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September 2024

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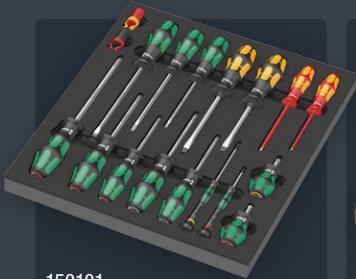
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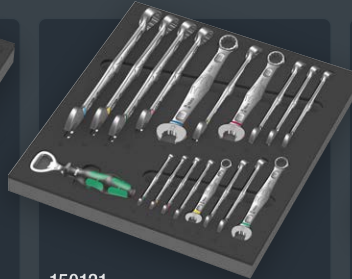
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CEO's MESSAGE



Metaphorically, this month's postbag has been quite full. In the last edition I wrote about the importance of our committees and the role they play in the development of strategy, rules and regulations across every aspect of the sport. What I did not outline is the vital aspect of consultation.

This process is baked into our constitution and is designed to ensure any draft changes to rules and regs are given a proper airing with the community to provide feedback. This is not some artificial process or bureaucratic window dressing, but instead a vital element to ensure we are in tune with the requirements of the community and the priorities they hold. If the community disagrees with either the full substance, or just elements of proposals, the committee take these on board. They will make changes where appropriate, or may even shelve the whole proposal, or take it back to the drawing board. Only when this is resolved would a proposal move forward to the Board for approval.

If that all sounds a bit dry and abstract, I can tell you that in the last month we've had a very real example of exactly how this process works in practice. It is worth noting that the **Race Discipline Committee**, is made up of 16 luminaries from within the sport, and I don't think anyone would argue that with decades of experience that places them amongst the most knowledgeable within the race community.

About a year ago it was flagged that there were increasingly blurred lines between Race Series and Championships. Championships accumulate points and are designed to provide a collection of events that culminate in a championship winner, this involves another level of organisation and investment on the part of the organisers and promoters beyond what is needed for a Series. In the latter case it is a collection of individual events, that fall under an umbrella name, but they have no cumulative effect or ultimate champion. All of that is in the Blue Book and broadly understood. However, as mentioned, not everyone was playing according to this definition and the separation of the two standards. Suffice to say that the Race Committee investigated it and agreed there was a need to redress this situation. Over a period of many months a proposal of changes was developed and subsequently delivered to the community for consultation.



The Grampian Rally Scrutineering Team



Motorsport UK has been working with the Forestry and Land Scotland to secure the future of rallying in Scotland

The immediate reaction from our members was very clear. The proposals were deemed to have gone too far and would have an unduly detrimental effect on Series organisers and could in many cases make them unviable or at the very least significantly impact their health. Organisers and their members lobbied for Motorsport UK to reconsider what had been suggested. Within 24 hours of the consultation period ending that is exactly what we did, withdrawing all the proposals. I tell you this as a live example that demonstrates the system works extremely well, and to reassure those that suggested on social media, and elsewhere, that the consultation process was not something that would ever result in changes, and that it was simply a matter of Motorsport UK going through the motions. I can assure you that is very far from the case. We take your comments, your feedback and your concerns very seriously indeed.

Furthermore, we have taken on board lessons from this exercise and will be making some updates to the process in future, especially when there is a subject that is likely to engender a good deal of debate. Some of this improvement is around communications and better explaining the reasons behind any changes to Rules and Regulations; we will do more to work with the media and directly with yourselves

to explain the context and the background rather than simply outlining the changes that are proposed. In addition to that, where relevant, we will send out proposed changes to the entire community of our members in the affected category, rather than simply to those who have opted into consultation, as is the case at the moment. So as always, there are things to learn almost every day and in this case ideas to improve our processes. I do hope that through the debate that Motorsport UK has shown we do listen to you and act on your feedback.

On The Road

Talking of feedback, earlier in the month I was in Scotland attending the Grampian Rally which was an extremely well-run event incorporating a round of the British Rally Championship. A field of some 90 cars took advantage of the spectacular stages in the hinterland beyond Aberdeen in the Grampian mountains. Wandering into the scrutineering tent on the Friday afternoon I chatted to the Chief Scrutineer, Rab McDonald, who is one of the most experienced members of our scrutineering community; suffice to say that he gave me the full benefit of his perspective on many aspects of rallying and motorsport and our work. I always welcome



David Richards and Hugh visited rally control at Rali Ceredigion

this type of face-to-face communication as I invariably come away having learnt something, and I also having had the opportunity to perhaps address some of the things that can get lost or misconstrued in the filter of hand to mouth communication within the community. We shared some good stories of our respective journeys through rallying over the ages, including the stalwarts of the Scottish motorsport industry and figures like Andrew Cowan, as well as Graham and Gerry Birrell. The crew did a fantastic job in supporting the rally and I thoroughly enjoyed the time I had to chat with them. However, in talking to other members of the organising team there is no doubt there is a mood of concern within Scottish forest stage rallying over the increasing costs of the events, principally due to the repairs in the forests, and the knife edge of viability that the events face. With entries hovering around the 90 cars mark it is feasible to balance the books in most cases, but when numbers fall below this it becomes a challenge. Of course, we can always do more to promote rallies and encourage entries, but the biggest constraint that we face is the ever-increasing cost of raw materials, labour and equipment hire. It is with that in mind that Motorsport UK has been working hard with the Forestry and Land Scotland (FLS) to arrive at a better solution for road repairs that will provide a high-quality service at a more economic price. I won't go into the details here, but we are encouraged that there can be a meaningful impact that will assist clubs on the viability of their events.

From the Grampian I dropped down to Knockhill to join the British Touring Car Championship weekend with a full four seasons of weather packed into two days. When the wind and the rain withheld, we were able to enjoy warm sunshine and fantastic racing encapsulated in the scenic beauty of this Scottish racetrack. The touring car season is heading to a fantastic finale, and I have no doubt that as we get to Silverstone and Brands Hatch at the end of the year there is going to be a nail-biting title shootout. Deagen Fairclough continues to show the rest of the field the way in British Formula 4, and for a lad who three years ago was facing the prospect of only racing behind a TV screen on eSports, this is an amazing story that has taken him to the brink of a professional career in motorsport. I would like to thank Steve Burns and Jillian Shedden for their warm hospitality and continuing to invest in our only Scottish circuit that acts as a magnet for so much car and bike related activity.

At the end of August, the top rally championships converged on the West of Wales for Rali Ceredigion. This year it was elevated to a round of the FIA European Rally Championship

(ERC). I offer a huge congratulations to all the organising team in Wales who have made all this possible; and it is through their consistent focus on local businesses and the local community that they have been able to produce a truly brilliant event that capitalises on the stunning scenery in the area around Aberystwyth. The roads lend themselves to fantastic action and the spectators came out in their tens of thousands, as well as being entertained to the highest standards in VIP tents with helicopters circling above. The event really has come such a long way in such a short period of time. In terms of the action, the FIA ERC circus provided live television coverage and some of the overseas stars from across the continent; but it was Chris Ingram that lit up the action until an unfortunate spin and resulting DNF halted his progress. Nonetheless he is still in the frame to clinch the title of the British Rally Championship, alongside William Creighton, as they head to the final round back – the Visit Conwy Cambrian Rally in Llandudno.

The first Sunday of September was a double header for me, mixing two very different aspects of our sport. First stop was to TeamSport Karting in Reading, where we held a special Academy Day for the 8–11-year-old girls that have qualified for their local finals of the British Indoor Kart Championship. Of the 65 who have qualified, we had 40 of them in Reading. The 2024 programme has seen a significant increase in the number of girls who are participating, with over 300 taking part in the TeamSport-based Academy sessions in the last

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Lou Johnson



Academy Day for 8–11-year-old girls TeamSport Karting in Reading

nine months. Their speed and capability is such that we have 50 per cent more girls qualifying in the local finals than we had in 2023. I wish all of them the very best of luck as they compete in those local finals with the top five going through to the regionals, and from there the top three going into the national finals of the British Indoor Karting Championship at the end of the month.

I then headed over to Bicester where Motorsport UK, in conjunction with six organising motor clubs, were hosting the first StreetCar Festival – the event designed to bring together a range of the StreetCar disciplines into one action-packed Sunday. With a club competitive AutoSOLO at the centre piece as well as a taster AutoSOLO session for newcomers, and the opportunity for more people on taster days to have passenger rides on a Cross Country Punch Hunt and Car Trials section of the Bicester Aerodrome. All of this was kicked off by a Touring Assembly that left from outside the Motorsport UK Headquarters returning later that afternoon, and for those looking for something different there was a Tabletop Rally to keep everybody engaged and amused. It was a great atmosphere, and I think firmly proves the concept of bringing together the StreetCar disciplines into one place as a way of welcoming newcomers to try different aspects of the sport. I very much hope that for 2025 we will expand the concept

and be able to create an even bigger event, with more clubs, and more competitors, and most importantly welcoming even more newcomers to the sport.

Finally, this month saw the beginning of the roll out of our new digital platform, on Sport:80, as I referenced in last month's *Revolution*. The gates have now opened for licences to be issued digitally for officials, and members are now being invited to begin to register with the new system, such that with the 2025 licence invitations for marshals and competitors being rolled out in the coming months people can activate their accounts now. As with all major IT projects, in the initial phases there are always things that crop up, and minor glitches to be ironed out, however so far, they have been of a relatively minor nature, and we've been able to remedy them very swiftly. I would ask for everybody in the community to have some patience with the introduction of the system, as the team have been working incredibly hard, and need your support to ensure a successful implementation.

Wishing everybody a safe and enjoyable month of motorsport ahead. 🌀

Best regards,
Hugh Chambers



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The families of drag racing



The Pearsons



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The Wallaces



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The Pearsons



The Robinsons



The Wallaces

The families of drag racing

The fire-spitting, engine throbbing world of Drag racing is one of the most family-friendly of all UK motorsports. Will Gray spoke to three of the multi-generation families involved in the paddock at Santa Pod to find out why



Walk through the paddock at Santa Pod and you will be greeted with the hustle and bustle typical of any race circuit. But here, there is a noticeable difference. Inside the open awnings, where cars are being worked on ready for their next run on the quarter mile, you will find people from all generations getting involved.

From the outside, Drag racing could easily be seen as one of the rawest forms of motorsport. The cars are flaming monsters that bang and pop on their way to the start line then roar as they shoot down the track at sometimes unimaginable speeds. It feels almost scary to the uninitiated. Surely not a place for families?

Peel beneath the surface, though, and it turns out that appearances can be deceptive – because this is actually one of the most inclusive forms of motorsport around. It is, perhaps, its niche nature that forms such close bonds, but in that Santa Pod paddock, almost everyone is part of a racing family, and all the families are part of one big union.

“It’s a massively family-oriented sport,” says Andy Robinson, who has been competing since the late 1970s and is now a member of the British Drag Racing Hall of Fame. “You’ve got sons and daughters driving when dad or granddad used to run, so in some families there are three generations racing together. I’m not sure you get that in most forms of motorsport.”

Shelley Pearson, whose dad Tony has been a racer and mechanic since the 1970s and whose partner, Kevin Kent, is a former Fuel Funny Car European record holder, is one of those in the three-generation category. “My dad now drives a ‘56 Chevy in the classic gasser circuit and he also helps me to run my kids in Junior dragsters,” she explains.

The Robinson’s working as a team, on the track and in the paddock

Current reigning British Drag Racing Champion Bobby Wallace is in a similar situation, with his dad, Bob, now working as his crew chief, his mum Sandra, and sister Bonnie, doing the catering, and his other sister Annie, now a vital part of his crew, having recently taken a break from her own racing activities following the birth of her one-year-old daughter Mia.

Meet the Robinsons

Andy Robinson first set his eyes on a drag strip in 1976, when he was invited to marshal at Blackbushe. Despite living nearby, he says, he did not even know what drag racing was about at all. Around the same time, he and his girlfriend, who is now his wife, got involved in the Street Rod and Hot Rod Clubs at Reading University and started going to Santa Pod.

Bitten by the bug, he started racing three years later and it became an ever-increasing part of his life. In fact, he reveals, he even worked it into his wedding. “I got married on the Saturday and I raced on the Sunday at Santa Pod,” he recalls. “Half the people who were at the reception came up to watch!”

It’s no wonder, then, that drag racing has since become a family affair for the Robinsons. Beginning with the top category of Pro Mods in the late-1980s, Andy has since won the British Drag Racing Championship eight times following its introduction in 2007 – and his wife Kate, son Luke and daughter Stef, have been alongside him almost every step of the way.



Jon Spoor



Jon Spoor

“Luke was born in the December and he was with us at the racetrack the following Easter, when he was four months old,” recalls Andy. “It was the same with Stefani. They’ve never really not been at the racetrack with us – apart from last year when Luke’s own twins arrived and he couldn’t quite make it!”

But even then, he could not switch off from the racing. “It was really hard for him,” recalls his sister Stef. “I can probably count on one hand how many runs I’ve missed over the last 20 years, so I know how it feels. We were in constant communication and I was even sending him data from each run and he was tuning the car remotely!”

Luke began working part-time in the family business when he was in his early teens and by the time that he was 16, he was on the start line, helping prep the car, thanks to Andy’s efforts to convince the organisers to reduce the age of access – a move that has since resulted in a lot of families now doing the same.

In fact, Andy credits Luke, who also now works full-time in the family’s race car fabrication business, as having a “massive input” into his title triumphs and greatly values the close family ties they all have. “Not everyone gets on with their sons and daughters, but I like to think I get on with mine really well,” he smiles. “We spend enough time together, after all!”

“Our business is now the biggest drag race constructor in the UK, probably in Europe, with eight employees and we also do all sorts of track cars. Luke is in the workshop, bending, welding, fabricating, designing. I’m sure that sometimes Dad’s a bit grumpy with him, and sometimes he’s a bit grumpy with me, but we don’t argue as such, and that’s really nice.”

It was not just Luke who wanted in on the action, though. Once she was old enough, Stef went to Frank Hawley’s drag race school in the US to get her NHRA license then immediately set an 8.6sec quarter-mile time. Her racing was put on pause when her son, now aged 4, and daughter now 1, arrived, but she and her husband Ben Fisher – and their children – are now part of the crew.

Stef explains: “I’ve been coming to the track since I was a few months old and I did not even think twice about bringing along my children when they were born, because it’s just what we’ve always done, and what other families around the sport do too. Last year, when I was six months pregnant, I was still backing dad up from burnouts at the Euro Finals!”

Andy adds: “It is great to have everyone in the garage at races now. Our son is seriously into it and he always wants to work on the car, so we let him do whatever he can to get involved! I guess it just works because that’s what we’ve always done. And even his sister, at six months old, is there with us! You bring kids along and they just tend to get into it.”

The Wallaces

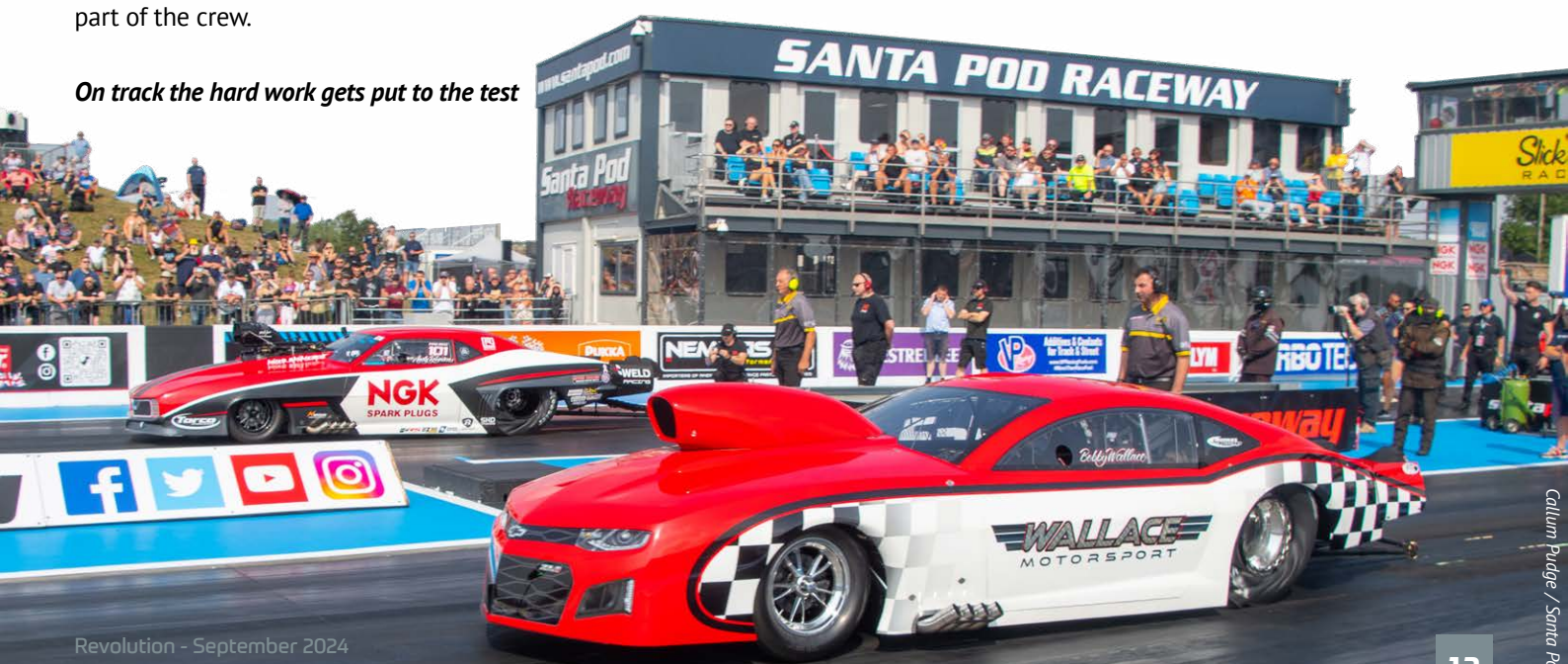
The Wallace family’s involvement in Drag racing came the opposite way around to that of the Robinsons. Bobby, the son of Bob and Sandra, explains: “It all started when my dad and I went to quite a few American car ‘Show and Shine’ events. He then bought a Chevy truck that needed re-spraying, and we ended up meeting a guy who was racing in Super Comp.

“I was 16 at the time and he asked me if I’d like to come along to help and I really enjoyed it, so dad ended up buying a car and I started racing. We are both mechanically minded, so we had a rough idea, asked people in the paddock and picked things up as we went along, breaking stuff, working out why we broke it and then learning from it!”

They stepped up into the Pro ET class in 2012 when Bobby was 19 and the whole family then started to get more involved, with Bobby’s two younger sisters, Annie and Bonnie, both trying their hand in the Junior classes for 8-17-year-olds, which involve child-sized dragsters running to the 1/8th-mile point and reaching speeds up to 85mph in the eldest category.

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On track the hard work gets put to the test





Annie Wallace and her Mustang

"It was very much a family affair when we were in Pro ET," he recalls. "At the time, I would say about half of the people racing had their families around them, with sons and daughters racing in different categories. Annie and Bonnie raced for a couple of years and both loved it, but in the end only Annie really wanted to keep going and move up the levels."

"There was a Mustang on the circuit that she had always loved and when it came up for sale, we got it. She got her license then won the event on the same weekend! She did really well and we ended up racing in the same category, but we couldn't run two cars so we never raced in the same event! It's a shame – that would have been really good match up!"

As was the case with Stef Robinson, Annie's racing career went on pause when she had her first child. However, also similarly, that did not keep her away from the paddock for long, and she



The Wallace family preparing the car

is now back there working on Bobby's car, along with Bonnie's boyfriend, who has also been on the Drag racing scene in Street Eliminator for many years.

Meanwhile, Bonnie has not strayed too far from the scene either. "She's more interested in the catering side, the same as mum and my wife," says Bobby. "She's now got her own coffee trailer which she takes to different events and it's going really well for her – she even had it at the British Grand Prix this year. So, she's still in the sport, just in a different way."

The Pearsons

Shelley Pearson grew up in the Drag racing paddock in the 1970s, when her dad Tony spent time as a mechanic for various Top Fuel and Funny Car teams, including future Hall of Fame members Harlan Thompson and John Spuffard. Her parents were a central part of the UK scene and little Shelley was taken with them wherever they went.

"It was a hobby for my dad, but it actually took up as much time as a full-time job," she recalls. "My parents were good friends with drag racing people inside and outside of the track, so it was a real family affair. We would spend times away from the track together and there was always a really tight-knit community around us."

When Shelley was just 12 years old, her mum sadly passed away and her dad stepped away from the scene. He moved into Stock Rods, a highly competitive form of non-contact oval racing, and Shelley got into banger racing. It was not long before she joined her dad in the Stocks, but she still dreamed of returning to the drag racing paddock where she grew up.

"As a child, my ultimate ambition was always to drive a Top Fuel dragster," she explains. "So, I went over to Frank Hawley's



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Brother and sisters in speed: Frankie (near lane) and Lola-Belle (far lane) in the Junior Dragsters

Drag Racing School in California and took my Super Comp license. It took three days, with some intense classroom tuition and track tests like burnouts, time targets and steering the car with all sorts of different variables.

“I passed, but there were no opportunities for me financially so I carried on oval track racing. Five years later, I renewed my license and at that time my dad was crew chief for Rune Fjeld in Scandinavia. I got asked to drive a Super Comp two-seater dragster over there for the FIA rounds, and that set me up then to be ready to get into a Top Fuel car.”

When she took her Top Fuel licence, she set the quickest licensing run in Europe with a 4.98s time over the quarter mile, hitting 278mph. A Flame and Thunder exhibition run followed, along with a couple of competition meets, but a lack of sponsorship forced her out for the rest of the year. “Then I became pregnant with my daughter,” she concludes. “And that was that!”

Having met her partner Kevin Kent through Drag racing, the pair set up West Ten Motorsport to run a nitro Funny Car and Kevin is a former European record holder. Shelley runs logistics for the team, but also runs two Junior dragsters – for 12-year-old daughter Lola-Belle and nine-year-old son Frankie – with dad Tony by her side supporting his grandchildren’s passion.

“I liked the idea of them doing it, but even the children’s cars go to 50mph in the eighth of a mile and that is just insanely fast, so it’s not something I ever wanted to push,” she explains. “I gave Lola-Belle the option when she was eight, she said yes and she’s never looked back. Then, Frankie wanted to start doing it, and he absolutely loved it too.”

Nurturing atmosphere

The friendly family-focused environment seems to be helping to grow the popularity of this discipline, both in terms of people getting out on the track and people attending the huge range of events held at Santa Pod. There are, Shelley confirms, “far more” people coming to drag racing now than there were when she was younger.

However, she still believes the close friendship bonds she enjoyed in her youth continue to be a part of her own children’s experience in the paddock. “You have your

friends at home and your Santa Pod friends,” she explains. “We always looked forward to going to the track because nine times out of ten, these people would live miles away.

“Coming to the track was the only time that we could actually meet up with a lot of them, and many from my generation are still around. Jake Mechaell, for example, one of my best friends when we were kids is now a Super Street Bike champion, and his son just got into 9.50 bikes and got a number one qualifier! I hope that continues in this generation.”

Andy Robinson remembers a similar experience when his children were younger, adding: “We would pull up in the motor home and before the thing was stopped, the kids were out the door to see their race friends! They would all go off together, but we always knew where each other’s children were because we looked out for them, and it is the same now.”

Andy gets to experience many different motorsport disciplines through his business and believes the unique, open and nurturing environment is what makes drag racing so family friendly. “A lot of the circuit type racing is quite male dominated,” he explains. “The wives don’t often go, and children only tend to if they’re really interested.

“Drag racing has always allowed people to get really close to the vehicles and talk to people, and you don’t get that much in other forms of motorsport at the more professional level. In Pro Mod, for example, our professional class, we talk to the spectators, we let kids sit in the car, and we just do all that because it’s what we’ve done forever.

“The spectators have full access to the driver, the team, the car or bike, and they become almost part of the action. For the children, it is just natural being around it all and all these years later, our children and their friends from when they were three or four years old are still here, racing, crew chiefing, or working on different cars.”

Drag racing also has a far higher proportion of women in the paddock than most other motorsports, and that translates right the way up to the Top Fuel drivers. There are several female drivers in the top category, Top Fuel, and Robinson adds: “A lot of girls raced in Junior dragsters and some moved on to bigger things. Whoever you are next to, either can win.”

It is no surprise, then, that some paddock regulars have ended up forming new drag racing 'super couples' – Kevin Kent and Shelley Pearson being just one example. There is no wedding chapel at Santa Pod, but it could perhaps do well to draw from Las Vegas and set one up – although Bobby quips: "I'm sure the owner would have a word to say about that!"

Kevin was not actually in the paddock when Shelley was a toddler, but theirs was still a romance made in Drag racing and Shelley explains: "He was introduced to a friend of his who worked on Knut Soderqvist's Top Fuel dragster in Scandinavia. That was at the same time my dad was there, so he had met Kevin in the paddock before I even met him!"

The only problem with having multiple members of the family involved in racing is it can be quite uncomfortable watching your loved ones take to the track. That is something Bobby struggled to get used to. "I was always more comfortable driving the car than when I was crewing for my sister," he explains. "It can really be quite nerve wracking."

"There was one moment when Annie brushed along the wall and, knowing it was my sister in that car, it was a bit scary. I was straight on the radio to check she was ok and straight away she replied 'yeah, sorry, what about the car?' Once I knew she was alright, the focus went straight back onto getting the car fixed as soon as possible!"

It is not just blood relations that create that family feel in the drag racing paddock because, even with the biggest nest, it is hard to run a car on just family alone. 'Outsiders' are often welcomed in with open arms, and the intensity of work required to turn the cars around means crew often end up becoming an extended part of the family.

"Yes, they are, 100 per cent," says Shelley. "We all know each other really, really well and we actually do a lot of things together outside the track too. Even when things get a bit heated, when we're trying to get the car turned around for the next round, there are never any hard feelings in any way. There's an understanding."

The variety on offer at Santa Pod events is also key. The drag strip may be the highlight, and the paddock the home away from home, but it is the sideshows that make the place. There is a stunt arena – including everyone's favourite, the Monster Trucks; a circus tent; and a funfair, as well as bands and evening entertainment.

The main events typically run for two or three days and pretty much everyone stays on site in their own camper vans or tents, pitched right in the middle of the paddock. Everyone is everywhere, so it is inevitable that over time even those who are not part of the scenery can often become friends for life.

"We've got a double-decker truck and trailer with a workshop and living accommodation," explains Shelley. "I have about 15 people to cater for over the whole weekend, so we have an outdoor kitchen and it's a massive thing, going into a race meeting. It takes a lot to organise that, but it's such a nice atmosphere once everyone is there together."

The next generation

Inevitably, with so many children around there are many who see parents or grandparents on the track and want to have a go themselves. To scratch that itch, Junior dragsters offer three levels of progression – Junior Stock for eight-year-old beginners; Junior Modified in the middle years; and Junior Modified Advanced for those up to 17 years old.



Junior Drag racing is a great opportunity to get started in motorsport

The category is booming, with a field of more than 30 participants at the last meeting, two of which were Shelley's children, Lola-Belle and Frankie. "They are all so competitive, it's great," she says. "They are only young, but they feel very comfortable and they totally know where they should be and what they should be doing.

"When they come off at the top end, they go to the office and get their timing ticket and all the way through qualifying, they're all coming back saying, 'what did you get, what did you get?' They are all looking on their phones to see who is coming up next and as soon as they take their helmet off, they're chatting with everyone all about it all.

"When Lola-Belle started, her dad was a pro fuel driver, so coming into the Juniors pits we didn't know how they would respond, but they have been nothing but welcoming. It has been absolutely amazing. And when they're not racing, they all disappear off to the grandstands together to watch the races, so it's really good for them."

Andy Robinson agrees that the Juniors is "absolutely awesome for the kids" but admits he was not so accommodating when it came to his own children taking that path. "If you get involved in Juniors, it's pretty hard to race yourself," he explains. "Unfortunately, I was a bit of a mean dad! My wife and I decided that if they want to race, they could do it later!"

Shelley, meanwhile, has seen both her children grow up through the sport, saying that her eldest, Lola-Belle, has become very focused and professional in the four years since she has been racing. Having started as a bit of fun to pass the time, it has now become a serious passion that involves two generations of the family.

"As they grow up, they are finding out who they are," says Shelley. "At the beginning, Lola-Belle was very focused. Then we went through a period where she was more focused on playing with her friends than coming driving, but now she has taken another step forward in professionalism and determination.

"Frankie is younger and when he started was quite textbook. We would tell him to do something and he would do it. He is still a bit like that, but he gets frustrated quite a lot if the car doesn't perform the way it usually does and something goes wrong. He cannot quite register that yet, but that will come."

To those on the outside, it may appear slightly unhinged for a parent to be able to strap their child into a dragster and send them down the strip. In fact, it is far from it. Junior dragsters are speed limited and built to exacting standards, and the children are fully kitted up, just as they would be if they were taking part in karting at that age.

Also, in many cases the parents or wider families have been down the strip themselves, so they know exactly what it is like to be in the car, and most of the time they have also been involved in setting the cars up, so they know that every nut and bolt has been carefully checked to ensure things go to plan.

"If me, Kevin and my dad were not mechanically minded and knew nothing about racing, we would be going in blind and putting our faith into somebody else," says Shelley. "But when you are fully involved with it, you can make sure everything is where it should be. They are my babies in the car, at the end of the day, so I want everything to be perfect for them."

Into the future

There is a clear baton-handing feel about the future of drag racing. That is not to say new people do not come in – far from it, the 'Run What Ya Brung' (RWYB) events, where anyone can just turn up and take any car down the strip ensures there is a good flow of newly-interested participants entering the sport. It is more once you are in, you cannot get away.

"It is a passion, without a doubt," says Andy Robinson. "When people come into the shop and ask for some advice about drag racing, I sometimes say, tongue-in-cheek, 'don't do it' and when they ask why, I explain: 'because it's worse than doing Class A drugs – once you're in, you can't get out of it. It's in your blood.'"

Sure enough, many of the friends that Bobby Wallace grew up with are still there alongside him in the paddock to this day. "Not many people have left," he concurs. "It is just what we do, and with some of them, even if they're not there at every event, they'll still be there at some point throughout the season.

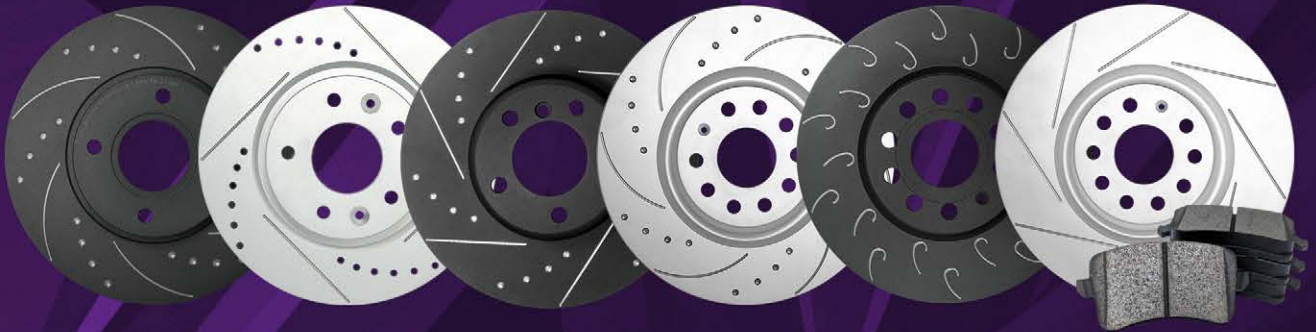
"When I was growing up, they were all a lovely bunch of people to chat to and get along with and it was just such a friendly atmosphere. If I ever had any trouble, they would



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always be there willing to help and it is the same now – although, come race day of course, everyone still wants to get one over on you and take the win!”

As time moves on, so do generations. In the Wallace family, while Bobby is still at the top of his game right now, his sister Annie is only really on hiatus until her children grow up, at which point she will almost certainly want to get back in the car, or follow Shelley Pearson’s approach and get her daughter involved.

Under the Robinsons awning, Andy’s grandson is already showing signs of becoming the third generation to want to get behind the wheel, while Andy himself concedes that once he decides to hang up the racing gloves, he will happily get on the spanners for Luke and Stef if she ever wants to get back onto the strip.

The Pearson / Kent family, meanwhile, already has that third generation in training and, right now at least, that has become the focus for Shelley. “Last year, I was asked by the Nitro Vikings from Norway to drive their top fuel dragster,” she explains. “I went and did it, and they asked me if I would be interested in doing the whole FIA tour.

“Of course, I would love to! But I had to really think about how, logistically, that would work. There’s me and dad running the kids in Juniors, Kevin focusing on his car, then there’s school, work, it’s just massive. I would also need a sponsorship deal, so it was all really difficult and it didn’t happen – although I would be interested in doing it in the future.”

Asked if she thinks she could end up racing alongside one or both of her own kids, she adds: “I don’t know what the future will hold for them, whether they’ll continue or not, but that would be nice! Lola-Belle’s already saying ‘mum, it’s only four years until I can do Super Comp, can I get a Super Comp dragster’ so I think I will have to start saving. Honestly!”

Shelley is certain that some of the children that are now in the paddock are so engrained with the drag racing mindset that they could even become future stars over in the US, where the sport has a far larger profile, commands primetime television slots and truly offers a professional career to those who make it to the top.

“I definitely think some could make it,” she confirms. “Recently, the juniors that have moved into adult classes like pro-ET or Super Comp have been absolutely amazing – and there’s quite a few doing that at the moment. That’s what drag racing needs. We’re seeing a real influx of younger people, not just driving, but also working on the cars as well.”

The key for Drag racing, as with any form of motorsport or, indeed, any hobby, is to maintain that progression from junior to senior level and beyond. Drag racing seems to be able to do that because many operations involve so many generations and, as a result, become a big weekend out for all the family.



It is often remarked on by motorsport Clubs across the country that there is a significant drop-off in involvement through those family years, when children arrive and commitments change. The same does not seem to be seen in Drag racing, because in the multi-generation environment people stick around, but just change how they get involved.

Despite this, there is still a keen appetite for newcomers to join the sport and fill the grids even more, and Bobby Wallace adds: "The way I look at it, the more cars we can get in every category, the better it is. It doesn't matter whether you're a front running car, in the middle or right at the back, the more people we get, the bigger the event becomes."

The drag racing paddock is just as heavily competitive as any motorsport paddock and although not all families compete against each other on track – there are many different classes in which you can enter – whenever there is head-to-head competition, in most cases they will all see each other around the bar and food stalls the evening.

Part of that camaraderie is down to the complexity of the machines they are racing, and Shelley Pearson adds: "Anyone at any level of Drag racing is fully aware of

how much work and dedication is needed to actually make these cars hook up and get down the track, so when it works and you do well, there is a lot of respect from other teams.

"It ends up becoming a way of life, rather than just a hobby. As a family, we obviously do other things in between – the kids and I are heavily into martial arts too, and we do that pretty much five nights a week! – but we live about a ten-minute drive from Santa Pod and we really feel at home here."

For Stef, the importance of the racing has evolved over the years and she explains: "When I was younger, it was definitely more about the social side of things, seeing friends that I had not seen for a while and getting to spend the weekend with them. But as I have grown older, I have realised that this hobby is more important than just that.

"Spending that time all together as a family is something not many get to do and it's great for my children. Seeing the enthusiasm and passion my son has for the cars and how interesting he finds it all really fills me with pride. Even if he ends up having nothing to do with racing or cars in the future, it's a great learning experience and I expect it'll be the same for his sister too."

"It's all about families here," concludes Andy Robinson.

"Spectators come along as complete families and camp or have a caravan, and for all of us in the paddock, we want to race and beat each other but as soon as the race is over, you've got your own family, but then you've got the drag racing family as well. And that's what makes it all a bit special!" 🌀

Families in motorsport – making memories together





2024 Motorsport UK Club and Volunteer Awards

Nominations for Motorsport UK's annual Club and Volunteer awards are now open

The annual awards are an opportunity for Motorsport UK to celebrate and reward the efforts of clubs, volunteers and organisations for their outstanding contribution to the vibrant motorsport community.

The Club of the Year award celebrates collaborative work with other clubs, shared best practices, opening motorsport to the local community and members, developing volunteers through training opportunities and generally going above and beyond in all areas.

In 2023, Maidstone & Mid Kent Motor Club were rewarded last year for their proactive support of Motorsport UK's StreetCar initiative. The club was also acknowledged for its strong female representation among the organising team and its well-communicated sustainability policy.

Renowned for its expertise in Autotesting and for providing a supportive pathway for new competitors and free entries for Junior drivers, the club's programme supports drivers all the way through its calendar of Autotests and grassroots opportunities in motorsport.

First introduced in 2022, the Sustainable Club of the Year award runs in line with Motorsport UK's broader commitment to a sustainable future for the sport.

This award seeks to highlight the clubs that have taken a proactive and impactful approach to environmental sustainability over the year. Clubs will have showcased the actions they have taken, efforts to educate their members and subsequent behaviour changes.

In 2023, Bath Motor Club, was acknowledged for its forward-thinking approach to competitive motorsport and to ensure its activities were sustainable. Their Environmental Management System, named BESS, was also launched. The club continues to display the green Motorsport UK sustainability logo on all relevant documentation, media communications and clothing, which has seen them rebrand.

The Organising Team of the Year award is judged on an ability to work together and engage the local community while holding a successful event for all participants and attendees.

The 2023 winner was Carryduff Forklift Down Rally, which organised a round of the Protyre Motorsport UK Asphalt and McGrady Insurance Motorsport UK Northern Ireland Rally Championships.

Thanks to a successful partnership between the Rathfriland Motor Club and Ballynahinch and District Motor Club, the much-loved event has built a stronger relationship with Lisburn and Castlereagh City Council, moving the entire 2023 Carryduff Forklift Down Rally into the city centre and making it accessible to families and all age groups, as well as motorsport enthusiasts, media and sponsors.

Through making the commitment to work together and pool ideas and resources, the two organising clubs have now not only saved the rally but continue to bring motorsport to the very heart of the community.

The Volunteer of the Year award celebrates the hard work of those who dedicate their time and efforts to provide the foundation of the UK's thriving motorsport scene.

Grace King won the award in 2023 after starting her career as a member of Dungannon Motor Club. Fast-forward nearly 20 years and Grace is now Secretary for the Association of Northern Ireland Car Clubs (ANICC), the first female office bearer in ANICC history. Since her appointment, Grace has endeavoured to provide leadership and guidance to all 33 of the Association's member clubs, along with supporting the work of the elected ANICC Council and the various discipline Committee Members, in addition to managing the ANICC social media.

The Club of the Year and Organising Team of the Year winners and runners-up all receive a prestigious Motorsport UK trophy, with the winners also collecting a cheque for £1,000 and the runners-up a £500 cheque. The Volunteer of the Year award winner and runner-up will both be awarded a Motorsport UK trophy and a cheque for £500 and £250 respectively. The Sustainable Club of the Year winner will be awarded a trophy and a cheque for £1,000.

Motorsport UK is also inviting nominations for recipients of Long Service Recognition Certificates. Clubs, regions, or events are asked to put forward suggestions of officials with more than 40 years of service. Nominations for all awards close on Thursday 31st October, and the winners will be announced in December.

For more information and to put forward a nomination, please click [HERE](#).



The 2023 winners collecting their awards at Night of Champions



F1 Academy Driver Development Day

29 drivers attended the F1 Academy Driver Development day at TeamSport Reading earlier this month.

This was a great opportunity for them to meet fellow Discover Your Drive drivers and parents from all over the country. It was also part of the preparation for the BIKC local finals, with time spent on track with the TeamSport instructors practicing more technical skills such as rolling starts. The drivers also participated in workshops on nutrition, fitness and a media presentation.

Abbi Pulling was the surprise guest, and she held a Q&A with the drivers over lunch, discussing her karting journey, offering advice to the drivers and parents.

Motocross of Nations



Get ready for the ultimate adrenaline rush at the Monster Energy FIM Motocross of Nations at Matterley Basin, on October 4th. Fans from around the world will gather to witness motocross's greatest battle for the Chamberlain Trophy.

Defending Champions Team France are bringing in powerhouse riders Romain Febvre, Maxime Renaux and Tom Vialle. However, the home crowd will be roaring for Team GB, as Tommy Searle, Max Amstie and Conrad Mewse fight for a podium spot on British soil.

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A night not to be missed... Simon Diffey Heritage Motorsport Apprentice Award

Don't miss what promises to be a memorable event in the motorsport autumn calendar, celebrating the third recipient of the prestigious, 'Simon Diffey Heritage Motorsport Apprentice Award', on 19th September at the Royal Automobile Club, Pall Mall, London from 6pm.

Admission into the fine surroundings of this exclusive private members club, champagne, wine, and delicious canapés are all included in the ticket price.

A light-hearted half-hour Q&A will be hosted by Mr Simon Taylor. Guests include past award winners, prewar Aston Martin specialists, award secondment partner Rob Blakemore

from Ecurie Bertelli, award mentor Will Nuthall from IN Racing, and 2024 secondment partner James Crossland, Director of GTO Engineering.

The Q&A will conclude with an interview with Silverstone CEO Stuart Pringle, who will make the presentation of the award on behalf of His Royal Highness, Prince Michael of Kent GCVO.

This is a unique opportunity to mingle and chat with motorsport's glitterati, including Motorsport UK CEO Hugh Chambers, British car designer Professor Peter Stevens, and others. For information and to purchase tickets click [HERE](#).



Winner of the 2024 Award, Jamie Scott Marriott, is an apprentice and employee of P&K Thornton Restorations

Ayrton Senna's McLaren MP4/4 returns to Pembrey

Ayrton Senna's McLaren MP4/4, which first came to Pembrey Circuit in 1988 and dominated that year's Formula 1 World Championship, forms the centrepiece of a Senna tribute at the Welsh Motorsport & Supercar Festival this month. The festival takes place on Sunday 22nd September, exactly 31 years to the day since the Brazilian F1 driver set the fastest lap around the home of Welsh motorsport.

The main infield paddock area will be filled with car clubs and displays by Porsche, Lotus,

Alpine, Ducati, Toyota, Darrian, plus historic rally cars, TT motorbikes and more. There will also be a full day of track demonstration action featuring many of the race and rally cars.

Ayrton Senna first broke the Pembrey lap record in 1988, however the team returned five years later to test a 'stretched' McLaren MP4/8B powered by a Lamborghini V12 engine. On 22nd September 1993, Senna recorded an incredible time of 40.60 secs which remains the fastest lap ever around the Pembrey Circuit.



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British F4 and UK FF1600 Esports Cup return this month

As autumn approaches, Motorsport UK is gearing up with the return of the British F4 Esports Championship.

Back for its third season, the Championship will be broadcast on iRacing's official Facebook, YouTube and Twitch channels, plus the continued coverage on YouTube from RaceSpot TV.

The 2023 Championship saw a nail-biting finish, with the top two drivers Luke McKewon and Gordie Mutch finishing on the same total wins and podiums after 16 races.

New for 2025 is the arrival of **Motul** as an official championship partner, and the prizes have been given a make-over too:

- **The British Champion** – the winning driver will be invited to join the Motorsport UK Night of Champions celebrations and to receive the British Championship Trophy
- **Club100 Racing** is offering winners three entries to the Club100 Experience plus a 30-minute test session. Second place wins two entries and third place one entry, all with a 30-minute test session included.
- **Base Performance Simulators** will host the season's top three teams for a full day of single-seater simulator use at Base Performance Simulators, complete with dedicated engineer support.
- **ROKiT British F4 Championship Hospitality** – The winning team wins four hospitality tickets to a 2025 ROKiT British F4 Championship round of their choice.

... plus the winning driver will receive a free 'Go Racing Pack' from Motorsport UK, and an ARDS text of licence renewal

For more details on the 2024 championship see <https://fiaformula4.com/esports/>

UK FF1600 Esports Cup

Along with the British F4 Esports Championship, season two of the official feeder series is also making its return – partnered with **SimRig Support**

As the official feeder and support series of the British F4 Esports Championship, the races will be at the same circuit on the same date, but also on the same broadcast as the main F4 Esports Championship, making this is a fantastic opportunity for unsigned drivers to showcase their talents.

In 2023 Henry Moore won the championship with Dan Amor in the runner up spot. Both have since progressed to be signed by pro esports teams, GUILD and Apex Racing Academy respectively.

2024 Calendar

Event	Date	Circuit
Round 1	25th September	Brands Hatch Indy
Round 2	2nd October	Zandvoort
Round 3	16th October	Snetterton 300
Round 4	23rd October	Oulton Park Int'
Round 5	30th October	Silverstone GP
Round 6	13th November	Knockhill
Round 7	20th November	Donington GP
Round 8	27th November	Brands Hatch GP

Further details on the UK FF1600 Esports Cup are available at <https://esports.motorsportuk.org/events/uk-ff1600-esports-cup/>

Porsche Esports Sprint Challenge GB

For 2024 The Porsche Esports Sprint Challenge GB is now a multi class five-round championship on iRacing at UK circuits, with two classes PRO & AM depending on the driver's rating.

This championship offers the unique opportunity for drivers to win drives of real Porsche cars at the famous Porsche Experience Circuit at Silverstone Circuit.

Spanning five rounds at UK circuits and consisting of two 30-minute races per round – making in ten races in total, run on Tuesday Evenings.

- **Practice:** 6:00pm BST
- **Qualifying:** 7:00pm BST (Lone Qualifying, 2 Laps, 10 Minutes)
- **Race 1:** 7:15pm-7:45pm BST
- **Race 2:** 8:00pm-8:30pm BST



2024 Calendar

Round	Date	Circuit
Round 1	17th September	Donington Park GP
Round 2	24th September	Snetterton 300
Round 3	1st October	Silverstone GP
Round 4	15th October	Oulton Park Int.
Round 5	22nd October	Brands Hatch GP

Classes

- **PRO** - Porsche GT3 Cup (992) - Drivers with an iRating over 3,000
- **AM** - Porsche Cayman GT4 Clubsport MR - Any driver that does not meet the PRO criteria (above)

Drivers can sign-up and view the results through SimGrid – www.thesimgrid.com/championships/9718/

The championship utilises dedicated stewards across all rounds and races. They will watch all races, but all incidents will be reviewed post-race. All races will be broadcast LIVE by RaceSpot TV and will be available on Motorsport UK TV.



The 2024 Abruzzi Prototype Challenge has concluded this month with Ben Ford taking the win in the LMDh Pro class. Top Amateur went to Luca Munro, while in LMP3 it was Ant Cassels and Ethan Barford who finished top of their classes.

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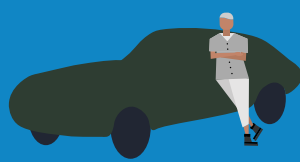
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Wera Radical Racing Rebels open for entrants

British Karting Championships (BKC) partner Wera Tools and Radical Motorsport have teamed-up to offer a unique opportunity for one budding BKC driver to win a place in the 2025 Radical Championship season.

The Radical Racing Rebels will see one lucky entrant receive a Motorsport UK Racing Starter Pack and a heavily supported season, with the driver only needing to cover the insurance and entry costs for the 2025 Radical Championship.

The competition is open to BKC drivers who will be aged between 16-20 years old before 31st March 2025.

Selected finalists will then attend an assessment day at the end of October, during which their competency behind the wheel will be reviewed, prior to attending a series of interview-style assessments in front of a panel of industry experts. No additional racewear will be required for the assessment day.

Dan Parker, Head of Karting, Motorsport UK comments, "The BKC has been a starting point in the career of numerous talented UK drivers. This unique opportunity will be a life-changing opportunity for one young driver, and we are excited to support the future of British motorsport talent."

Nicole van der Walt, Motorsport Manager at Radical Motorsport, expressed her enthusiasm, "We are committed to nurturing the future stars of motorsport, and this partnership with Wera Tools UK aligns perfectly with our mission. The Radical Cup UK has always been a breeding ground for talented drivers, and we're excited to provide this incredible opportunity to a deserving young karter."

Martin Fallon, Marketing Manager of Wera Tools UK, added, "At Wera, we believe the tools can always be developed further and our innovative approach has led to many industry-

leading products. We see these same qualities in the rising stars of British motorsport. By partnering with Radical Motorsport, we are not only supporting the development of young talent but also highlighting the importance of high-performance tools in achieving success on and off the track."

Interested drivers who meet the above criteria can meet the Radical team and get up close with the new Radical SR3 XXR at the final round of this year's Wera Tools British Kart Championships, on 27th-29th September at Three Sisters.

For more information on the Radical Cup UK click [HERE](#).

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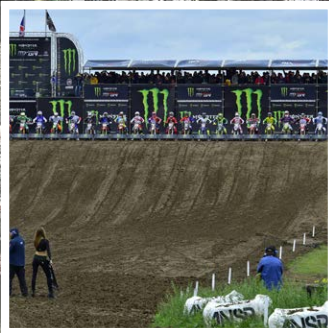
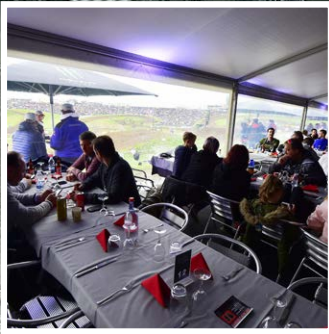


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Revival fuel is a drop-in success

The 2024 Goodwood Revival celebrated motorsport history in style and made its very own history – in a world first for historic racing, every car competing ran on a sustainable fuel.

In what is heralded as a major milestone in securing the future of historic motorsport, all entrants were required to use fuel with a minimum of 70 per cent sustainable components.

“I am proud that we are the first to be mandating the use of sustainable fuels at the event and would like to thank all of the participating owners, drivers and preparers for their support,” said The Duke of Richmond and Gordon, host of both the Goodwood Festival of Speed and Goodwood Revival. The move follows on from the successful running of the Ken Miles Cup and Gordon Spice Trophy at the 81st Members’ Meeting earlier this year, and last year’s Fordwater Trophy at the 2023 Revival, which saw 30 sustainably fuelled pre-1966 Porsche 911s put on a great show raced by drivers including Jenson Button, Tom Kristensen and Mark Weber.

“It was great to be a part of the Fordwater Trophy which brought together classic cars and the very latest in sustainable

fuel technology,” said Button. “What’s so exciting about these fuels is that they can guarantee the future of historic racing, enabling us to enjoy combustion engine cars for years to come.”

These new regulations introduced by Goodwood for the Revival have been carefully considered and researched, and the old engines required no modifications to run on ‘drop-in’ sustainable fuels. There is also no performance deficit. In fact, there may even be some advantages according to Ben Collins, who was the Revival’s first-ever sustainably-fuelled winner. Sharing his 1925 Bentley Speed Model with Gareth Graham, Collins beat all his rivals running on standard fuel to win the Rudge Whitworth Cup at the 2023 Revival.

“The change could not have been easier,” he enthused. “We did back-to-back testing with a fuel air / ratio meter and there was no noticeable difference in the readings. That was with no change to fuel jetting, ignition advance or valve timing.

“Synthetic fuel produced using green electricity must surely be a sustainable way forward for not only historic motorsport but current motorsport, too,” he concluded.



The JDS Rali Ceredigion, winner of the Motorsport UK Environmental Sustainability Award, took place last month. As well as the Motorsport UK British Rally Championship and Protyre Asphalt Championship, the event hosted a round of the 2024 FIA European Rally Championship (ERC), bringing this major international competition to Wales for the first time in 28 years.

Member Benefit of the Month

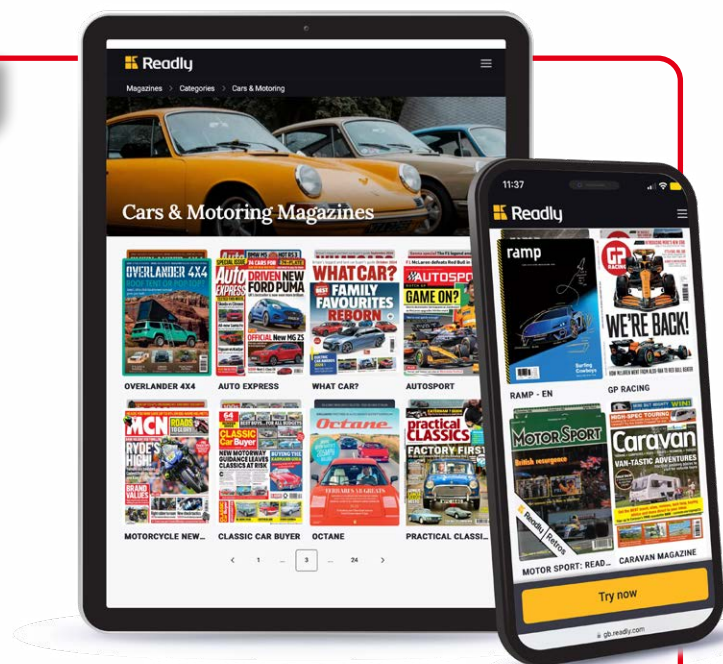
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Thank you Paul Morris

Paul Morris, the man in charge of the Protyre Motorsport UK Asphalt Rally Championship for the last three years, is stepping down.

Morris took over the day-to-day running of the Protyre Asphalt Championship at the beginning of 2022 and, ably assisted by Donna Preston and Paul Wakely, used his experience as both a competitor and a co-ordinator to develop a friendly and fun atmosphere for the championship. Paul and Donna are getting married in 2025, and the demands of his new job means that he is no longer able to co-ordinate the series.

So a new Protyre Motorsport UK Asphalt Rally Championship Co-ordinator is needed, and Morris has very kindly offered to supply a comprehensive handover package, and help and mentor the new co-ordinator, should he or she wish.

For those who are interested in applying for the role, please contact Mike Broad at mike.broad@live.co.uk



Congratulations to Paul and Donna who are to be married next year

Kart Development Fund launched

New scheme announced to help support growth in karting

The Motorsport UK Kart Development Fund has been designed to assist in realising the strategic objective of supporting the growth of karting. The fund will be used to enhance the overall quality of delivery and experiences for both new and existing participants in karting, by providing financial support to Motorsport UK affiliated clubs and organisations, that support a minimum of five Motorsport UK permitted events per year.

The fund has been created by the sale of homologated kart engines and tyres within the UK karting market. It was initialised in 2023, following the introduction of the new Kart Class homologation regulations. A community contribution is collected from the sales of both kart engines and tyres. Fifty per cent of the monies raised be made available for Motorsport UK registered Kart Clubs to apply for in the form of grants. The remaining funds will be invested into projects and initiatives that support Motorsport UK's strategic objectives, and will be agreed by an internal panel.

Funding Applications

For larger grants, where the total crosses a threshold of around £1,000, funding would be approved on a 'match funded' basis, whereby the Club applying 'match' the funding as a principle of the grant. Smaller grants, likely to be under the £1,000 threshold, will not require match funding. For

example, a set of tyres offered as a prize on behalf of a struggling club would not require the club to contribute funds as part of the grant application.

All applications must be made in advance and will need to include a plan on how the application will benefit the Club or Organisation, and ultimately UK karting on a wider basis. For larger grants, Clubs will be required to submit three comparative quotes for costings, and all Clubs must be organising regular Motorsport UK events and meet the minimum criteria for approval.

Suggested uses

Clubs applying for grants should consider all the ways in which the grant will help them align with the Motorsport UK strategic goals for karting, which could include the following:

- Sustainability projects
- Safety projects
- Live streaming of events
- Safeguarding training
- Incentives and prizes to encourage and increase participation
- Diversification and accessibility projects
- Community Engagement
- Scrutineering equipment

For further details on the Kart Development Fund, please contact Kartdevelopmentfund@motorsportuk.org



The Kart Development Fund will be used to support karting across the UK

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Motorsport UK delivers Pinzgauer Ambulance to Ukraine

Motorsport UK is delighted to confirm that it has delivered a Pinzgauer 6x6 armoured ambulance to the Federation Automobile d'Ukraine (FAU) after a fundraising campaign to raise the required £60,000 which began in 2022.

Hugh Chambers, Chief Executive Officer Motorsport UK said, "It is thanks to the support and solidarity expressed by our UK motorsport community that we have met our fundraising goal and successfully delivered the Pinzgauer to Ukraine.

"Motorsport UK stands united with Aleksandr Feldman, the President of the FAU, the Ukrainian motorsport community

and the Ukrainian people, and the resounding interest we have had in our collective fundraising effort shows our community's willingness to provide a small gesture of our support to a nation in need."

Fynn Watt, a Motorsport UK licence holder and Rallycross competitor, who withdrew from his university course in 2022 and began arranging vehicle and aid convoys to Ukraine played a key role in the delivery.

Having sourced the Pinzgauer in 2023, the project suffered frustrating delays whilst export licences and border crossing permits were obtained however, once everything was in order the convoy set off at the start of September 2024 and made swift progress to Poland. Watt said they faced significant challenges on the Polish side of the Ukrainian border but fortunately all the diligence to obtain the correct paperwork paid off and they were eventually allowed through. Once in Lviv, there were further challenges, having to source alternative transport to get the Pinzgauer on to Kyiv where a short handover ceremony was arranged with Kostyantyn Bevez of the FAU and members of the medical team from 46th Brigade, the final recipients of the vehicle.








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Peter Procter

Motorsport UK has learned of the death of Peter Procter.



Peter began his competitive activities in cross-country running and cycling, but once his business became successful, he and his brother Gerald acquired a new Aston Martin DB2/4, and the racer in Peter led him to enter the car for a Bentley Drivers' Club race at Oulton Park in 1955. Peter continued to compete at club level through the year, but his passion for racing had him looking for a new car.

1956 Peter acquired a new Formula 3 Cooper-Norton T42, and the following year he took wins at Mallory Park and Charterhall. Peter retained the Cooper for another season, adding more wins at Mallory Park and Sherburn-in-Elmet.

Peter also took up rallying, initially with the DB2/4 and then with a Sunbeam Rapier. It was the beginning of a relationship with the Rootes Group, and in 1960, sharing a Rapier with Peter Harper, they finished third overall and first in class on the Acropolis Rally, and first in class and fifth overall in the Touring Car division of the Alpine Rally. A year later the pair won their class in Greece, being classified fifth overall in the Touring Division. Also in 1961, with Graham Robson as co-driver, Peter won the national Mini-Miglia Rally, and finished fourth on the 1962 Monte Carlo Rally, second in class.

The two Peters – Procter and Harper – shared a Sunbeam Alpine in the Le Mans 24 Hours three years running from 1961, finishing 16th overall in the first year, and winning the Index of Thermal Efficiency prize. The following year the two Peters finished 15th overall and third in class. The Sunbeam Alpine connection led to Peter sharing a Sunbeam Tiger Le Mans Coupe with Jimmy Blumer in the 1964 Le Mans 24 Hours but engine failure ended their race.

In 1959 Peter took delivery of a new Formula Junior Lotus Type 18. A win at Rufforth in a Formula Junior race, and second place in a Formule Libre race, were followed by a first place at Mallory Park. Peter continued with the 18 into 1961 even though the Type 20 had replaced the 18. Racing only in the British Isles, Peter and his obsolete car won at Rufforth, Charterhall, Linton-on-Ouse and Aintree. He was offered the chance to drive a works-run Alexis Mk 3 with which he won at Aintree and Rufforth, with second places at Oulton Park and Silverstone.

Colin Chapman offered Peter a deal for 1962 with Team Lotus. However, Peter had already accepted an offer from Graham

Warner to drive a works-entered Gemini Mk 4. Peter felt obliged to stick with the troublesome Gemini. He also had the chance to drive one of Ken Tyrrell's Cooper T59s at Dunboyne, where he won, and at Zandvoort where he finished fourth. The Tyrrell opportunity became a full season for 1963, the last year of Formula Junior. Disappointingly, the promised new version of the BMC engine never materialised, so the team ran with less power than the mainly Ford-powered opposition. Mid-season Ken Tyrrell asked Peter whether he would be interested in driving a Formula 1 Cooper? Peter politely declined since he had a family and a thriving business to care for. In 1964 Peter continued with Ron Harris Team Lotus, running in the European Championship with Formula 1 World Champion Jim Clark as his occasional teammate, driving the Lotus Type 32 evolution of the Formula Junior Type 27.

Away from circuit racing, Peter took victory in the Touring Car category of the Tour de France in an Alan Mann Ford Mustang, sharing driving duties with Andrew Cowan who drove the rally-type stages while Peter concentrated on the tarmac sections. Peter also shared an Alan Mann Lotus Cortina to win the Brands Hatch 6 Hours with John Whitmore. Peter continued to drive for Alan Mann's team in 1965, with a Lotus Cortina in the European Touring Car Championship.

For 1966 he signed up with Broadspeed as team mate to John Fitzpatrick in the British Saloon Car Championship, driving a Ford Anglia in the 1000cc class. At Goodwood on Easter Monday, Peter's car was hit in the rear and rolled, immediately catching fire with Peter trapped inside. He sustained burns to two thirds of his body. After many months at the Queen Victoria Hospital, Peter was able to return to a mostly normal life, but apart from a few celebrity races, he never raced again.

Peter continued to contribute to the sport in other ways. He was a driving force behind the introduction of flameproof overalls in motorsport, appearing in magazine adverts for fire retardant materials, and he did not shy away from using his own injuries to warn others of the dangers.

As a long-serving and involved BRDC Regional Co-ordinator, his involvement in motorsport continued long after his racing career had ended.

Motorsport UK sends its condolences to the Procter family.



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

Sitting on 6th September 2024

Case No. J2024/15

Mark Heywood KC, Mike Harris, Ian Watson

Inquiry

Re: 750MC Mini Miglia Championship, Anglesey, 6th July 2024

Mr Champkin appeared on behalf of Motorsport UK.

Mr Bullen-Brown appeared in person.

Mr Caudle and Mr Lawday (Clerks of the Course) appeared in person.

JUDGMENT

Introduction

1. This case initially came before the National Court by way of Mr Bullen-Brown's application to appeal against a decision of the Stewards of the Meeting at the 750 Motor Club Mini Miglia event at Anglesey circuit on 6th July 2024, together with an application to extend time to allow that appeal to be brought. The issues raised in the proposed grounds of appeal were such that Motorsport UK ordered an inquiry pursuant to General Regulation C9.1, into which the appeal is now subsumed.

Background

2. In the course of race 4 of the championship event on Saturday 6th July 2024, contact occurred between the rear offside of Mr Bullen-Brown's car (race number 5) and the front nearside of Mr King's (race number 89). The contact occurred at the right-hand curve of the circuit on the approach to the tight, left-hand "Rocket" corner. At the point of contact, both cars were travelling at high speed and the contact, while comparatively light, was sufficient to cause both drivers to struggle to control their cars. Mr Bullen-Brown left the track to the left-hand side but was able to rejoin and finish, having lost several places. Mr King left the track to the right but was forced to retire.

3. Mr Caudle, the Clerk of the Course, conducted a review of the incident. He heard from both drivers, and their respective in-car footage was viewed. Mr Caudle found that Mr Bullen-Brown had caused the collision, contrary to General Regulation Q12.21.4 and imposed a grid place penalty and 3 licence penalty points.

4. Mr Bullen-Brown appealed to the Stewards of the Meeting, who heard from him and from Mr King, and Mr Lawday explained what had taken place in the hearing before Mr Caudle. The appeal was rejected. The Stewards found that Mr Bullen-Brown had caused the collision by not allowing racing room to Mr King, and that the Clerk's decision was wholly appropriate and fair, and the penalty was appropriate.
5. It is timely to note that in fact, before the Stewards' hearing was convened, the Stewards had apparently viewed some footage from another car, though not in the presence of Mr Bullen-Brown. This footage was from the car driven by Mr Hills (race number 126). It was mistakenly believed that this was the car immediately behind Mr Bullen-Brown and Mr King on-track. In fact, the car immediately behind was driven by Mr Taylor (race number 84) None of the Hills footage was felt to be relevant as he was too far back, but exactly what it comprised is unclear.
6. After the hearing before the Stewards, Mr Bullen-Brown made his own enquiries, and he obtained Mr Taylor's in-car footage. This footage was not available in the hearings before the Clerk of the Course or the Stewards, and it shows the collision between cars 5 and 89 from a sufficient distance that the position of each car on-track can be seen significantly more clearly than either of those cars' in-car footage allows.

Issues

7. Primarily, Mr Bullen-Brown asserts that he was not responsible for causing the collision, and that the judicial processes were unfair. It was agreed that the issues he raised can be summarised as follows.
 - i. Why officials had not collected footage from the cars behind his and Mr King's cars.
 - ii. Whether or not consideration had been given to video evidence demonstrating the consistency, or otherwise, of the line Mr Bullen-Brown had taken on earlier laps.
 - iii. The integrity of the retained video evidence, because the SD card returned to Mr Bullen-Brown was blank, and its availability to Mr Bullen-Brown to pursue his appeal.
 - iv. Whether the Stewards were appropriately attentive to the events at the circuit.
 - v. The belief that Mr Caudle's friendship with Mr King affected his objectivity.
8. We address these in turn, before returning to the collision itself.

The Failure to Collect Other Footage

9. The collection of any footage will primarily be a matter for the judgment of the officials concerned, according to their assessment of what may be relevant to the issues before them. Mr Caudle made it clear in his evidence before us, and we accept, that in all the hearings he conducts, it is open to any competitor to request or present any footage they wish to be considered. It is common ground that Mr Bullen-Brown did not take up the opportunity at this stage.
10. Mr Caudle copied the footage immediately before and after the collision from Mr Bullen-Brown's SD card onto a USB stick, for ease of reference and passed the SD card and USB stick on to the Stewards.
11. As stated, the evidence before us was that consideration had been given to what might be seen from following cars. The evidence suggests that footage of Mr Bullen-Brown's earlier laps was viewed and found not to be relevant. This is addressed specifically below. Further, that although the footage from Mr Hill's car had been obtained and was available, this may not have been handed to the Stewards before the appeal hearing began. Certainly, it was not made known to Mr Bullen-Brown at the time. There is no contemporaneous note of which footage was identified or when and by whom it was viewed. It would be good practice for such a record to be kept in all cases where these issues arise and be made available to all concerned.

12. Overall, we are satisfied that the failures that led to Mr Taylor's footage not being considered were the result of genuine errors, contributed to by limited timing information, and nothing was intended to disadvantage Mr Bullen-Brown. We will address the effect of the failures on the fairness of the proceedings at the circuit when we come to our own consideration of the footage below.

Consideration of Earlier Laps

13. Mr Bullen-Brown's point was that had his earlier laps been viewed, it would have demonstrated the consistency of his driving and chosen lines. In such a dynamic situation as this, with two cars travelling so close and at such speed, we are not persuaded that footage of any earlier laps would have offered a useful insight into the issue of blameworthiness for the collision in question.

The Blank SD Card

14. The loss of any footage while in the possession of officials is obviously concerning. It should be expected that SD cards or other media should be used and maintained with appropriate care. However, on the evidence before us, we are unable to reach any conclusion about when, or how, the footage on the SD card was lost. On the facts before us, we are satisfied that the footage extracted by Mr Caudle was sufficiently full to allow all concerned to investigate the issue fairly.

The Attentiveness of the Stewards

15. In his written submission, Mr Bullen-Brown was critical of the fact that, as he saw it, when he went to the Stewards on the Saturday evening, intending to enquire further what video evidence had been available, so as to prove or disprove what had been said in earlier conversations, he was dismissed in an off-hand manner. Whatever his frustrations, Mr Bullen-Brown appeared to accept in his evidence, that outside the formal appeal process, there was nothing the officials could do. We do not consider that there is any merit in this complaint.

Bias

16. Mr Bullen-Brown stated that he considered Mr Caudle's decision was "a foregone conclusion" and that "the friendship off the track between Sean King and Luke Caudle has led to that conclusion."
17. Asked to explain the facts that led him to this opinion, all Mr Bullen could say was that in the course of discussing the incident in the paddock, someone (who he did not, or could not name) had made a remark to the effect that

>>>>

“they were probably friends.” Asked whether he had any personal knowledge or other evidence of a friendship, Mr Bullen-Brown conceded that he did not, but despite that, he did not retract his suggestion.

18. Mr Caudle gave evidence that he does not have a personal friendship with Mr King, and at no stage had he treated Mr Bullen-Brown with anything less than scrupulous impartiality.
19. We accept Mr Caudle’s evidence without reservation. This was a baseless accusation that no reasonable person could have believed to be true. It was unfair and disrespectful, and Mr Caudle was justified in taking offence.

The Collision

20. The footage from Mr Taylor’s following car now being available, the Court has been able to reconsider the collision with the benefit it provides, together with further comment from Mr Bullen-Brown and Mr Caudle.
21. Relying on the in-car footage alone, the Court unanimously agreed that Mr Caudle’s decision was correct. However, in the context of the Taylor footage,

we are unable to conclude that the Stewards might not have reached a different decision had it been available to them, and, by a majority, the Court considers that neither driver was wholly or predominantly to blame for the collision.

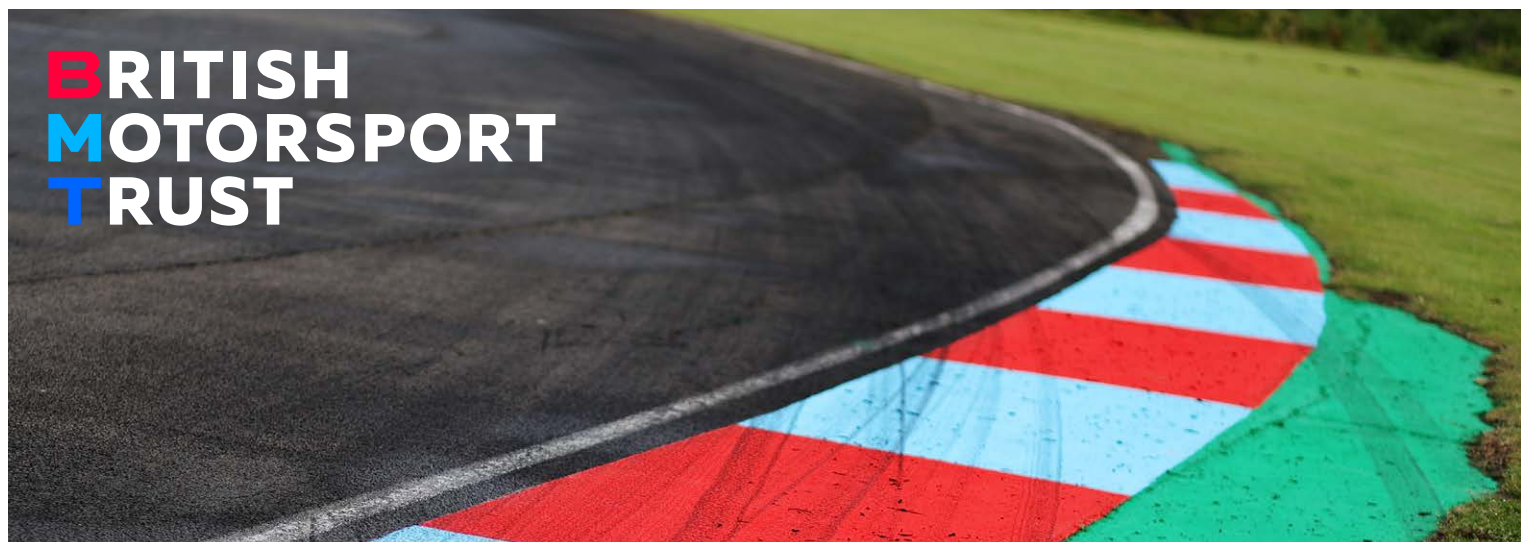
Conclusion

22. For the reasons set out in paragraph 21 alone, we conclude that the decision that Mr Bullen-Brown was in breach of General Regulation Q12.21.4 cannot be upheld.
23. Accordingly, we quash the decision of the Clerk of the Course, dated and timed 6th July 2024, 16.10 hours.

Costs

24. We make no order for costs.

Mark Heywood KC, Chair
6th September 2024



**BRITISH
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TRUST**

Sitting on 4th September 2024

Case No. J2024/16

Mark Heywood KC, Richard Norbury, Ian Watson

Disciplinary Proceedings – Ben Bateman

Mr Champkin appeared for Motorsport UK

Mr Bateman appeared in person

JUDGMENT

1. In the 12-month period commencing 12 August 2023 Mr Bateman accrued more than 12 penalty points on his competition licence as a result of the findings set out in the following table.

Event	Date	Breach	Points
Classic Stock Hatch Race 8 Snetterton	12th August 2023	Q.12.21.4	2
Classic Stock Hatch Race 19 Silverstone	19th May 2024	Q.12.21.4	2
Classic Stock Hatch Race 7 Snetterton	22nd June 2024	Q.12.21.4	2
Classic Stock Hatch Race 12 Cadwell Park	21st July 2024	Q.12.21.4	4
Classic Stock Hatch, Cadwell Park	21st July 2024	C.1.1.9	6

2. As shown, the driving offences alone would not have led to these proceedings; it is the six points imposed in respect of the behaviour of some of his supporters, for whom Mr Bateman was responsible.

3. These driving offences were comparatively minor. Mr Bateman stands to lose his competition licence as a result of the unruly and offensive behaviour of some of his supporters for whom he, as the licence holder, was responsible.
4. We are satisfied that Mr Bateman bears no personal responsibility for any disorder and that it would have been difficult for him to intervene without the risk of further aggravating the situation. However, the ultimate responsibility for this incident must be borne by him – something that others should reflect upon.
5. Mr Bateman has sold his competition car at some personal loss. He does not intend to compete further in 2024. He has no fixed plans for 2025.
6. In all the circumstances Mr Bateman’s competition licence is suspended until 31st December 2024. In accordance with General Regulation C2.1.10, all the penalty points relied on, as set out above, are annulled.
7. Mr Bateman is to contribute to the costs of these proceedings in the sum of £200.

Mark Heywood KC, Chair
4th September 2024

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TOM PURVES STEPS DOWN AS CHAIR

After six years as Motorsport UK's Chair of Council, we say a huge thank you to Tom Purves for his efforts and guidance

The Chair of Council is an extremely important role for motorsport in the UK. 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. In July, Tom announced his intention to stand down as Chair of Council.

Tom spent 45 years within the automotive industry from his apprentice years at Rolls-Royce Car Division in

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

Tom previously served as Chairman of the Royal Automobile Club and is now a Vice President. Tom serves as Honorary President of the TR Register and was a regular competitor in sprints and hillclimbs with the club. *Revolution* caught up with Tom following his announcement on stepping down as Chair of Council:



What attracted you to the role of Council?

“The ability to be instrumental in drawing together thoughts from senior and experienced people in the world of motorsport, to advise the board on motorsport in the UK.” and Tom’s greatest achievement as Chair? “Being involved in getting David Richards to become the Chairman.”

What will you miss most when you step down?

“The interaction with colleagues and the awareness of what is going on to improve the development of motorsport in the UK. The inside work that goes on behind the scenes.”

What advice do you have for the new Chair?

“They should try hard to ensure all members of the Council make a contribution individually. When you have a large group of people, as you do with something like the Council, it is easy for people to stay quiet and get overlooked in a certain way. So you must encourage everybody to participate.”

Any thoughts on where motorsport is going?

“I think it’s very important that grassroots motorsport is cherished, because at the end of the day it is where we all started, and it is critical that people have the opportunity to compete in lower-cost events all across the country. I worry that is getting increasingly difficult in the South-East, whereas in other parts of the country... Wales, Scotland, West Country... motorsport is much more welcome. We must do a lot to maintain a very good relationship with government and with local authorities to allow ourselves to continue to enjoy the sport that we all love.”

“I have very happy memories of racing the karts as a junior in the Sixties! We did actually compete on the racetrack in Ingliston [near Edinburgh] and my memory of that race is good! Also racing with my friend Wilson Marshall during the six hours at Sherington, as part of a Scottish team.”

“For those looking to start in motorsport – just get on and do it! You’ve got to dive in the water if you want to swim. I think there’s an awful lot said today about how it’s difficult to get into motorsport, but as with any other sport, it’s always a bit difficult. You’ve just got to do it! We’re a sport full of enthusiasts, if you struggle to find a way to get involved, I’d be surprised.”

>>>>>



Club racer supporter

As well as career in the motoring industry, Purves has been an active and supportive member of his car club – the TR Register Car Club, becoming a much-loved and well-respected personality among not just the motorsport fraternity but the TR Register as a whole. As a racer, he has been a competitive participant in the many rounds of the TR Register Sprint and Hillclimb Championship in his easily recognisable TR3A.

“Tom has been a key supporter of our track day events”, notes club press officer Wayne Scott, “supporting some of our more adventurous and experimental events as an early adopter.

“He regularly joined club competitors in Scotland at the TR Register Scottish Weekend. This event, held initially at the Bo’ness Revival, has subsequently moved to Doune Hillclimb where he has been an eager competitor. Tom has always been generous in his time in the evenings at these events and has, more than once, given us the honour of an after-dinner speech or interview. These conversations are always fascinating, entertaining and thought-provoking in equal measure.

“Tom is Honorary President of the TR Register, but more than that, he is a talented, determined, and competitive member of our community known for its camaraderie and friendship – a culture that Tom Purves is very much instrumental in creating. While we are sorry to hear that he has decided to step down from his role at Motorsport UK, it is tinged with hope and happiness at the prospect of seeing more of him at our events as a result!”



TR Register/TR Register

Tom has been an active competitor and valued contributor to the Motorsport UK Council



Tom Representing his club in a Silverstone Parade Lap

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Dukeries Motor Club



Celebrating its 70th anniversary, Dukeries Motor Club has navigated many challenges to create a solid core of Stage Rally events and a healthy number of highly active members

At the very first committee meeting for Dukeries Motor Club, at Mansfield's Swan Hotel on Friday 24th September 1954, the members of the newly formed committee declared its aim of 'promoting, encouraging and organising motorsport' in the local area.

The Club burst into life with an eclectic mix of Fuel Economy Runs, Treasure Hunts, Night Navigational Trials and Scavenger Hunts, but things then ground to a halt almost as quickly as they had begun, due to national petrol rationing.

When events resumed after a near 18-month hiatus, they did so in high volumes, with a half-half split between 'serious' and 'social'. The flagship Dukeries Rally was soon established and in the '60s and '70s, the Club expanded its range of organised events.

Gymkhanas, Autocross and 12-Car Rallies were added into the mix, along with road safety events and driving tests, while an active social scene included two annual dinner dances and even several popular children's Christmas parties.



Stage Rallies have always been a major part of the Club's activities

Fast-forward 70 years and, after a similar 18-month hiatus caused by the recent pandemic, the Club has built back to around 200 members – a reasonable percentage of its 1970s totals – with a busy organising committee now focused on just a few major events.

“The Club has primarily been involved with Rallying since its inception,” summarises Club Chairman Paul Rees. “There have been forays into other things over the years, but these days it is hard to concentrate on more than one core thing, so Rallying is the main focus.”

The Club became known for its gravel Rallies, which ran through the Nottinghamshire forests for more than 40 years, but when these stopped ten years ago, no longer practical in such popular public places.

However, the club successfully managed to negotiate a new venue for its stage rallies at Donington Park, and over the past 10 years has built a fantastic relationship with the venue and now organises two single venue Rallies there each year.

Achieving such prolonged success has required a lot of hard work, particularly with venues. After running the very popular Flying Fortress Stages for 11 years at Grafton Underwood, the event was put on hold due to the construction of a solar farm on the Boughton Estate.

Instead of giving up, the Club worked with Blyton Park to secure a Rallying return this season, running the Rex Premier Anniversary Stages and the Rex YSTRA Targa Rally over one weekend, and is still in talks with Boughton about how to accommodate a future event.

“Venues are always a big challenge,” Rees explains. “We are always working hard with them and I was at Grafton Underwood recently with the forestry manager, looking at other areas on the site we might use in the future.”

“The problem with single venue Stage Rallies is that you need to run decent length stages and that means multiple laps and the restrictions that come from that. You also need 70 entries to break even, so you need a venue that can accommodate a large service area too.

“These events require a lot of resources and there is just a small core of volunteers who undertake the majority of the work. In fact, I think the biggest challenge for Motor Clubs in general is not the number of competitors, it’s the number of organisers and volunteers.”

Placing a core focus on what it does best – delivering major Rallying events – is perhaps the key to the Club’s success. However, the addition of a motor show and recently a StreetCar event, have also helped open the door to new members.



The Flying Fortress Stages

The car show is run at the local rugby club, which has been used as the Club's social meeting place for the last 25 years, and while it is not big enough to host a Motorsport UK permitted demonstration event, its static displays have proved popular with the local community.

Meanwhile, the introduction of a StreetCar section within the Club's YSTRA Targa Rally proved to be a positive move. Rees adds: "One was a multi-venue Inter Club event and the other was a Clubman on a smooth surface venue, open to Streetcar participants."

As well as encouraging participation in its own events, the Club motivates members to get involved in more motorsport through its annual Club Championships, which include a range of other Rallies run by other local Clubs as well.

"We are quite active in the East Midlands Regional Association and some of the events cross over," says Rees. "Pete, our Competition Secretary, develops a Club Championship calendar each year and we give points for performance, volunteering and marshalling.

"A few years ago, we started to attract younger members so set up a Junior Championship. As a Club, we don't run Juniors in our events because the way they need to be separated has a major impact on the event, so we use existing Junior rounds as part of our Championship."

The introduction of the Junior championship has led to a small but important rise in younger members, and the Club is keen to attract more. To that end, earlier this year the Club offered its youngsters a very special reward at its pre-season members track day.



Dukeries Rally 2024 winners Michael Igoe and Will Atkins with Club President David Baugh.

"We invited the European Rally Champion, Chris Ingram, to come along and coach them," says Rees. "He doesn't have a connection with the Club, but he does have a connection with the Juniors, so it was a fitting thing for us to be able to facilitate."

The Club is certainly doing all the right things to maintain course on its original mission, and as it prepares for its anniversary dinner in the beginning of October, Rees is ready to celebrate the past, but is also firmly focused on the future.

"Rallying is in a state of change," says Rees. "From the organising teams to the competitors, age profiles are changing, and moving forward I think that our main job is to ensure that Rallying remains relevant to everybody.

"Our mission, when we were formed back in 1954, was to promote, encourage and organise motorsport and, truthfully, I think that still follows now. It's something that we need to ensure we continue to do; whatever challenges are thrown in front of us." 🌀



The Club has worked hard to encourage and support its junior members

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The Karting Pathway

The Daniel Ricciardo Series offers a 'next step' option to karting hopefuls looking to progress into regular Owner Driver racing



The Daniel Ricciardo Series is opening a new door into the world of outdoor karting

Andy Cox was once an aspiring racing driver, competing against David Coulthard and Dario Franchitti in the early stages of British Championship UK karting. When racing became too expensive, he chose to dedicate his career to running teams, coaching drivers and opening up the karting pathway, to try and help youngsters access the opportunities he never could.

Indoor karting venues are increasing throughout the UK, offering affordable opportunities to try out karting and encouraging those who enjoy the experience to try out arrive-and-drive sessions and join with some going on to enter the British Indoor Karting Championship at TeamSport venues.

Those who want to go further, take their racing outside and tackle larger venues in faster karts then have several different options, including Club100 Rob Smedley's Global Karting League (GKL) and the Daniel Ricciardo Series (DRS), which Cox and F1 driver Daniel Ricciardo launched in 2019. This single-make series, which runs Ricciardo karts, aims to give 7-to-16-year-olds affordable access to competitive racing and, crucially, provide education and training to drivers and also to their parents.

The Daniel Ricciardo Series was originally set up solely as a dedicated low-cost owner-driver series, but this year it has introduced a new DRS Cadet arrive-and-drive category

for 8-13-year-olds – opening a new door into the world of outdoor karting. The aim is to pick up on the popularity of indoor karting and offer ‘taster’ racing that sits on the same bill, and follows the same format, as a competitive Motorsport UK Interclub event.

“NKA Indoor Karting venues have done an incredible job of making karting much more accessible for families at an affordable price, but then, it’s like anything, kids get the bug and want to progress,” says Cox. “When they are aged between 7-13, though, many parents do not have the funds to buy a kart or are not ready to commit time or resources to it because their child might not be fully invested in the sport, with all the choices children have these days.

“We tend to be contacted by people who have done some sessions at an indoor karting venue, enjoyed that level of karting and want to try some outdoors racing. That is why we created the new DRS arrive-and-drive Cadet programme, to give them a safe pair of gloves to do that and to get comfortable competing within the format of racing that takes place in a professional Motorsport UK karting meeting, alongside DRS owner drivers.

“Giving people the experience of being fully immersed in this kind of meeting as an arrive-and-drive competitor allows them to see the faster owner-driver karts racing and speak to families who have progressed and purchased their own DRS Ricciardo karts. It helps to take away some of the fear factor that exists for parents, giving clarity on what you can expect, and what budget you need to go into the higher levels of racing.”

This is the first time an arrive-and-drive Cadet event has ever been run inside a Motorsport UK Interclub karting race – in the past, the only way to get involved was to buy your own kart – and it is proving popular.

The arrive-and-drive runs two classes – DRS 35 (35kg) and DRS 45 (45kg) – which are based on minimum weight, with lighter drivers having to run ballast. In 2025, this will change to DRS40 (40kgs) and DRS 50 (50 kgs). Both run in the same format as an Interclub event and Cox explains: “They run to a specific timetable, so the drivers and parents can get used to managing their way through a Motorsport UK event, including official driver registration, driver briefings and keeping to the official schedule of the race day.”

The DRS arrive and drive Cadets alternate each round, either racing on a Saturday or a Sunday, with a timetable that includes a 10-minute warm up, 8-minute qualifying,

9-minutes +1 lap heat and pre final and a 12-minute +1 lap grand-final. Each session is run in between and around the owner-driver DRS 100 Junior and DRS 125 Senior races.

“We put a lot of emphasis on education and helping our drivers get ready for a proper race format,” adds Cox. “In the paddock, the DRS owner drivers are happy to give tips to the new arrive and drive Cadets, and the series even has live streaming on the Daniel Ricciardo Series YouTube channel at every round on a Sunday, with driver interviews giving those in the owner-driver categories some vital media experience.

“We do not allow any contact, and we are very clear at the driver briefing how people should overtake and race. The result is that we see very clean and close and fair racing, and if drivers are spotted causing an issue, they are penalised or put under investigation with a clear but positive explanation as to why.”

Good Schooling

The most important aspect of the Daniel Ricciardo Series, Cox believes, is the education and training it offers. In fact, new drivers cannot take part until they have downloaded a Clubman RS licence from Motorsport UK and completed the DRS Academy course, which runs on the same bill as races, and gets the rookies up to speed in a non-competitive scenario.

The tasks involved in the DRS Academy go beyond even the already high standards of the Motorsport UK ARKS test, and Cox explains: “We send out homework for the kids on racing flags before the event so they are prepared, then on the day, the first thing we do is take them on a detailed track walk with their parents, to familiarise them with braking points, which are marked with a red cone, a turn in points, marked with a yellow cone.



**Daniel Ricciardo
and Andy Cox**

KARTING PATHWAY



The DRS arrive-and-drive Cadet programme runs from age 7 to 13.

“This not only helps them to learn how to master the racing line before they get out on track, but it also provides clarity as to how they should enter the circuit and how they should come into the pits, with an arm raised and at a slowing pace. At the end of the day, it is all about safety and driver confidence.

“Drivers in the Academy have four 10-minute coached sessions through the day and their performance is evaluated after each of these. At lunchtime, they must complete the racing flags test and if they pass, are driving safely, and are within 10 per cent of the fastest time of the session, they will pass the DRS evaluation and receive a DRS certificate.

“Positivity is important at this level and we always speak to the drivers as a group, giving encouragement and advice after each session. In the final session – and this is unique – we go through the starting procedure and do a rolling lap simulation, so they are familiar with the whole process.

“To me, that is the most important thing, because if they just did a practice and went straight out on a rolling lap to start a race, can you imagine how scary that is? Learning how to start a race is crucial, and if they pass that, once the parent has applied for a free Parent PG licence through the Daniel Ricciardo Series club, they are cleared to race.”

Learning the ropes

To compete in DRS Arrive and Drive, karters must first pass through the DRS Academy. *Revolution* sent 11-year-old Alex Gray to Rissington to take the test.

Preparation

I had been looking forward to this for ages! The first step was to get my licence. We went to the Motorsport UK website and it took less than ten minutes, even reading all the detailed terms and conditions! The people at DRS also sent some flags homework for me to complete. I already knew a lot of them, but there were a few new ones to learn. With that all done, I was ready to head to Rissington.

Track Walk

We started off walking around the track with the DRS organiser, Andy. I was nervous and the 970m-long circuit felt big, but he told us what our

racing line should be and how to steer our way around it. He said that Turn 6, Dog Leg, was one of England’s sharpest turns! It was all quite a lot to take in and learning about the start was nerve wracking, but I stayed focused, got my head around it and was so excited to get on track.

Watching

Andy suggested to watch the first practice for the Arrive and Drive DRS35s, which was just before our first session. Seeing the drivers perfecting their line was really helpful. I learnt a lot and noticed how they were taking slightly different lines through the corners.

On The Grid

The kart was so cool. I was able to easily adjust my seat, pedals and wheel angle to get comfortable and seated in the right position, with my knees slightly bent, arms straight and shoulders in a firm position. I was ready to go.

Session 1

As I set off, I put all the nerves behind me and focused on the now. I had a couple of spins, but I think it went well. A few people flew past me, and it was a bit scary, as I didn’t want anyone to hit me, but as the session went by, I also started to overtake people and gained more confidence. As we came into the pits, I was already excited to go out again!

Stepping Up

The DRS arrive-and-drive Cadet sessions run from ages 7 (the year of the 8th birthday) to 13, at which point young karters can choose their next pathway. That could be into Motorsport UK Club Racing, the British Karting Championships, or it could be the next step of the Daniel Ricciardo Series in the owner-driver DRS 100 Juniors and, later, DRS 125 Seniors.

The arrive-and-drive Cadet karts have wheel protection and bespoke safety bodywork, but that is removed at the next level. So, to help those who choose to continue in the series comfortable with open-wheel racing, the Daniel Ricciardo Series has set up the 'DRS Drive 55' scheme.

This provides four 10-minute sessions in a DRS 100 or DRS 125 kart – with any optional damage waiver! – and runs on a Saturday in free practice sessions at DRS race meetings. It also provides the opportunity for a driver to attain their Motorsport UK ARKS driving test and qualify for a Motorsport UK 'Interclub' licence, which is required at this level.

Those who choose to join the series can expect a very level playing field, where the set-up has limited influence on the performance. The aim of this is to help parents learn

more about karting and get some experience with the basics of running a kart while allowing drivers to hone their skills before they step up, if they wish, to the British Championships.

"DRS is just like the Motorsport UK British Championships, but more chilled!" smiles Cox. "We offer technical assistance, but our DRS paddock is all privateers, no teams. All the racing engines are maintained by us at DRS and the DRS Ricciardo chassis all have the same components, so it is very restricted on what changes you can make.

"It is much more simplistic than other formats. In fact, the DRS 100 and 125 karts even come with a manual that includes service schedules and guidance on the few set-up changes you can make – like chain adjustments, brake pad changes or carburettor servicing – and videos with direct technical help. All that culminates in the performance of each kart being very, very similar and essentially, if the service guides and schedules are followed, then any driver and DRS kart can win the race."

Moving On

According to Cox, most drivers stay with the Daniel Ricciardo Series between two to three seasons, after which those who have the budget and passion to continue to the next level



Session 2

I started to get more used to the track, pushed on the accelerator more and gained more confidence. By the end of the session, I had a greater understanding of the track and my lap times were getting more consistent.

Session 3

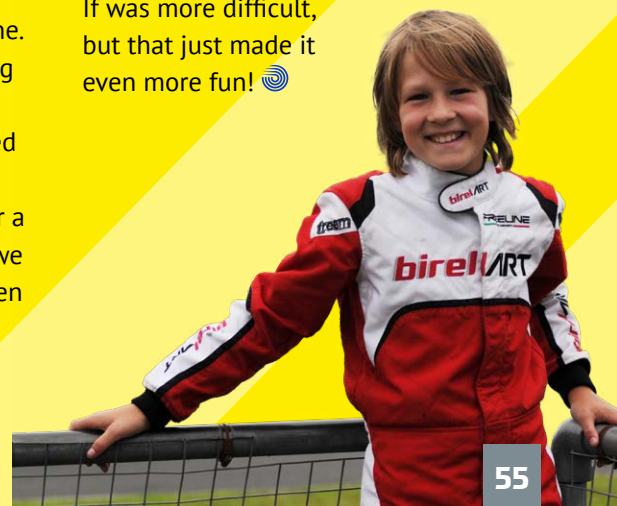
This time, I was near the front of the pack but on the first corner someone clipped me. As I spun round, I saw that most of the field had also crashed and only around two people got through! As a result, most of the session was run at slower speed under a 'Battenberg' flag. When we all got out the karts, the Race Director brought us together for a

meeting to look back on the incident at the start and discuss how to slow down and get in single file quickly.

Session 4

We began with a dummy rolling start and it was so fun! I then got a bit too confident! I started to go too wide, sliding on the rubber marbles off line. Andy was there by the track, pointing out the better lines and I got back into the groove by the end. We ended with a debrief and learned we had all passed the driving element. After a flag test, which we also all passed, we were cleared to race – and some even signed up for the DRS45 event the following day!

It was a great day. I learned so much and had a lot of fun. It was so different to my indoor sessions.. The length of the track was almost double, with longer straights and longer corners, but the karts were so fast that the lap time was only slower by a few seconds! It was more difficult, but that just made it even more fun! 🌀



KARTING PATHWAY

would most likely make a move into Motorsport UK Club Racing, then the British Kart Championship and possibly some international events beyond that. It is at this point where Cox's clear passion for developing future drivers comes into play again.

"When people get to the point where they want to move on, I am very happy to advise and help steer them into the next direction," he says. "This is an important part of our role at DRS and if we don't think a driver is ready, we will always be honest to say to the parent that they should perhaps do another season to gain more experience, strength and knowledge."

The series aims to provide good grounding in race technique and basic set-up, but moving into the British Championships involves a step-up in open brand kart specification, different engine tuners and that takes things to another level. It is more expensive and requires more technical understanding, but it helps youngsters develop formative skills in working with a team as they move towards racing cars in the future.

"To race a DRS 100 Junior for the season, once you have bought the kart, the cost of race entries, membership, tyres, engine servicing and all the consumables is around £5,000," explains Cox.

"The DRS teaches drivers about tyre pressures, tracking and basic set-up, so they develop a certain level of knowledge. At the next level, though, a Tonykart or BirelART kart, for example, has three or four different axle grades, different front and rear ride heights, different torsion bars, fully adjustable castor and camber, and so on.

"Many people find it very hard to set these more complicated karts up without technical or team support. In fact, some people do not even know what will happen if they change these settings. So, to be competitive, it is essential to go testing and have the technical support of a team or an experienced individual."

Young karters are the lifeblood of professional motorsport – rarely do racing drivers not start out that way – and while the Motorsport UK British Karting Championships is the highest level of karting in the UK, other karting series play an important role on the Motorsport UK karting pathway from social events like those at NKA indoor karting, to higher levels. 🌀



Alex Gray



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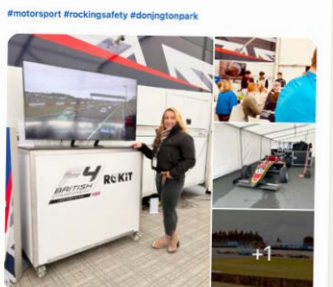
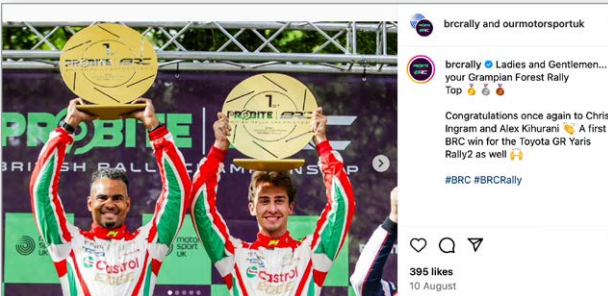
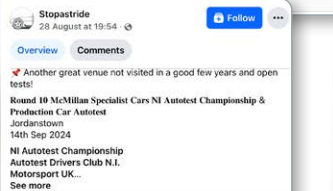
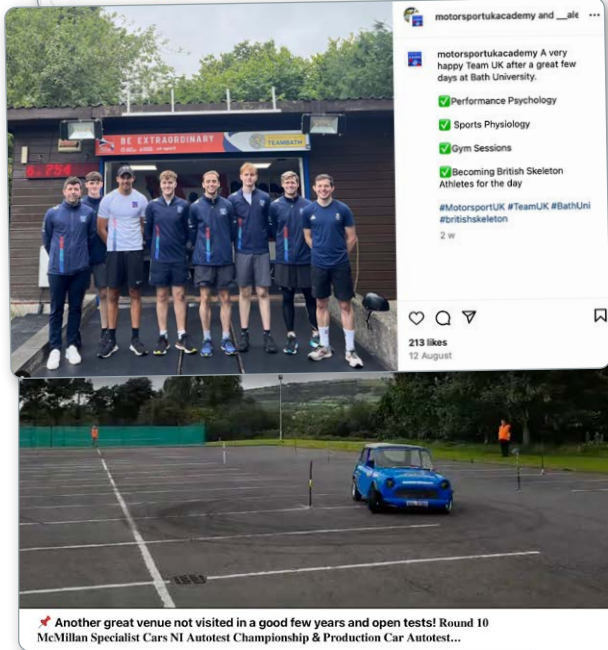
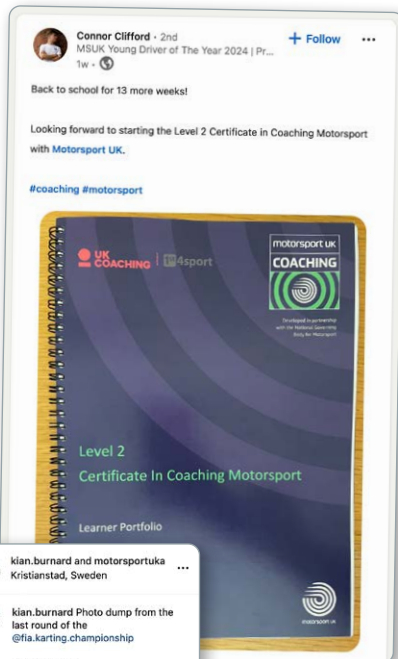
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STARTERMOTOR

Igniting a passion for classic motoring

Meet the StarterMotor Ambassadors – a growing team of young people inspiring change

StarterMotor was dreamt up in 2013 to help inspire and engage with young people in the Oxfordshire area that were keen to explore what it meant to experience and work with vintage vehicles. What started out as recruiting attendees at Bicester Heritage Sunday Scrambles, has now seen the Charity grow to an Ambassador programme of over 30 young people from different backgrounds, united by their common passion for historic vehicles and a genuine interest to explore what the sector has to offer in terms of career or volunteering-based pastime.

For any young person, navigating how to begin a career in motorsport or the automotive sector can be tough. Aside from the obvious glitz and glamour of the Formula 1 circuit,

working out where to begin and who to contact in an already saturated market is overwhelming at best. No more so than for those with an interest in the classic car sector, worth around £18 billion in the UK alone, famed for attracting a 'mature' demographic to Sunday morning car meets.

Yet, behind the garage doors and at locations such as Oxfordshire-based Bicester Heritage, a new generation are keen to flex their skills in areas from mechanics to PR and marketing, insurance and engineering – driven by a love of historic vehicles. Meet the StarterMotor Ambassadors, a growing team of young people who proudly have joined the ranks of a charity that inspires change. Their mission: to inspire young people to get actively involved in the sector by driving



Emily Caldicott



James Malbey

historic cars and attending events that showcase our rich and diverse automotive heritage, from a home which lives, breathes, and supports the classic car industry.

Supported by donations and the goodwill of a range of companies and private owners who are willing to donate financially or offer use of their much-loved vehicle to join the ranks of the StarterMotor fleet, which has seen everything from an Austin Seven to an Mk1 Audi TT, Ambassadors can engage in a varied events calendar, including careers days, historic car concours, the Prescott Hill Climb and even the London to Brighton Veteran Car Run on the agenda.

With current General Manager David Withers stepping down to enjoy retirement, inbound Steve Cootes, whose career spans decades across a variety of disciplines for Ford Motor Company in the UK, US automotive belt, and even China, now sees him poised to steer the Charity to take its next step.

“I feel privileged to have the opportunity to take StarterMotor forward”, reveals Cootes, “building on the great work done by Dave Withers and the extended team who have established the Charity to-date. Having spent nearly 40 years in the automotive sector, my age and experience qualifies me well to relate to all things ‘historic’! Indeed, some of the cars I’ve seen at classic events I was involved in taking to market, so I have a strong motivation to ensure our motoring heritage remains ever present. A key task is to build the young brand that is StarterMotor, taking it from broad awareness to widespread support and advocacy, in turn, enabling fulfilment of our mission to attract a younger generation into the sector across a range of professions.”

It is the talent and passion of the StarterMotor Ambassadors that keeps the Charity going, demonstrated by the skills

and drive of two current Ambassadors: 15-year-old Emily Caldicott, with a love of all things automotive, and an impressive writing portfolio, and James Mabley, trainee engineer for Ecurie Bertelli.

“Last year went to the Scramble with my dad”, says Caldicott. “It was the third car event I’d been to, and we came across StarterMotor. After chatting to them, within ten minutes I had the uniform!

“StarterMotor was looking to run a ‘show and tell’ at the next Scramble and that really sparked an idea in my head. My Dad has an MG Midget which had been off the road for four years, and I wanted to get it back on the road while learning. So, we recommissioned it, that took us three months, and I recommissioned the engine, refurbished the brakes and the grill and I created ‘job cards’ – just like they do at garages.”

Caldicott’s dedication to her craft saw her attend the NEC Practical Classics Show and return home with two cars!

“While taking a walk around the show we saw Barny in the barn finds section, I’ve always had a love of Morris Minors, and I instantly fell in love with him. We saw that the Morris Minor Owners Club (MMOC) were looking for a new owner, so we spent the weekend talking to them. I came up with a whole campaign of getting people involved, which I then proposed to them. They loved it! The Club were keen to see the car restored and not just sold for parts, so by the end of the weekend it was mine.”

It was Caldicott’s idea to use Barny as both a practical tool and a campaign tool, which made for a difficult conversation with her Mum when the time came to add another car to the drive. The fundraiser for Barny is ongoing, with over 600 donations towards her idea, including parts and labour, help from the MMOC, and beyond. Barny will be iceblasted as part of his renovation, with Emily taking part.

“I can’t do everything by myself” she agrees, “but I will always be there to learn to do it.”

A keen interest in journalism and writing has also seen Caldicott create copy for Magneto Magazine as part of her Year Ten work experience.

“I went to the Saville Row Concours, and I just found my element! I had my own recorder and interviewed designer Ian Callum... then car owners... I had such a whirlwind experience, and then wrote-up 500 words. I also got a letter of recommendation from the editor James Elliott.

“My dream is to be a motoring journalist. I love motorsport too. StarterMotor has already helped me by introducing me to The Historic & Classic Vehicles Alliance (HCVA), and I’m now writing for their monthly newsletter. Through Barny and StarterMotor I am also writing for Practical Classics, I’m writing

Ambassadors representing StarterMotor at Bicester Heritage events





Classic car fan and aspiring motoring journalist Emily conducting interviews at Saville Row Concours

a 'reader saga' about the progress we've made on Barny. The editor Matt Thompkins is mentoring me and teaching me too. I've also written for Classic Car Weekly... it's been busy, busy, busy, but StarterMotor has really helped by introducing me to people, and by getting behind the wheel of a car."

James Mabley has finished his apprenticeship and is now working for Ecurie Bertelli, having begun his career following an apprenticeship at the Heritage Skills Academy, a fellow Bicester Heritage-based business, and subsequently a placement at an Austin Seven specialist.

"One of my customers wanted me to use his car, and I couldn't get insured on it, so he loaned the Austin Seven to Starter Motor and it's been used by them for about a year now. I'm now racing that car on circuits thanks to Motorsport UK and the Vintage Sports-Car Club (VSCC). I raced at Cadwell Park earlier in the year and I'm racing at Mallory Park next weekend."

James also completed a substantial part of work and rebuilt the engine in StarterMotor's first Austin Seven in their fleet, fondly named 'Radish' because of its bright red body colour.

"I've always loved classic vehicles, and I began my apprenticeship with the [Heritage] Skills Academy when I was 16, I was working in the Austin Seven garage for three and a half years, so I've collected a fairly extensive knowledge. StarterMotor has reinforced my love of them, because without them I wouldn't have been able to get behind the wheel of one.

"I was at college with a fellow StarterMotor ambassador and then decided to sign up. I now work for Ecurie Bertelli and pick up the job sheets, covering everything from service work to more extensive work including ignition and valve timing. Or, I could be doing race prep, I've prepped around 20 cars now, because of all the racing we've done. We recently prepped for a British Racing Drivers' Club (BRDC) event at Silverstone and 16 of the 20 cars were looked after by us.

"StarterMotor is a very good place to start if you are looking to get into classic motoring, they have very good contacts and with all the other ambassadors. If you are looking for a job there's quite a few engineers, and it works quite well." 🌀



James Mabley competing at Cadwell Park

To find out more about StarterMotor and how to get involved, see <https://startermotor.co>

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Championship Showdowns

This year's Motorsport UK British Championships have all been hotly contested, but some have been closer than others. As the season comes towards a close in many of the different categories, we checked out the tables and singled out the closest title deciders.

1 British Historic Rally Championship

Final rounds:

Trackrod Rally Yorkshire, 27th-28th September; Anglo Caledonian Rally, 23rd-24th November

Seb Perez and co-driver Dale Bowen currently hold a 36-point advantage in this hotly contested historic competition, but the Porsche 911SC runners have a multiple British Rally Championship winner breathing down their necks in the form of Mark Higgins, competing this season with co-driver Carl Williamson in a Triumph TR7.

This Championship features a mixed surface calendar of 11 points-scoring rounds, the best seven of which count towards the title. A wide range of classes caters for historic machinery from 1968 to 1990, but the battle for the overall title is the one to watch.



The opening rounds saw Matthew Robinson win the Riponian Stages Nick Elliott taking victory in the Rally North Wales. However, Perez, started his charge by winning the Severn Valley Stages to add to his third place in the preceding Welsh event.

Perez continued to post consistent podium finishes while Higgins put himself in contention for the title with victories in the Manx Rally, the Argyll Rally and the Tour of Epynt. However, Perez beat Higgins to victory in the Woodpecker Rally, to narrowly extend his lead with three rounds to go, and four results to drop at the end.

The fight for co-driver honours is even closer, with Gary McElhinney Patrick Cooper. There is just 13 points between them while Guy Weaver is just 12 points further back.

Follow the finale:

racrmc.org/british-historic-rally-championship

Images: Russ Orway / 90right

3





Images: JEP

British GT Championship

Final round: Brands Hatch, 28th-29th September

Father and son pairing Rob and Ricky Collard lead the GT3 standings after winning the most recent Donington Park round, but their Barwell Motorsport team-mates, Alex Martin and Sandy Mitchell, are still in contention despite a puncture putting a hole in their title challenge at the last round, ahead of the two-hour Grand Finale at the end of this month.

The season started with double victory for Barwell at Oulton Park, with the Collards winning the opening race and Martin and Sandy taking the spoils in the second. Shaun Balfe and Adam Smalley were the winners a month later in the Silverstone 500, driving the Garage 59 McLaren 720S to triumph in the three-hour race.

Martin and Mitchell took wins at Donington and Snetterton in their Lamborghini Huracan, while Kevin TSE and Maximilian Geotz took the spoils at Spa-Francorchamps and secured the second victory at

Snetterton in their 2 Seas Motorsport-run Mercedes-AMG. However, victory for the Collard duo at Donington put them in the box seat for the title.

Things are far tighter in the GT4 category, with the top three covered by just 7.5 points. Jamie Day and Mikey Porter head the standings on 137.5 with Jack Brown and Zac Meakin just 3.5 points behind and Charles Dawson and Seb Morris back in third. Marc Warren and William Orton are also in the mix, just six points further behind.

Day and Porter won the season-opener in their Aston Martin Vantage with Dawson and Morris winning a day later in their Team Parker Racing Mercedes-AMG. Meakin and Brown then took a double win in the Optimum Motorsport McLaren Artura with victory in the Silverstone 500 and at Donington Park.

Ian Gough and Tom Wrigley won at Spa for Century Motorsport in a BMW M4 then Ravi Ramyeed and Charlie Robertson, in Century Motorsport's BMW M4, and Meakin and Brown, took a win each at Snetterton. At Donington, however, Morris and Dawson put climbed back in contention for the title with victory as the two lead pairs only scored in single figures.

Follow the finale: <https://www.britishgt.com>

Protyre Asphalt Rally Championship

Final round: Hills Ford Stages, 14th-15th September

Nine points separate Championship contenders Callum Black and Neil Roskell as they go into the last round later this month. On paper a win for Roskell would draw the points level, but defending champion Black has three wins from the last three events, and this gives him the edge in the event of a tie-break.

The season started with James Williams in dominant form, finishing ahead of Roskell as the lead Asphalt championship runner in the season-opening Legend Fires North West Stages in March then winning the next two

rounds at the Manx National Rally, where Black and Roskell both had mixed fortunes with one podium and one single point finish each.

James Ford took victory on the Jim Clark, but Black and co-driver Jack Morton picked up another podium in second as they started to build their title assault. The pair had been down in 10th after the first three events but victories in the Argyll Rally in Dunoon, the Tour of Epynt and, most recently, the Rali Ceredigion, have put them top of the table.

Follow the finale: [asphaltrallying.com](https://www.asphaltrallying.com)



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English Rally Championship

Final rounds: Trackrod Rally Yorkshire, 28th September; Wyedean Stages, 16th November; Grizedale Stages, 7th December

This Championship has just passed the midway point, and things are wide open after four of the seven rounds, with the top five drivers covered by just 12 points. Young Harrogate-born driver Elliot Payne leads the way on 93 points, just six points ahead of Doncaster's Matthew Hirst with Stoke-on-Trent driver Patrick Naylor 10 points back in third.

The class-based Championship sets competitors against others with similar vehicles, fighting among themselves so that it is not always the most powerful car that will come out on top. A maximum of 25 points are handed out to the winner of each class on each event, with the best five of the seven scores counting towards the final tally.

Payne has now taken maximum points for his class in three of the four rounds, giving him the outright lead, but there are still plenty of other drivers in different

categories looking to challenge him at the top. Three more events will provide plenty of chances for a fair amount of jockeying before it all comes to an end in December.

Next up is the Trackrod Rally, which will involve 45 miles of classic North Yorkshire forest gravel stages with no double usage and minimum use of chicanes. The Wyedean Stages will follow in the Forest of Dean, with the season ending in one of the UK's most iconic Rally destinations – Grizedale Forest in Cumbria.

Follow the finale: www.englishrally.co.uk/



Images: Kevin Money

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British Cross Country Championship

Final rounds:

The Yorkshire Hill Rally, 13th-15th September; 12th-13th October, Walters Arena Wales



Images: songspport



Brian Tyler Photography

British Sprint Championships

Final rounds: Pembrey, 14th and 15th September; Anglesey, 5th and 6th October; Castle Comb, 12th October.

Reigning champion Pete Goulding currently has a comfortable lead in this 22-round championship but with five rounds remaining some of the strongest drivers can chase him down, as dropped scores start to come into play in the closing stages.

The top contenders are driving some of the UK's most potent single-seater machinery, with Goulding, in a 1.6t Mygale FF 200, currently leading on 713. John Loudon is currently second in his 1.0 Force TA, 63 points behind, while Stephen Miles, in a 2.0 Van Diemen RF96mm, is currently third on 608 points.

However, the closing rounds are set to see plenty of change as the leaders begin to drop scores, while some drivers with fewer rounds under their belts are starting to rise up the ranks. One of those is Chris Jones, who has put himself into the mix after a run of stunning form in his Force TA and is now fourth in another 1.0 Force TA with 591 points.

Jones and Goulding each took a first and a second in the last Run Offs. Meanwhile, behind the leaders, the Radical PR6 of Grahame Harden is the highest placed closed-wheel car, sitting in sixth on 495 points. Simon Wallis is just 34 points behind him in his 1.1 OMS 3000M while Anthony Brown's 1.8 Audi TT lies eighth on 425 points.

Follow the finales: www.britishsprint.org



This Championship made a popular return in 2024 with a six-round calendar starting in Yorkshire in April. Paul Rowlands currently leads the way, but he is just 12 points ahead of Aston Cox, while Mike Faulkner, Richard Watson and Phill Bayliss are all within 50 points of the lead – so, with 75 points on offer for each round and three left to go, it is all to play for.

The season started off with a Rowlands 1-2 as Jason, in a Lofthouse Freeland, led home second-placed team-mate Paul in a Can-Am Maverick R. Mason Kershaw, Aston Cox and Ant Jackson had all been in contention before engine and throttle issues ended all their challenges on the opening day.

Cox took the spoils on the second event at a hot and dusty Ceri forest, leading from start to finish with partner Simon Kerfoot in their Rivet-Nissan. They were made to work hard by Richard Kershaw and Paul Rowlands until Kershaw

dropped out with a throttle issue and Rowlands slowly dropped back to end 24 seconds behind in second.

Rowlands went one better at the next round, in Penybont, Wales, winning on a challenging seven-mile course that included extremely hilly gravel tracks, farmland and a testing quarry section. Kershaw, with partner Andy Powell, had led early on but the car stopped on run two, leaving Rowlands to take control and move into top spot in the Championship.

This Championship is extremely tough on the vehicles – Rowlands used up nine tyres in the last round! – and one retirement can prove extremely costly. Of the regular front-runners, Kershaw and Jason Rowlands have both had DNFs so far but any issues for the leaders could put them right back in contention. The final rounds will be an exciting watch.

Follow the finale: crosscountryuk.org

British Cross Country Championship

13-15th September, Acaster Malbis Airfield, York

The British Cross Country Championship resumes with a brand-new event, the Yorkshire Hill Rally. Based near York, the hill rally will consist of 16 stages totalling around 100 competitive miles. Paul Rowlands and Neil Lloyd lead the championship following their victory in the last event.

<https://crosscountryuk.org>



SongSPORT

British Endurance Championship

14th September, Snetterton, Norfolk

Ahead of the final round at Snetterton, Bal Sidhu and Josh Steed have already wrapped-up the GT4 title in the Xentek Porsche Cayman, and Peter Erceg and Marcus Clutton, in the PB Racing with JMH Audi, can be assured of the GT3 crown, but will need to continue their winning ways to grasp the coveted overall British Endurance Championship trophy.

www.british-endurance-championship.com



Hills Ford Stages

14th-15th September, Ledbury, Herefordshire

Callum Black heads to the Hills Ford Stages having been confirmed as the 2024 Protyre Motorsport UK Asphalt Rally Championship's overall drivers' champion! Neil Roskell could still finish equal with Callum on points, but would lose the tiebreak. Jack Morton also clinches the co-drivers' title for a third time, having lifted the trophy in 2015, 2023 and 2024.

<https://hillsfordstages.co.uk>



Mark Sims

British Sprint Championship

14th-15th September, Pembrey, Wales

This month the British Sprint Championship returns to Pembrey for the second time this season. Dry and wet days are forecast and all positions are still to be decided, in the final 10 Run-offs over the next four weeks. Pete Goulding and Chris Jones are battling for the 2024 title, with John Loudon and Steve Miles jostling for the last podium spot.

www.britishsprint.org



Knockhill Circuit

British Hill Climb Championship

14th-15th September, Doune, Stirling, Scotland

Doune Hillclimb, Carse of Cambus, is the only round of the British Hill Climb Championship currently to be held in Scotland. The course is 1,476 yards in length and meetings have been staged by the Lothian Car Club since 1968. Alongside the British Championship events there will be a separate RS Interclub event, and these competitors should expect to run at a different time and in a different class from those entered in the RS National event.

www.dounehillclimb.co.uk



David Boxter

British Truck Racing Championship

14th-15th September, Snetterton, Lincolnshire

The British Truck Racing Championship sets course for Snetterton and with the 2024 campaign beginning to work its way towards a thrilling crescendo, every point is going to be crucial as the series takes centre stage in Norfolk. Division 1 is headed by Ryan Smith, the reigning eight-time champion looking for a ninth consecutive title. Over in Division 2, three drivers – Simon Cole, John Powell and Paul Rivett battle for the coveted crown.

<https://btrc.co>



Graham Holborn

Rotax MAX Challenge Grand Festival

20th-22nd September, Warden Law

This annual event heads to the UK to pit the nation's best against Europe's top drivers in the Micro MAX, Mini MAX, Junior and Senior categories. It also features races for the Motorsport UK E plate for Juniors and Seniors, with the Senior winner representing Team UK at the RMC Grand Finals in Sarno, Italy in October. This festival offers young and aspiring Rotax drivers a platform to display their skills against some of Europe's finest talents.

www.britishkartchampionships.org



Adam Gumbs Photography

STP National Finals

20th-22nd September, Santa Pod, Bedfordshire

Pro Modified star Andy Robinson carries a commanding points lead into the National Finals in pursuit of his ninth Motorsport UK British Drag Racing Championship. Defending champion Bobby Wallace will be raring to win the race even if a second season's title eludes him. The Pro Mods head a programme of national championship classes on two and four wheels, all reaching their conclusion this weekend.

<https://santapod.co.uk>



Callum Pudge / Santa Pod

BRMC Clubmans Autotest

21st September, Sidlesham, West Sussex

The Bognor Regis Motor Club Grass Autotest Championship is an exciting motorsport event that tests drivers' skills on grass tracks. Open to all experience levels, it offers a fun, competitive environment where precision driving and car control are key. The Tests are being held in Sidlesham in West Sussex. Competitors should arrive by 9.30am, with a finish time of around 3pm depending on conditions. More details and entry can be obtained on our website and Facebook page.

www.bognor-regis-mc.co.uk



ROKiT British F4 Championship

21st-22nd September, Silverstone

The ROKiT British F4 Championship makes its second visit to Silverstone in the 2024 season, with the penultimate event taking place on the National circuit configuration. It is possible that Hitech Pulse-Eight's Degan Fairclough might secure the Championship win this weekend, while the Rookie Cup and Teams Championships are still up for grabs.

<https://fiaformula4.com>



Kwik Fit British Touring Car Championship

21st-22nd September, Silverstone

The BTCC utilises the Silverstone National Circuit layout to maximise the action for fans, all of whom can enjoy grandstand seating at some of the world's most famous corners. Long straights and tight corners make for several overtaking opportunities, so action is guaranteed throughout the race as the drivers try to eke out every last second and set themselves up in the strongest possible position going into the unpredictable season finale a few weeks later.

<https://btcc.net>



Get it sideways StreetCar AutoSOLO

22nd September, Curborough Sprint Circuit, WS13 8EJ

Cannock and District Car Club is running its ever-popular autumn "Get it Sideways" AutoSOLO at Curborough Sprint Course. This is Round 5 of the Wheelspin Championship which is now in its fourth year. This simple to drive but flowing event typically attracts 60-70 entries and there are still a few places left, see cdcc.org for details.



British Karting Championships – IAME, KZ2, Honda

27th-29th September, Three Sisters, Wigan

Alfie Davidson is looking to seal the title in the Water Swift Restricted, while in the Water Swift, leader Will Green and Jarlath Sayer separated by eight points. Harrison Mackie holds a 65-point lead at the top of the Juniors, while Gus Lawrence leads Freddie Lloyd by just 15 points in the Seniors. Zero plate driver Ralphie Branscome leads the Honda Cadets from Archie Loveridge, and the KZ2 goes down to the wire with just two points separating leader Josh Price from Charlie Turner, who both have three wins each.

www.britishkartchampionships.org



Trackrod Rally Yorkshire

27th-28th September, Filey, North Yorkshire

Contesting their second event in three weeks, contenders for the Reis Motorsport Insurance Motorsport UK English Rally Championship head for Filey and the Trackrod Forest Rally. Series leader Elliot Payne won the event last year and will, obviously, be hoping for a repeat performance this time. However, Matthew Hirst is only six points adrift, with third placed Pat Naylor also breathing down his neck!

The race for the Fuchs British Historic Rally Championship reaches a critical phase at the Trackrod Rally. Porsche 911 ace Seb Perez took a vital win at the Woodpecker Rally, meaning he heads to Yorkshire in the pound seat. But just three points scoring chances remain, and the likes of Mark Higgins, Richard Hill, Adrian Hetherington and Rudi Lancaster need to finish well to remain in the fight.

www.rallyyorkshire.co.uk



Kevin Money



Russ Ormby / 90Right

British GT Championship

28th-29th September, Brands Hatch, Kent

For the first time in fifteen years, the British GT champion will be crowned at Brands Hatch this month. With Lamborghini, McLaren, Mercedes-AMG, Aston Martin, BMW, Lotus, Audi, Toyota and more represented on the grid, this is one of British motorsport's most mouth-watering line-ups, and a two-hour race will decide who wins this year's titles in both GT3 and GT4.

www.britishgt.com



David Lord

BBAC 12 Car Series

11th October, Sywell, Northamptonshire

The Blackbird Auto Club is organising a 12-car navigation rally. Approximately 50 miles on maps 152 and 141, starting at 8pm and using coloured roads only. There will be three classes – Expert, Novice and Newcomer, with the latter having very simple instructions for someone wanting to try rallying and Streetcar. Start and finish at The Aviator Sywell, NN6 0BN. This event is open to BBAC members and invited clubs, listed on the event regulations. For Regulations and other details, email info@blackbirdautoclub.co.uk or see the Club Facebook page.

<http://blackbirdautoclub.co.uk>



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RESULTS

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

British Truck Racing Championship

Graham Hobson



The battle in the British Truck Racing Championship ramped up at Donington with Convoy in the Park. Division 1 title contenders Ryan Smith and David Jenkins both claimed a share of the spoils over the weekend – with reigning champion Smith bagging three victories and Jenkins two. In Division 2 Paul Rivett, John Powell and the returning Adam Bint all took victory at Donington Park – setting up a tantalising next few events in the process.

Latest Championship Standings

Division 1

1st	Ryan Smith	280 points
2nd	Steven Powell	228 points
3rd	Stuart Oliver	70 points

Division 2

1st	John Powell	224 points
2nd	Paul Rivett	169 points
3rd	Simon Cole	214 points

Protyre Motorsport UK Asphalt Rally Championship

TEXT



Callum Black produced a masterclass performance to win the JDS Machinery Rali Ceredigion National and extend his lead in the Protyre Motorsport UK Asphalt Rally Championship. Neil Roskell and Rob Fagg finished in second position and retain second in the points table, with it all to play for on the final Hills Ford Stages. Sam Touzel and co-driver Max Freeman scored a first Protyre Asphalt podium in third place.

Latest Championship Standings

1st	Callum Black	166 points
2nd	Neil Roskell	157 points
3rd	Darren Atkinson	138 points

Kwik Fit British Touring Car Championship

JFP



Wins for Colin Turkington, Ash Sutton and Dan Cammish keep their respective title hopes alive, but it was a podium double for Jake Hill that may prove pivotal at the end of the season. A late podium for Tom Ingram was another twilling point at Silverstone, as he surged from 19th on the grid in the finale to snatch second at the finish.

Latest Championship Standings

1st	Jake Hill	316 points
2nd	Tom Ingram	307 points
3rd	Ashley Sutton	296 points

Motorsport UK British Drag Racing Championship

Callum Pudge / Santa Pod



Andy Robinson enhanced his points lead in the Motorsport UK British Drag Racing Championship by finishing runner-up to Jere Rantaniemi at Santa Pod's European Finals. Rantaniemi was crowned FIA European Pro Mod champion when Robinson defeated the Finnish driver's remaining FIA rival, Dutchman David Vegter, in the semi-final. Estonia's Andres Arnover qualified low with the race's quickest, fastest pass, 5.783sec/254.86mph, but was disqualified in the opening round when his Mustang sprang a leak on the start line.

Latest Championship Standings

1st	Andy Robinson	351 points
2nd	Bobby Wallace	256 points
3rd	Jere Rantaniemi	171 points

Asset Alliance Group Scottish Rally Championship

AF Motorsport Media



The Voyonic Grampian Forest Rally proved to be a big weekend for the 2024 SRC season. Taking the win and wrapping up a fourth Scottish driver's title was Euan Thorburn. With Keir Beaton alongside him once again, the Polo pilot lead overnight. Overly cautious on the Saturday morning, they slipped back to second but regained the lead after Stage 5 and held on for the rest of the day, taking the win by 26 seconds and guaranteeing Euan the Driver's Championship. The Co-driver's title is still up for grabs.

Latest Championship Standings

Drivers

1st	Euan Thorburn	145 points
2nd	Mark McCulloch	123 points
3rd	Ian Forgan	83 points

Co-Drivers

1st	Keir Beaton	134 points
2nd	Michael Hendry	124 points
3rd	Paul Beaton	115 points

Motorsport UK British Car Trial Championship

Gareth Jones



A damp start made life a little easier for the organisers of the Gaby Mohr Memorial Car Trial, on Sunday 1st September. Six hills were presented to the contenders of both the Motorsport UK and B.T.R.D.A. Car Trial Championship, with Mark Hoppe climbing furthest on Round 1. Eight competitors scored at least one clear on Round 2, but Tim and Charlie Dovey retired with mechanical issues. Mark Hoppe took the overall win in his Dutton Melos. Second was Phillip Buckle in his Saxo, and third was Nick Pollitt with his standard Mini Cooper SD.

Latest Championship Standings

1st	Tim Dovey	40 points
2nd	Charlie Dovey	33 points
3rd	Kevin Roberts	32 points

British Endurance Championship

TEXT



Round 5 at Donington Park saw Marcus Clutton take the Audi to another clear win, capitalising on Peter Erceg's opening stint, a lap ahead of Jamie Stanley, who had relieved John Seale in the Lamborghini around the half-way stage. Team Tasman once again showed their class, the Class C Porsche in the hands of David Harrison and Nathan Luckey never out of the top three, finished seven laps down on the winning Audi. The Xentek Porsche Cayman finished fourth overall and winning Class D, with Bal Sidhu's fraught opening stint complemented by Josh Steed's solid performance.

Latest Championship Standings

1st	Peter Erceg / Marcus Clutton / Hugo Cook	160 points
2nd	Bal Sidu / Josh Steed	148 points
3rd	Jonny MacGregor / Arthur Simondet	121.5 points

ROKiT F4 British Championship certified by FIA

JEP



In a wet qualifying session Deagen Fairclough claimed Pole Position, but when the sun appeared, all 18 drivers lined up on slicks for the first of the weekend's four races. Fast-starting Alex Ninovic who grabbed the lead in race one and held it despite safety car interventions and red flags. An additional race was scheduled for the weekend, with the re-running of Race Three from the season-opening previous visit to Donington Park. James Higgins started on the front row and held on to take the chequered flag and his first race win of the year, becoming the championship's ninth different 2024 race winner. Higgins then secured his second race win in the reverse top 12 race. The final race of the weekend saw Deagen Fairclough win his 10th race of the season.

Latest Championship Standings

1st	Deagen Fairclough	455 points
2nd	Alex Ninovic	317 points
3rd	Reza Seewooruthun	211 points

Motorsport UK English Rally Championship, in association with SEACON UK

Kevin Money



Despite a broken wrist and having to deal with a minor fire on his Fiesta Rally2, Elliot Payne claimed a maximum points score on the Phil Price Memorial Woodpecker Rally, the fourth round of the Reis Motorsport Insurance Motorsport UK English Rally Championship, to reclaim the lead of the series. Matthew Hirst was contesting his first event in a new (to him) Skoda Fabia Rally2 but spent over four minutes in a ditch on the second of eight stages. He will be hoping for a change of fortune on the Trackrod Forest Rally, at the end of September.

Latest Championship Standings

1st	Elliot Payne	93 points
2nd	Matthew Hirst	87 points
3rd	Pat Naylor	83 points

British Historic Rally Championship

RussOwney / 90right



Seb Perez took an all important Fuchs Lubricants British Historic Rally Championship win at the Phil Price Memorial Woodpecker Rally – his second victory of the season and a vital score in his quest for the title. Mark Higgins hustled his TR7 V8 to second place, while Nick Elliott survived a final stage scare in his FIAT 131 Abarth in third.

Latest Championship Standings

1st	Seb Perez	197 points
2nd	Mark Higgins	161 points
3rd	Richard Hill	146 points

British Hillclimb Championship

Ben Lawrence



Prescott saw another stellar performance from Matt Ryder bringing him closer to his first British Hillclimb Championship crown. Two more run-off wins – that's eight in succession – put him top of the points table. Title challenger Alex Summers took a third and a fourth place in the two run-offs.

Current BHC Champion Wallace Menzies is also back on top form. with two second place finishes, Wallace is joint fourth.

Latest Championship Standings

1st	Alex Summers	190 points
2nd	Matthew Ryder	186 points
4=	Trevor Willis	133 points
4=	Wallace Menzies	133 points

Probite British Rally Championship



The fight for the Probite British Rally Championship (BRC) crown goes to the wire, after the merciless Welsh mountain stages of the JDS Machinery Rali Ceredigion shuffled up several title challengers. Chris Ingram and co-driver Alex Kihurani took the victory on day 1 and headed into the final day with the BRC title within reach; a win would be enough to seal the crown. Second went to Keith Cronin and Mike Galvin, with Osian Pryce and Rhodri Evans rounding out the podium in third. Sunday was a short, sharp blast of just four stages – but with plenty of drama as William Creighton and then Cronin both crashed out. ERC regular Jon Armstrong won on the Stages, before electing to check into the finish time control late to incur a 20-second penalty, handing teammate Creighton the round Six win.

Latest Championship Standings

1st	William Creighton	96 points
2nd	Chris Ingram	95 points
3rd	Keith Cronin	75 points

Motorsport UK Pirelli Welsh Rally Championship



Russ Thompson put on a dazzling display in foggy conditions to score maximum Championship points on the Phil Price Memorial Woodpecker Stages. Co-driven by Stephen Link, the Clitheroe driver recovered from a wrong tyre choice in the morning to take back-to-back Pirelli Welsh wins and rocket up to a title-challenging third in the drivers' standings. James Giddings maintains his lead at the top of the leaderboard after taking second place.

Latest Championship Standings

1st	James Giddings	103 points
2nd	Rudi Lancaster	88 points
3rd	Russ Thompson	85 points

Woodford Trailers British Sprint Championship



A dry weekend in Scotland saw Pete Goulding take three Run-off wins, and Chris Jones got his maiden Scottish win – plus three second places kept his rapid progress up the ranks. Four third places kept Steve Miles in the hunt for the last podium spot, as he tries to topple John Loudon before the end of the season.

Latest Championship Standings

1st	Peter Goulding	713 points
2nd	John Loudon	650 points
3rd	Stephen Miles	608 points

British GT Championship



Rob and Ricky Collard took a giant step towards clinching this year's British GT Championship by winning from pole at Donington, while a puncture restricted title rivals Alex Martin and Sandy Mitchell to fourth. The Colards' lead the standings by 24.5 points with 37.5 still available at Brands Hatch later this month. In GT4, Ravi Ramyeed and Charlie Robertson collected their second GT4 win in three races. A post-race penalty that cost Jack Brown and Zac Meakin 30 seconds, third place overall, and the championship lead.

Latest Championship Standings

GT3		
1st	Rob Collard / Ricky Collard	164 points
2nd	Alex Martin / Sandy Mitchell	139.5 points
3rd	Shaun Balfe / Adam Smalley	128 points
GT4		
1st	Mikey Porter / Jamie Day	137.5 points
2nd	Jack Brown / Zac Meakin	134 points
3rd	Charles Dawson / Seb Morris	130 points

Wera Tools British Open Kart Championships – Rotax



Albert Friend



Callum Bradshaw



Maximilian Abrahart



William Antrobus

The final round of the Rotax Championships took place at Whilton Mill in Northamptonshire this month. In the MicroMax category, Luke Millward overhauled Austin Oman at the top of the table with two podium finishes, but it was Maximilian Abrahart who took two wins from three. In the Minimax 950s, Albert Friend extended his championship advantage with two wins and a second. Harry Bartle still tops the Junior Rotax table despite his three lowest scoring finishes of the season, as William Antrobus took the three wins to close the gap to just five points. In Senior Rotax Callum Bradshaw took three wins from three, to close to within three points of championship leader Macauley Bishop.

Latest Championship Standings

Micromax UK

1st	Like Milward	731 points
2nd	Austin Oman	729 points
3rd	Maximilian Abrahart	720 points

Minimax 950

1st	Albert Friend	794 points
2nd	Finlay Lines	749 points
3rd	Emerson Macandrew-Uren	740 points

Junior Rotax

1st	Harry Bartle	762 points
2nd	William Antrobus	757 points
3rd	Thomas-Minh Spearing	727 points

Senior Rotax

1st	Macauley Bishop	759 points
2nd	Callum Bradshaw	756 points
3rd	Kai Hunter	735 points

Teams

1st	Strawberry Racing	631 points
2nd	Sam Pollitt Racing	621 points
3rd	DHR	614 points

Chassis

1st	KR	1433 points
2nd	BirelART	1321 points
3rd	Tonykart	1288 points

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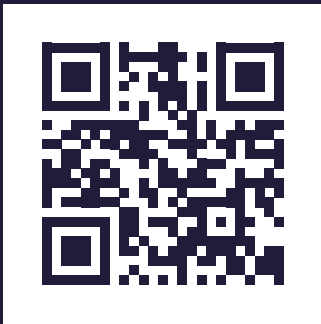


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The Parting Shot

At the beginning of the month Motorsport UK and Bicester Heritage hosted the inaugural StreetCar Festival – an action-packed day of activities. Over 500 people took part in the activities which included a competitive Autotest, AutoSOLO, a Cross-country Punch Hunt, Touring Assembly and a selection of Club stands. The day was hailed as a great success and plans are being made for 2025!

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