stages, as he and co-driver Aled Davies aim to continue their great run of form in their Mitsubishi Evo 9. Tom Llewellyn makes a return to the series in an historic-spec Escort Mk2, with Sion Williams alongside.

www.woodpecker-rally.co.uk



Kevin Money



Russ Orway



Paul Mitchell Photography

British GT Championship

7th-8th September, Donington Park

Donington, the traditional home of British GT's title decider, instead hosts the 2024 campaign's penultimate race in September, when 30+ supercars thunder around the full GP circuit. Barwell's Rob and Ricky Collard could potentially win the championship with a round to spare, but they face strong opposition from teammates Alex Martin and Sandy Mitchell, plus newly crowned Silver-Am champions Shaun Balfe and Adam Smalley.

<https://www.britishgt.com>



JEP

StreetCar Festival

8th September, Bicester Heritage, Oxfordshire OX26 5HA

Next month, Motorsport UK hosts its inaugural StreetCar Festival at its Bicester Motion home, celebrating the UK's vibrant grassroots motorsport community. This event is your perfect opportunity to experience StreetCar for the very first time, showcasing many of the different disciplines that StreetCar encompasses. For those new to StreetCar, there will be several opportunities to get involved, including an AutoSOLO taster session, that will provide a first-hand experience of motorsport in your standard road car.

<https://streetcarmotorsportuk.com>



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ROKiT F4 British Championship certified by FIA



Deagen Fairclough claimed Pole Position at Zandvoort for Round 6 of the ROKiT British F4, certified by the FIA championship, with Martin Molnar joining him in second place. At the end of the race, Fairclough crossed the line 8.9 seconds ahead of Alex Ninovic to take his first win of the weekend. Martin Molnar finished third, making his first trip to the overall podium and taking his first Rookie Cup win of the season. In the reverse top 12 grid race, Alex Ninovic took his third race win of the year, with Abbi Pulling holding out Deagen Fairclough for the second spot on the podium. The weekend's third race saw Deagen Fairclough and Reza Seewooruthun on row one, ahead of Maxwell Dodds and Martin Molnar. A safety car intervention that led to a brief red flag, left just under 10 minutes on the clock, and then Fairclough crossed the line first with a gap of 1.5 seconds back to Seewooruthun, with Jack Sherwood third.

Latest Championship Standings

| | | |
|-----|-------------------|------------|
| 1st | Deagen Fairclough | 298 points |
| 2nd | Alex Ninovic | 232 points |
| 3rd | Jack Sherwood | 151 points |

Asset Alliance Group Scottish Rally Championship



David Bogie was aiming for an unprecedented eighth win on his home event, the RSAC Scottish Rally, and teamed up with another local and former Scottish Champion Kirsty Riddick. Only fastest on two stages but never outside of the top three, they took both the overall win and maximum points in the Asset Alliance Group Scottish Rally Championship. It was much tighter for second place – championship leader Euan Thorburn and co-driver Keir Beaton beating Finlay Retson and Paul Beaton in a final stage decider.

Latest Championship Standings

Drivers

| | | |
|-----|----------------|------------|
| 1st | Euan Thorburn | 115 points |
| 2nd | Mark McCulloch | 97 points |
| 3rd | Ian Forgan | 83 points |

Co-Drivers

| | | |
|-----|----------------|------------|
| 1st | Paul Beaton | 115 points |
| 2nd | Keir Beaton | 104 points |
| 3rd | Michael Hendry | 97 points |

Protyre Motorsport UK Asphalt Rally Championship



Callum Black has taken the lead of the Protyre Motorsport UK Asphalt Rally Championship after victory on the Nigel Ferguson Fabricators Tour of Epynt. Co-driven by Jack Morton, Black was 10th in the points standings after the Manx, but has since scored 88 points out of a possible 90 on the last three rounds. Mark Kelly and Will Atkins dropped 17 seconds to Callum with an incident on SS6, and then had to take care so not to damage the exposed radiator and pipework. They held on to finish second, and Kevin Davies with Owain Davies came home third.

Latest Championship Standings

| | | |
|-----|--------------|------------|
| 1st | Callum Black | 137 points |
| 2nd | Neil Roskell | 130 points |
| 3rd | Simon Bowen | 126 points |

British Hillclimb Championship



Matt Ryder set a new Outright Hill Record of 32.16s set on Saturday, then beat his own record on Sunday, setting a new time of 31.77s. Alex Summers put up a great fight for the win, and although his 32.48s was inside the Outright Hill Record of 32.93s set last year, it was Matt Ryder who took the double win at Wiscombe Park. Both drivers received an extra Championship point for breaking the existing Hill Record as at the start of the weekend.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Alex Summers | 156 points |
| 2nd | Matthew Ryder | 125 points |
| 3rd | Will Hall | 122 points |

Woodford Trailers Motorsport UK HSA British Sprint Championship



The 'overseas' leg of the Woodford Trailers British Sprint Championship took place in Kirkistown Northern Ireland this month. Pete Goulding extended his championship lead with three dry run-off wins but didn't complete the final wet run-off after a suspension component cracked. John Loudon took his first win of the season. Steve Miles had a component failure at speed and was lucky to keep the car out the wall.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Pete Goulding | 478 points |
| 2nd | Steve Miles | 430 points |
| 3rd | John Loudon | 405 points |

Kwik Fit British Touring Car Championship



The championship returned to Croft at the end of July, with a trio of different race winners entertaining a huge crowd in North Yorkshire. The opening race was won by Colin Turkington – his 15 victories at the venue is the most by any driver at a single circuit. Speedworks Motorsport enjoyed had a one-two in the second encounter as Josh Cook led home his former World Touring Car champion stablemate Rob Huff, then Tom Chilton took a hugely popular triumph in the final race. Tom Ingram's double podium and stellar points haul has put him top of the Drivers' standings.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Tom Ingram | 253 points |
| 2nd | Jake Hill | 232 points |
| 3rd | Ashley Sutton | 224 points |

Fuchs Lubricants British Historic Rally Championship



Mark Higgins and Carl Williamson set fastest time over every one of the Nigel Ferguson Fabricators Tour of Epynt's eight stages – taking their Triumph TR7 V8 to a third championship victory of the season. Higgins enjoyed a gap of one minute and twenty seconds over the chasing Seb Perez and Dale Bowen, who were their nearest challengers in the Porsche 911, with BHRC newcomers Neil Williams and Eurig Davies rounding out the podium spots with their Ford Escort MK2.

Latest Championship Standings

| | | |
|-----|--------------|------------|
| 1st | Seb Perez | 161 points |
| 2nd | Mark Higgins | 131 points |
| 3rd | Richard Hill | 128 points |

JEP

AF motorsport Media

Russ O'Leary

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British Truck Racing Championship



Ryan Smith extended his lead at the top of the Division 1 standings with five wins from five races at Thruxton. In Division 2, John Powell and Paul Rivett renewed their battle for outright honours with Powell snaring a hat-trick of wins, while Rivett scored a double of his own.

Latest Championship Standings

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

Motorsport UK Pirelli Welsh Rally Championship



Round 3, the Nicky Grist Stages, was run over the classic mid-Wales loose surface stages of Llyn Logyn, Monument, Halfway and Bowlsey (the renamed Crychan stage). Russ Thompson and Stephen Link claimed maximum Championship points, while James Giddings and Aled Davies are now at the top of the standings in what was a magnificent event for both Mitsubishi crews. The defending champions Matthew Hirst and Declan Dear had a non-finish due to sensor fault on the car and drop from first to third in the table.

Latest Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | James Giddings | 76 points |
| 2nd | Rudi Lancaster | 66 points |
| 3rd | Matthew Hirst | 65 points |

McGrady Insurance NI Rally Championship



Despite Derek McGarrity's limited outings this season, the Skoda Fabia Rally2 Evo driver took a start-to-finish win at the 14-stage-long EuroAuto Commercial's Tyrone Stages. McGarrity, co-driven by Graham Henderson, was challenged by Aaron McLaughlin up until a broken driveshaft resulted in a non-finish and meant the top three in the championship remained unchanged with both an absent Jonny Greer and Jason Dickson heading McLaughlin. McGarrity wasn't the top points claimant however having opted for the open class and so, for the first time this season, rally runner up and two-wheel-drive entrant Barry Morris scored the maximum points.

Latest Championship Standings

| | | |
|-----|------------------|------------|
| 1st | Jonathan Greer | 120 points |
| 2nd | Jason Dickson | 107 points |
| 3rd | Aaron McLaughlin | 103 points |

British Cross Country Championship



Paul Rowlands and Neil Lloyd won round three of the British Cross Country Championship, which was held at Penybont. Aston Cox and Simon Kerfoot were second ahead of ex-rally crew Mike Faulkner and Peter Foy. "We had a few punctures", noted Rowlands, "but the car didn't miss a beat, we just managed to keep the lead and keep going."

Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Paul Rowlands | 248 points |
| 2nd | Aston Cox | 236 points |
| 3rd | Mike Faulkner | 206 points |

British GT Championship



Alex Martin and Sandy Mitchell led a Barwell one-two, and extended their British GT Championship lead, by claiming a third victory of the season in the first of Snetterton's two one-hour races. Further back, Ravi Ramyeed and Charlie Robertson claimed the GT4 victory on the final lap. A post-race penalty handed victory to Kevin Tse and Maximilian Götz in the second British GT Championship race at Snetterton, while Jack Brown and Zac Meakin scored a timely GT4 victory to move back into the overall class lead.

Latest Championship Standings

| GT3 | | |
|-----|------------------------------|--------------|
| 1st | Rob Collard / Ricky Collard | 126.5 points |
| 2nd | Alex Martin / Sandy Mitchell | 121.5 points |
| 3rd | Shaun Balfe / Adam Smalley | 105.5 points |
| GT4 | | |
| 1st | Jack Brown / Zak Meakin | 131 points |
| 2nd | Mikey Porter / Jamie Day | 128.5 points |
| 3rd | Marc Warren / William Orton | 124 points |

Motorsport UK 5 Nations British Rally Cross Championship



The Motorsport UK British Rallycross Championship 5 Nations Trophy joined the brand-new Lydden Legend Festival for a summer double-header at Lydden Hill Race Circuit. Championship leader Patrick O'Donovan maintained his dominant run, winning each of his heats, semi-final and the final. John McCluskey finished second, with Ollie O'Donovan completing the podium. The second final had a similar outcome on Sunday, but Michael Leonard finished second, while Tristan Ovenden secured a home podium.

Latest Championship Standings

| | | |
|-----|-------------------|------------|
| 1st | Patrick O'Donovan | 117 points |
| 2nd | Ollie O'Donovan | 84 points |
| 3rd | John McCluskey | 80 points |

Motorsport UK British Drag Racing Championship



Eight-time champion Andy Robinson beat reigning champion Bobby Wallace in the final for the second race in a row to secure a comfortable points lead with two rounds remaining. It was a race of attrition with competitors encountering mechanical problems and falling short of their usual pace. Robinson's final-round 6.001sec/242.52mph pass set the event's low elapsed time and top speed.

Latest Championship Standings

| | | |
|-----|---------------|------------|
| 1st | Andy Robinson | 257 points |
| 2nd | Bobby Wallace | 202 points |
| 3rd | Jean Dulamon | 139 points |

Wera Tools British Open Kart Championships – IAME and KZ2



Harrison Mackie

Shenington held the fifth and sixth rounds of the IAME season, along with the second and third rounds for KZ2. In KZ2, James Glenister added to his strong Shenington record with victories in both rounds. IAME Waterspiff Restricted saw Alfie Davidson continue his great form to a further two rounds to his winning tally. Finlay Lines strengthened his title bid by winning Round 5, before Will Green took Round 6 to retain his championship lead. In X30 Junior Harrison Mackie battled through to both round victories. In X30 Senior it was a mix of experience and youth with Gus Lawrence winning on Saturday and Noah Wolfe on Sunday, becoming the youngest winner of an X30 Senior Final in the modern era.



James Glenister



Alfie Davidson



Finlay Lines



Will Green



Gus Lawrence



Noah Wolfe

Latest Championship Standings

Water Swift[R]

| | | |
|-----|----------------|------------|
| 1st | Alfie Davidson | 777 points |
| 2nd | Chester Forkes | 718 points |
| 3rd | Mayson Hibbert | 694 points |

Water Swift

| | | |
|-----|---------------|------------|
| 1st | Will Green | 721 points |
| 2nd | Jarlath Sayer | 713 points |
| 3rd | Finley Lines | 696 points |

Junior X30

| | | |
|-----|-----------------|------------|
| 1st | Harrison Mackie | 762 points |
| 2nd | Riley Cranham | 697 points |
| 3rd | Taylor Orridge | 663 points |

Senior X30

| | | |
|-----|---------------|------------|
| 1st | Gus Lawrence | 723 points |
| 2nd | Freddie Lloyd | 708 points |
| 3rd | Cian Geraghty | 702 points |

KZ2

| | | |
|-----|----------------|------------|
| 1st | Josh Price | 436 points |
| 2nd | Charlie Turner | 416 points |
| 3rd | Lee Ward | 404 points |

Teams

| | | |
|-----|--------------------|------------|
| 1st | Fusion Motorsport | 777 points |
| 2nd | Privateer | 732 points |
| 3rd | Jamie Green Racing | 710 points |

Chassis

| | | |
|-----|----------|-------------|
| 1st | KR | 1198 points |
| 2nd | BirelART | 1089 points |
| 3rd | Tonykart | 1059 points |

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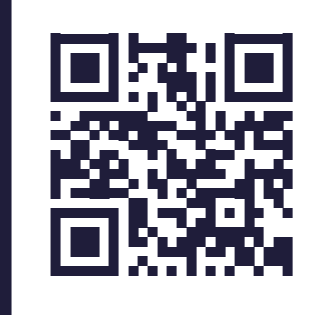
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The Parting Shot

The British Hillclimb Championship blasted into Wiscombe Park last month, and it was a record-breaking weekend as eight new national and regional class records were established. Olivia Cooper (pictured) set a new Ladies Hill Record, and Matt Ryder broke the Outright Hill Record on Saturday and again on Sunday. The weekend also hosted one of the largest crowds the Devon venue had seen for many years.



Nigel Cole

Olivia Cooper collects her award from Lucy Lambton, granddaughter of Major Charles Lambton who co-founded the Wiscombe Park Hillclimb