


# Revolution

October 2024

The official magazine of  motorsport uk

## PRIVATEER PERFORMANCE

Radical rookie Marcus Littlewood takes the SR1 Challenge



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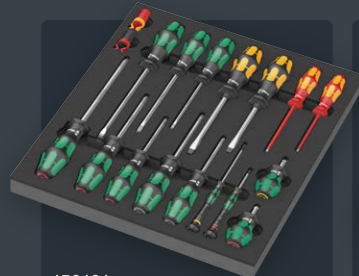
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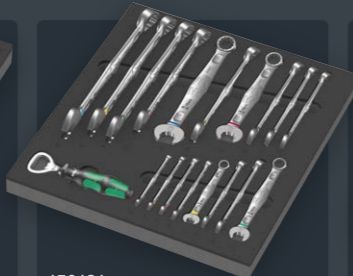
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# 94

PIECES  
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## CEO's MESSAGE



*Drive To Survive*, the hit Formula 1 Netflix reality show, has had a dramatic impact reaching new audiences that had not previously considered motorsport as one of their entertainment options. Born out of the COVID years, with everyone being sequestered to their homes, the series hit

a sweet spot at precisely the right time and has built a global audience that the live F1 action alone would never have been able to achieve. In the UK we are fortunate to experience the ripples that have flowed out from the epicentre of this media phenomenon, with new people being drawn into the sport – whether as fans, volunteers or competitors. Earlier this year, we commissioned research for a survey of some of the seven million viewers of the Netflix series in the UK, 31 per cent (or 2.1M) of whom are under 29. The research extrapolated that 650,000 are 'keen to get involved in the sport', so the onus is on us to find an appealing and accessible route for them to follow.

One group that has substantially increased their engagement is younger females, who say that it is the human story angle of *Drive to Survive* that has attracted them to the Grand Prix spectacle. Many have then become fans of live F1 racing, and this is reflected in Sky F1's demographic data that has seen a steady uptick in female engagement. Where this hits home for us is our successful Girls on Track programme, designed to engage with primary and secondary school girls, using

motorsport as an inspirational tool to promote pathways into STEM subjects. A byproduct of this programme has been an ever-expanding social media community of **Girls on Track – Females in Motorsport**, this serves as a forum for females pursuing a career in motorsport.

Last month, our Girls on Track manager, Jenny Fletcher, led an event at Motorsport UK's headquarters in Bicester that included representatives from the British Touring Car Championship (BTCC) team Un-Limited Motorsport. We hosted a total of 70 girls and young women who had shown an interest in exploring pathways within the motorsport industry, and I was delighted to be invited to address them and give my perspectives on the opportunities and strategies to improve their chances of success. In the past few years, the industry has seen an influx of females in all areas of the sport, including technical and engineering posts, which historically have seen very few women in their midst. 50 per cent of our staff at Motorsport UK are female. One point that I stressed was that any industry that is so evidently attractive and exciting, such as motorsport, media, music, film etc, always attracts a huge number of people who are attempting to break into it, whether they are male or female. The key to success is to push for every opportunity that much harder, more frequently and more creatively than the competition (the other applicants). Sport is inherently a competitive environment and only the very best and hardest working rise to the top. In my experience of working across motorsport and the Olympic sports, there is a consistent theme to those that apply themselves in a dedicated fashion that goes above and beyond what would generally be deemed



Hugh addressing the Girls on Track guests at Bicester HQ

as 'reasonable' and invariably results in success on a world stage. The exact same principle applies in trying to get into an industry such as ours, and my advice to the girls was that they must explore every single pathway, every single contact, and every opportunity that presents itself, and showcase their talents in an imaginative way. It is my experience that far too many people miss the simple truth that success comes as a product of consistent and determined effort. It was very gratifying to get so much positive feedback afterwards and I was pleased that several followed up to see if there were further ways in which we could assist, which we are doing.

From Bicester I travelled to Lincolnshire and the PFI kart track that was playing host to the CIK World Karting Championships. For the UK to be hosts so soon after the 2017 edition, reflects the hard work behind the scenes of those such as John Ryan the Vice President of the CIK, and Nigel Edwards, International CIK Race Director and Chair of Trent Valley Kart Club. The sheer scale of the international karting circus must be seen to be believed, with one observer estimating that the total expenditure at the circuit that weekend was something in the region of £4million. Whether or not the sport has gone in the right direction is a matter of some debate, but there is no question there is sufficient demand from customers to provide budgets that are to the tune of hundreds of thousands of pounds per year. And if there is the market demand then the supply system, in the form of the teams and manufacturers, will deliver the product. But it does beg the question as to whether that same evaluation of driving skill cannot be met by a formula that doesn't entail such huge costs.

With that in mind, it was great to see the promoter of the World Championships, James Geidel of RGMMC, having innovative ideas that can answer the challenges of affordability. Last year James introduced international championship 'The Champions of the Future' which is essentially an arrive-and-drive format, with supplied equipment but to a very high standard, delivered to the same level as top teams would for elite drivers. The advantage of this is that the costs are contained, albeit still not insubstantial, but a fraction of that you would spend if you were going to one of the top international series and teams. James now has a proposal to bring this to the national level and I think that presents an exciting opportunity alongside the owner-driver and teams' formats and it may enable talent to shine through with budgets that are perhaps a little more feasible.

As for the World Championships themselves, it does bode well that British talent continues to fill the pathway of elite competitors. Both World Championship titles, in juniors and seniors, were won by British drivers. In the case of the juniors by Epsom-born Kenzo Craigie, a rising star within the domestic scene and internationally and a member of the AMG Mercedes F1 Academy programme. In the senior category for drivers 14+, the entire podium was filled with British drivers. The title was lifted by Ethan Jeff-Hall, 16 years old, and the 2024 Ginetta Junior Champion and Ginetta Junior Rookie Champion. I had to feel sorry for Joe Turney who had won every single one of his qualifying heats and the pre-final, to put himself on pole position for the final, which he then led in the pouring rain until three corners from the end of the final lap, where he was passed in a brilliant move by Ethan, leaving Joe to rue

what might have been. You might recall that Joe had a terrible accident this time last year at the World Championships with a very severe fracture to his leg and recovered to win the FIA European Kart Championships this summer and came so close to securing the world title. In third place was Matthew Higgins, who is the son of David Higgins, who many of you will know from his hugely successful career in rallying. David's background does interlink with my own in a tangential way in that he was eight-times Rally America Champion and drove with Subaru in various World Rally Championship (WRC) events, and the Subaru Rally Team USA. During my tenure at Prodrive in the early 2000's I helped to create this concept of a domestic Subaru rally team in the USA – designed to help the Japanese manufacture gain a greater profile in their largest sales market outside Japan, as their WRC success did not translate into media impact across America.

**Steering the future**

The following weekend I was in Liverpool for the Labour Party Conference. It was interesting to see the response on social media from some of our members who seemed to think that Motorsport UK had suddenly become politically aligned and was in some way providing support to the Labour Party. I can categorically state that this is wide of the mark, as we are completely apolitical and have no remit to align to any party.

The government in power can directly influence a huge number of factors affecting the health of motorsport in this country. Motorsport takes place across the entire length and breadth of the UK and within MP's constituencies we have hundreds of different venues, both fixed and temporary, and it is beholden on us as Motorsport UK to ensure that MPs recognise the individual importance of these venues and the communities that use them. They should also be aware of the collective impact of the entire motorsport industry, not only in terms of its contribution to GDP, which is more than £15billion per year, but also the 40,000 people that are employed in the industry, and the thousands of people in the community that volunteer on a weekly basis.

Government is also a provider of support for our Academy programme which we run at Loughborough College in the form of the DiSE courses that run over two years for 40 students. It is therefore extremely important that we have dialogue with the relevant politicians and civil servants that can influence the investment that is made, not just in our student pathways, but also for potential investment in training and development for the whole of our community. There are glimmers of hope that the new regime is placing greater value on the broader societal impact of sport rather than purely the heart and lung health that can be derived from athletic sports. I am hopeful that motorsport may get given a greater

share of the limelight because of this, and that we can benefit from the integration of other policies regarding training and development and volunteer progression.

But perhaps the greatest element of all that can influence our future is that of climate change. The attitude that society has towards motorsport and environmental impact derived from societal pressure, media influence or indeed legislation can have a profound effect on our very existence. It was therefore with that in mind that Motorsport UK hosted a conference on the fringe of the main party-political conference in Liverpool. With over 20,000 people attending the overall conference we were very pleased to have a packed-out audience of MPs and other senior stakeholders who spent an hour with us listening to our thoughts and ideas on the positive impact that motorsport can make on the broader agenda of environmental sustainability and transportation in general. Central to this is the use of sustainable fuels. Our principal thesis is that the current government policy that legislates specific technology outcomes is a self-limiting strategy, in that there is no encouragement for industry, in the form of vehicle manufacturers or the petrochemical industry, to invest in R&D in anything other than that technology result – that of battery electric vehicles. Thus, there has been little or no investment to explore alternative propulsion methodologies. As consumer confidence has waned towards electric propulsion, so the government is faced with an existential conundrum whereby they are trying to double down on the enforcement of the deployment of electric vehicles when, frankly, fewer and fewer people want to buy them. Compounding this is a simple truth that we will be having internal combustion engine vehicles on our roads in the UK and globally for decades to come, in fact millions of them. The smartest thing we can do as a society is to find a form of propulsion, such as a drop in sustainable fuel, for those internal combustion engine vehicles that is going to moderate the impact of the carbon footprint that they have. It may not be a 100 per cent carbon neutral, but any improvement that we can make is surely going to make a worthwhile difference. It is with this message in mind that we spoke, and I think got significant traction, with promises that questions will be asked in the House of Commons, and that there will be further follow ups within the All-Party Parliamentary Groups (APPG) system. Altogether, I think it was a useful exercise, but as with all political interactions, the connection between inputs and outputs is always lengthy at the best and tortuous in reality.

Finally, last weekend we saw the finale at Brand Hatch of both the British Touring Car Championship and the British F4 Championship. I must commend Alan Gow, CEO of BTCC and



The podium of British drivers at the CIK World Karting Championships

his team on producing an extraordinary TV entertainment spectacle, with two drivers, Jake Hill and Tom Ingram going into the final weekend of three races on the same number of points. After spectacular dicing in the first two races, we went into the finale with Tom holding a small deficit to Jake. With the steady onset of rain, it was clear that despite Tom's best efforts it was going to be Jake's title, driving with supreme confidence to clinch the championship for the first time. It's a mark of the competitiveness of this championship that over the six years of my tenure at Motorsport UK, I will have greeted four different champions to accept their trophies at the Night of Champions. I would also like to commend Alan and the team for a very impressive improvement in driving standards given the way this portrays our sport to mass audiences in the UK. The finals at Brands Hatch, in very tricky conditions, showcased enormous respect between the talented drivers, and despite incredibly close racing, nothing that I saw transgressed what could be termed as fair and equitable competition.

Meanwhile in British F4, Deagen Fairclough, although having already clinched the title, firmly stamped his authority on the weekend winning two of the final three races. He has a fairytale story, coming from a very modest background, being born to parents who were the same age as he is now, just 18 years of age, and who scraped money together to give him the chance to compete in club kart racing. He picked up local championships along the way and through that a scholarship into some limited tin top racing, but that would prove to have stretched the budget too far. Coming to the rescue was the late Bob Fernley and Jonathan Kendrick at ROKiT who created an esports competition that would be the lifeline for Deagen. His father sold what equipment they had

left and invested in a sim rig that they installed into their garage. Deagen spent every waking moment perfecting his technique for online racing and clinched the ROKiT esports title in 2022, with the prize of a full season of competition in British F4 with JHR in 2023. Although Deagen raised eyebrows at times with his driving style, he secured third place in the championship, the Rookie Title and valuable experience, which all proved enough for ROKiT to continue to support him in 2024, with Ollie Oakes, the owner of Hitech and the Alpine F1 Team Principal, taking him onboard to his championship winning team. Deagan's domination of the championship and record-breaking run of wins and pole positions marks him out as something very special.

He is one of the four finalists, along with Arvid Lindblad, Freddie Slater (Italian F4 champion), Louis Sharp (former British F4 champion and GB3 champion) in the 2024 Silverstone Autosport BRDC Young Driver of the Year Award. All of them are worthy winners, but it would be a fairytale outcome for Deagan to walk away with the top prize. Whatever the outcome, I think that he is an extraordinarily bright talent for the future, a wonderful storyline of somebody being plucked from what was looking like a bleak future and being landed with an amazing opportunity, grabbing it with both hands and hammering down the door of the establishment to prove that he could be on that worldclass pathway. A perfect example of talent and personal commitment maximising opportunity.

Wishing everybody a very happy and safe month of competition ahead. 🌀

Best regards,  
**Hugh Chambers**

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Deagen Fairclough celebrates another F4 win

Jake Hill won the BTCC crown at Brands Hatch

In this issue: In **Radical Move**, we meet Marcus Littlewood, a former British Karting Championship racer who took on the Hagerty Radical Cup Championship as a privateer – with just his family in support. **My First Tyro** puts us behind the wheel on an off-roading grassroots adventure. The **Go To Guide** this month covers the Grizedale Stages – a winter rally where snow is a regular challenge, and we introduce esports rookies to the online racing world with **Get Started in... Esports**. Plus: **National Court** and the regular **What's On** and **Results** pages...

**45**

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**50**

**60**

Go-to Guide:  
The Grizedale Stages

**18**

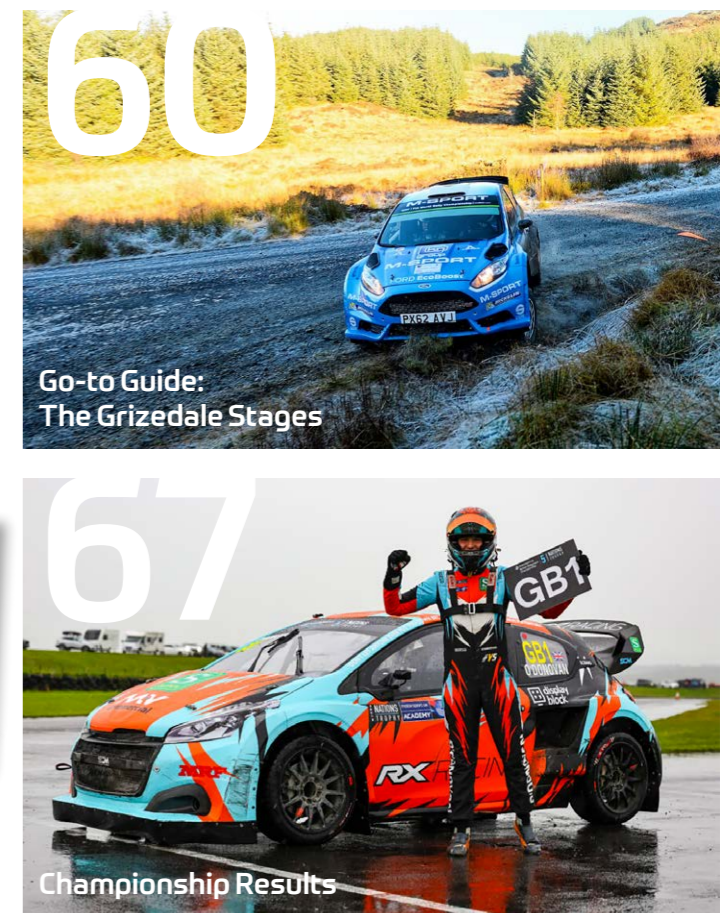
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Autosport International 2025, Esports,  
A new MUK TV series, T4 Karting and more...

The Family Man

The Lifer

The Father and Son

Rookie off-rovers:  
Tyro adventures for beginners



# A Radical Move

In the team-driven world of circuit racing, can a privateer really make an impact? **Will Gray** spoke to Radical rookie **Marcus Littlewood** to find out



Family Support; Steve and Ellen Littlewood with Marcus



Having achieved all his 'bucket list' goals by the end of last year – top three finishes in the British X30 Senior Championship and Kartmasters – Marcus Littlewood decided it was time to move on to racing cars. Seeking a new challenge and determined to continue his progress towards his dream of becoming a professional GT racer, he had to choose his path carefully.

After pulling together a limited budget, he opted to join the Radical SR1 championship as a privateer, becoming one of just two non-team-based entrants in the paddock. It would be a step up for Steve Littlewood, his dad, as the former kart racer who had been on the spanners through Littlewood's karting career, would now oversee running an entire race car.

Littlewood got to know about the series through friends Daryl DeLeon and Theo Micouris, who were the two previous champions. "It looked like a really good option" he explained,

"because it is a very good entry level into high downforce cars, and it leaves your future options open to both single-seaters or GT cars.

"I definitely wanted to do it but I didn't think I would have enough budget. Then I started talking to a few people, and they made me realise that if we didn't go with a team, and could somehow make it work as a privateer, then the budget was not too ridiculous compared to what we were spending in karts. So, we decided to go for it.

"My parents bought the car. I had a donation from one of the dads of a karting driver I coach, plus a bit of sponsorship from Bailey MK, a roofing company that have supported me since 2020, but the rest came from my own salary. I worked as many seven-day weeks as I could, doing weekdays at iZone Performance and also weekends kart coaching for Jade Racing."

>>>>>

**Budgeting**

Although Littlewood was on a more 'modest-to-medium' budget for his karting, he says that the move to car racing as a privateer was almost double that. However, with plans to sell the car once he has finished, he believes his net car racing budget for the season will end up just a little more than he spent in karts.

In comparison, to take the series on with one of the many professional teams that offer their services in that category – including the use of a car and all the support services that go with it – he estimates the costs would have been closer to double, maybe triple the cost of his karting budget, with no car resale to benefit at the end of the season.

That is a significant difference but, as discussed in our recent article on race teams (Revolution, June 2024), the benefits of professional support can be extremely valuable. However, as the Radical SR1 is designed to be an entry level car, Littlewood committed to enter in the hope that he and his dad might have enough mechanical know-how and racing experience to get by.

**Buying the car**

The first – and arguably most crucial – step on the journey of a privateer is to find a reliable car, at a reasonable price – because if you pick wrong, your season could be spent fixing issues rather than focusing on performance. To do that, they reached out to historic F2 owner and long-term Radical expert Keith Bisp.

“He was a great help, because he knows everything about all the cars,” recalls Littlewood. “We spoke to Radical and to quite a few teams and eventually a 2021 car that was run by RSR came onto the market. The chassis was good and although the engine mileage was high and would likely need a rebuild halfway through the year, that kept the cost down a bit.”

With Steve as mechanic and Ellen (mum) on hand to help too, the family-run team started the season with “literally no expectations”, says Marcus, knowing that they would be on a steep learning curve. However, Littlewood was also quietly confident that the limited set-up options on the car would at least make it a little easier to get their heads around.



*In it together – Steve preps Marcus for the Donington race*

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*On the tools – learning the SR1s secrets was key to unlocking the performance and allowing Marcus to shine*

Thanks to a sealed engine and gearing and the use of a treaded tyre – which also helps to keep the cost down – the main set-up challenge for all teams is on the suspension. There are 25 different settings on the dampers – and although that may sound complicated, they are one-way dampers – and there are only three different roll bars to use on the front and the rear.

“People instantly assume that with loads of teams involved, the cars must be really hard to set up,” says Littlewood. “That’s what we thought too when we started, so Dad just began with the baseline from the Radical manual. It worked pretty well, and we ran with that, with a few changes from my feedback and dad’s previous knowledge from working in a British GT team.”

There was no soft start for Littlewood Motorsport, arriving at Donington Park for their first car race in April in front of grandstands packed with fans out to watch the British Touring Car Championship. In front of the ITV cameras, however, Littlewood was immediately on the pace and began what would become a season-long battle with DW Racing’s Sam Shaw.

From their pop-up awning, the small privateers punched well above their weight against the team-run rivals, but Littlewood admits: “The biggest disadvantage was not having all those hands on the car. Most teams have a lot of mechanics that can hop on, and I’m pretty useless on the spanners, so dad is on his own most of the time.”

That lack of hands, however, only became a massive challenge twice in the season – once during a huge downpour at Snetterton, when they had just 10 minutes to change to wet tyres and alter the entire set-up, and once in the last round, when one of the water pipes fell off in the practice session before qualifying and the water was boiling hot.

In those times of need, however, there was often support available and Littlewood adds: “RSR, who we bought the car from, guided us a lot during the season, helping us out and warming us into the paddock. When we went to Paul Ricard, for example, they took the car down for us and let us use their awning – which was a nice change from our little gazebo!

## LITTLEWOOD’S TOP TIPS

These are Marcus Littlewood’s top tips for those who want to move into racing but are not sure where, or how, to do it:

1. Pick a series you like, go and watch a race and get to know everyone in the paddock. That can give you a real positive if it feels right.
2. Make sure you go for a test in the car you want to race, or get a passenger ride in one, before you commit. I did both, and that really sold it for me.
3. Definitely don’t assume what the championship will cost. A lot of people see a Radical, for example, think it is expensive and instantly count it out. Instead, ask the teams and the organisers themselves, before you jump to conclusions.



“The support from Radical was excellent too. Every race weekend, they have an engine team that goes around the paddock and plugs into everyone’s ECU after every session to keep track of engine hours and what needs changing. There is also a central parts truck that carries everything you might need during the race weekend – so you don’t have to.”

Running on your own, rather than alongside team-mates, also has a few advantages and one in particular may have played a crucial part in Littlewood’s success. “You don’t have to share data if you don’t want to,” he smiles. “That was quite an advantage this year, because we found ourselves to be quite quick at some rounds.

“At the last round of the season, some of the teams actually asked me if they could see some of my data and because they were not my direct championship rivals, I let them, just to help them out. Data sharing can work both ways though, because if you’re not fast or you’re struggling at a particular track, as a privateer you don’t have other data to help you.”

That lack of data can also be a hindrance when it comes to set-up, particularly on more complex cars, as many teams employ data engineers to eke out more potential performance. Perhaps, then, being in a team could have made him even faster? “Potentially, but I don’t know if there’s too much in it,” responds Littlewood.

“Most of it is driver feedback at the end of the day, so they can have a baseline setup, but if the driver isn’t good enough to give them the feedback, they can actually go in a downward spiral with the setup. So, in that area, I wouldn’t

say there was much of a disadvantage as a privateer – not in SR1 at least, but maybe when it gets more complicated, in the SR3.”

And the Radical SR3 is where Littlewood hopes to head next, having signed off from his debut SR1 season last month at Brands Hatch, where the battle with Shaw reached a dramatic conclusion. “It was double points for the last round of three races and after Sam won the first and I won the second, it all went down to the last one,” recalls Littlewood.

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*Winning ways; Marcus was able to settle in quickly and win races*

Season Finale

"I started that final race in third but quickly passed the two guys ahead, including Sam, then heading out of the last corner at the end of the first lap, we had a bit of contact. It was a controversial ending. I ended up in the gravel, he got a penalty, and I got the title – but I can understand him for going for the move because I would have probably tried it as well!"

Littlewood has been helped for the last three years of his motorsport journey by his experience in the Motorsport UK Academy, where after two years following the DiSE programme – during which he won the Driver of the Year in 2023 – he was selected to move into the UK Futures programme for this year and beyond.

"It has taught me mental resilience and work ethic and that really helped me as a privateer," he says. "The training at iZone taught me that I have a lot of work to do to be a professional, but it really gave me motivation, a new mentality, and a pathway to think, even if you don't have the budget, you've got to work for it and see what can come out of it."

"If I can get the budget, my vision for next year is to go to SR3 and continue on my route towards GTs. Ideally, I would go with a team this time because it's hard graft as a privateer. You must sacrifice a lot of time, set up your awning, do your prep and transport, but if that is not an option, I'd definitely give it a go on my own again, because that's the sort of people we are."



After a season-long battle at the front, Marcus claimed the title at Brands Hatch



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# Going for Gold in Valencia

Final Team UK Drivers confirmed for FIA Motorsport Games



Follow Team UK in Valencia via [www.fiamotorsportgames.com](http://www.fiamotorsportgames.com)

Team UK is heading to the third edition of the FIA Motorsport Games this month, to battle with competitors from around the world across 27 disciplines.

Led by Team Captain and GT Cup driver Christopher Froggatt, Team UK is going for gold, with James Cottingham as a second Driver alongside Froggatt.

In Rally, Ian Windress returns to co-drive for Ollie Mellors in Rally2, with Alex Lee as co-driver for older brother Ben Mellors in Historic Rally.

Darren Leung will be competing in the GT Sprint category, after winning the 2023 British GT crown in GT3 last year.

Reza Seewooruthun, currently in his second year of the Motorsport UK Academy, will be competing in Formula 4, straight after a season in the ROKiT F4 British Championship certified by FIA.

The FIA Motorsport Games is a unique multidisciplinary event with drivers competing under their national flag. Organised by SRO Motorsports Group in partnership with the FIA, six disciplines featured at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions.

The second edition in 2022 saw all six disciplines return, plus an additional 11 new ones. James Baldwin claimed Team UK's first ever gold medal in 2022, winning the esports category, and Ian Loggie and Sam Neary secured bronze in the GT event. British drivers put in stellar performances across all competing categories and were unlucky to miss out on further medals. Team UK fifth placed in the final medal table.

For 2024, Team UK will be represented by 24 drivers, across 16 disciplines, based at four venues in the Spanish city.



The full Team UK 2024 FIA Motorsport Games line-up is:

- **GT:** Christopher Froggatt (Captain)
- **GT:** James Cottingham
- **GT Sprint:** Darren Leung
- **Single Make GT – Ferrari:** James Owen
- **F4:** Reza Seewooruthun
- **Touring Car:** Jenson Brickley
- **Drifting:** Lwi Edwards
- **Rally 2:** Ollie Mellors and Ian Windress
- **Historic Rally:** Ben Mellors and Alex Lee
- **Historic Rally Gravel:** Ernie and Anna Graham
- **Historic Rally Tarmac:** James Potter and Tim Sayer
- **Karting Sprint Jr:** Jorge Edgar
- **Karting Endurance:** Rhianna Purcocks, Jack O'Neill, Andy O'Neill.
- **Karting Mini:** Austin Gibson
- **Auto Slalom:** Mark King and Tessa Whittock
- **Esports F4:** Matt Caruana
- **Esports GT:** Kieran Prendergas

## New Coaching Cohort Dates

The next cohort for Motorsport UK's Coaching course have been released.

The tenth cohort begins with a series of webinar sessions on Tuesday 5th November, and concludes with the Applied Coaching block workshop and assessments in January 2025.

If you are interested in joining the motorsport coaching fraternity, register your interest [HERE](#) and email it to [coaching@motorsportuk.org](mailto:coaching@motorsportuk.org)



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# British Esports Championship updates

British F4, UK FF1600 Esports Cup and the Porsche Sprint Challenge are all hotting up this year

The British F4 Esports Championship grid took on new look for 2024, with several Formula 1-affiliated teams joining the championship for eight double-header rounds. Although drivers' title winner Luke McKeown did not return, this has opened the championship for the other experienced racers such as Graham Carroll, Gergo Baldi, Remy Gilbert and Matt Caruana.

Teams from Ferrari, Williams, Alpine and Aston Martin may have added an extra touch of intrigue, but it was quickly demonstrated they would not have it all their own way.

The first qualifying session of the season had Remy Gilbert in pole position, with the top six separated by just one-tenth of a second. Gilbert was joined on the front row by Matt Caruana.

At lights out, Caruana and Leo Brown passed Gilbert and into first and second place respectively, with UK FF1600 Esports Cup graduate Henry Moore making it three Guild drivers in the top four.

Carroll, driving for Ferrari, made a robust overtake on Moore for fourth, just as Brown made his move on Caruana for the lead. Gilbert swiftly followed his team-mate through into second place, with Carroll pressuring for third and this is how it remained until the chequered flag.

In Race Two, pole sitter Ryan Micallef held off William Chadwick until contact at Clearways put him out of the points. At the following corner, Gergo Baldi drifted into Joseph Loake, sending to the gravel and down into seventh position.

This elevated Chadwick into first. Gilbert had worked his way up to fourth, and as Moore's move for the lead faltered, Carroll pounced for second, and then first place at Paddock Hill Bend. The top four were nose-to-tail heading into the final laps, with Carroll taking the victory.

At Zandvoort, Round Two began with Elias Raikaa on pole position, just ahead of Carroll, with Moore on the second row with Caruana.

Off the line Raikaa used the banking to hold off Carroll, while, Caruana attacked Moore, then used a double slipstream to overtake both Carroll and Raikaa. Moore capitalised to move into second, then drafted past Caruana for the lead, but Caruana reversed the move on the following lap, holding positions until the chequered flag.

Manuel Biancolilla claimed the reverse grid pole position for Race Two, and made a clean start, closely followed by William Chadwick.

On the final lap, Chadwick made a move on Biancolilla for the lead, with Giuseppe Lo Faro capitalising to jump into second. A consistent Henry Moore took the Championship lead.

## UK FF1600 Esports Cup

Crofton Woodhatch took the first pole position but ceded the lead to second-placed Mark Fletcher on the first lap. Woodhatch and Fletcher were soon caught by Hans Jakob Sivertsen Mollatt, until Woodhatch and Mollatt locked wheels, and Fletcher extended his lead. Woodhatch then lost second to Lewis Wherrell, leaving Fletcher to win by 3.4 seconds.

Jonathan Smith started from pole for Race Two and made a strong start, but when Shoma Shintani moved up to third, and then onto the tail of Smith it became a four-way battle for the



Close racing with the FF1600s



The banking at Zandvoort



The Porsche Esports Sprint Challenge GB at Donington Park

lead, including Race One winner Fletcher and Harvey Jones. At the flag, Shintani claimed victory, with Fletcher taking second, and the championship lead ahead of Round Two.

Mollatt was on pole for Race One at Zandvoort, as Round two got underway. Woodhatch was also on the front row but Championship leader Fletcher was down in sixth – three-and-a-half tenths off.

Mollatt and Woodhatch got away well, but then clashed at Mastersboch, putting Woodhatch in the gravel while Mollatt continued in the lead, just ahead of Fletcher. At the halfway point, Fletcher drafted through into the lead at the chequered flag. The pair were separated by just 0.02s!

The entire top ten was reversed for Race Two, leaving Fletcher plenty of work to do. On pole was Ryan Elliott, with Shintani recovering well enough in Race One to start third. Ian Joyner in second, joined the pair in a three-way battle for the lead.

Lewis Wherrell then joined the fight for first place and tagged Shintani into the pit wall giving Elliott some breathing room. Wherrell then ran deep at Tarzan, and Shintani hung onto his podium position, with the top eight separated by just 1.5s. On the final lap, Sam Sanders drafted around Shintani to take the lead, before Mollatt led the pack a couple of corners later. At the penultimate corner, Shintani ran wide and rejoined into the path of Mollatt, diverting him into the inside barrier and into retirement. On the drag race to the line, Wherrell stole the lead from Sanders with Shintani recovering to third.

## 2024 Porsche Esports Sprint Challenge GB

Matt Caruana took the Round One spoils as the 2024 Porsche Esports Sprint Challenge GB got underway last month with the first races at Donington Park. Caruana won both events, establishing himself at the head of the PRO class. Jack Jeffries managed a similar feat taking P2 in both races. In the GT4-AM class, Aiden Carter started strong with both wins in Round One. Mike Pierce took second place in Race One, and Adam Greveson finished third in both. Alistair Pollock was second in Race Two.

At Round Two, Caruana retained his early form, taking both wins at Snetterton as well. Jeffries managed a second and third place, swapping podium steps with Will Eatwell for Races One and Two. Aiden Carter did the double again at Snetterton and was followed home by Greveson in Race One and Pollock in Race Two.

Round Three moved the Series on to Silverstone, and Caruana took another two wins. Jack Jeffries and Luke Andrews completed the podium in Race One, with Will Eatwell back in second place for race Two, and joined by William Hope in third. Carter matched Caruana's form taking both GT4-AM wins in Round Three as well. Pierce was back on the podium in P2 with Greveson in third, and this was repeated for Race Two.

Both Caruana and Carter remain unbeaten with two rounds to go.



Last chance to claim your discount – for those with a paid esports membership – €80 off when you order a Heusinkveld Handbrake and Sprint Black 2-pedal set. For further details and to get yours today, see: <https://esports.motorsportuk.org/membership/>

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## UK Drivers Show Promise at 2024 T4 Nations Cup

The latest member of the Motorsport UK Karting Pathway, Tillotson T4, recently held its annual flagship event, the 2024 Tillotson T4 Nations Cup, in Valencia. The Tillotson T4 classes are designed to introduce new drivers to higher levels of karting in a cost-effective and user-friendly manner. Tillotson is aiming to expand the appeal of professional karting to weekend racers and motorsport enthusiasts.

Featuring a European-style racing chassis and three powerful, low-maintenance racing engines, the T4 Series provides fast, convenient, and competitive racing experiences across five categories for drivers aged five and up. The T4 Series has become synonymous with outstanding quality and affordability, making it the first choice for drivers new to karting as well as seasoned veterans of the sport.

Currently operational in over 35 regions, the T4 Series has built strong connections with federations around the world, including Motorsport UK, ensuring the highest standards in racing. Drivers are also given the opportunity to represent their country and race on an international stage at Tillotson's annual event, the T4 Nations Cup.



Pole sitter Ryan White won his T4 Mini race

The 2024 event saw fierce competition from drivers representing 31 countries, and the UK team narrowly missed out on winning the coveted Nations Cup Trophy, finishing just three points behind Germany.

### T4 Mini

The T4 Mini class saw a dramatic finish with UK drivers **Ryan White** and **Lewis Kirkaldy** securing first and second place, respectively.

White, starting from pole position, battled with Poland's Adam Majek throughout the race. A pivotal moment came on the 10th lap when White, Kirkaldy, and Ireland's Ben McCloughry executed a perfectly timed manoeuvre to overtake Majek. White held onto his lead, ultimately winning by a mere 0.047 seconds. This 1-2 finish was crucial in propelling the UK team into contention for the Nations Cup.

### T4 Junior

Daniel Hartley continued the UK's strong performance in the T4 Junior category, finishing in second place. Starting from third on the grid, Hartley quickly moved up to second, trailing Ireland's Scott Reilly. While Reilly and Hartley established a comfortable lead, Hartley made several attempts to overtake, but Reilly held on to take the win.

### T4 Senior

In the T4 Senior class, the UK's hopes rested on **Jon Nuttall**, who started in ninth position. He drove a consistent race, improving his position to finish seventh.

### Overall Performance

The 2024 T4 Nations Cup demonstrated the UK's strength in karting, particularly in the Mini and Junior categories. With continued development and support, these young drivers have the potential to achieve even greater success on the international stage.

The T4 Series is making exciting moves in the UK for 2025. A six-round championship for both the T4 Junior and Senior categories is planned, with RPM Engines serving as the UK distributor and providing trackside support. The championship will also feature events at the British Kart Championships in collaboration with Motorsport UK. Dates and venues for the 2025 UK T4 Series will be released in the coming months.

[www.demon-tweeks.com](http://www.demon-tweeks.com)

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## Beyond the road: The importance of Course and Safety Car damage insurance

Official vehicles, including Safety Cars and Course Cars play a crucial role in maintaining safety at motorsport competitions and racing events across the UK. However, these vehicles are exposed to unique risks during competitions that typically exceed exposures encountered on public roads. It is therefore important to consider additional insurance coverage which offers protection against potential vehicle damage to course cars while in use on track or rally Stage.

### The need for additional insurance

Replacing and repairing vehicles can be costly so it is crucial to secure a robust insurance policy. Course Cars, including Marshals' and Officials' vehicles, Safety Cars (for Rally, see Stage Rally Safety Requirements (Annex I), Rescue, Recovery and Service Vehicles will require adequate protection against damage sustained while operating on a circuit or in a Stage environment. It is unlikely that 'normal' road use insurance policies will provide cover for damages at such events.

For accidental damage to vehicles on Stage – such as a Safety Car skidding on mud and sustaining damage, for example – there are insurance solutions available to cover associated costs.

### Specialised, tailored coverage

Insurance providers specialising in motorsport coverage can offer tailored policies for Course Car and Safety Car use at competitions in the form of either group or individual policies. To secure suitable coverage, Racing Organisations, Event Organisers, Clubs and Course Car and Safety Car drivers should work closely with their insurance professionals to identify the most appropriate specialised policies to ensure they are adequately protected on track.

Industry experts understand the specific risks involved and can customise coverage to address the unique needs of vehicle owners and drivers.

For further information and discussion on motorsport insurance, reach out to your Marsh Sport adviser.  
[www.marshsport.co.uk/motorsportuk](http://www.marshsport.co.uk/motorsportuk)

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2023 winners Dom Vincent and Samuel Coop receiving their awards

## Nominations open for the 2024 Young Media Awards

Calling all young motorsport journalists and photographers... this is your chance to win a career-launching accolade, plus a £1,000 prize

First introduced in 2002 and open to anyone aged 30 or under at the start of this year, Motorsport UK's annual Young Journalist of the Year Award has championed the next generation of ambitious motorsport reporters. This year it could be you...

The first two winners were Will Gray and Jakob Ebrey. Gray has covered F1 for the *Daily Telegraph*, *Reuters* and *AFP*, and is now Features Editor of *Revolution*, here is how it all came about.



Will Gray winning his award in 2002

"I had been working in motorsport for a couple of years when the competition launched", notes Gray, "and it was an honour to be selected. I had started out in journalism when, while studying Engineering at Southampton, I created a technical series called 'Taking the Lid off F1' for the AtlasF1 website. That led to my first job as a reporter at Collings Sport, a sports news agency in Hitchin.

"Although under the wing of veteran F1 journalist Tim Collings, I was by far the least experienced person in the F1 Paddock. Tim taught me how to be a 'proper journalist' and by the end of 2002, I had regular by-lines in the *Daily Telegraph*, *Reuters*, and the *Daily Star*!

"It was great to add 'award winning journalist' to my CV (yes, it's still there) because as a young journalist, it really improved my credentials and helped my future career."

Ebrey, has set up the UK's premier motorsport photographic agency, Jakob Ebrey Photography (JEP), and today documents the best in global motorsport.

Last year's winners were Samuel Coop and Dom Vincent. Samuel is currently an F1 Journalist at *RacingNews365*. Dom has covered various GT and endurance championships within the UK and beyond.

An expert panel of judges – including several previous winners – will consider applications for both categories and select one winner from each.

The winners will be honoured at the annual Motorsport UK Night of Champions, held at the Royal Automobile Club on Pall Mall in January 2025. The recipients will receive a Motorsport UK trophy as well as a £1,000 prize to further their progress within motorsport media.

Candidates must be aged 30 or under on 1 January 2024, and conform to the following submission criteria:

### Young Journalist of the Year

- Applicants must demonstrate either three published articles or three broadcast features in third party media from the 2024 season.
- Articles or broadcast features can be online or in print across specialist motorsport, regional and national media
- Applicants must supply a covering letter from an editor supporting their application.

### Young Photographer of the Year

- Applicants must provide five printed photographs from the 2024 season
- Images can be showcased online or in print across specialist motorsport, regional and national media
- Applicants must supply a covering letter from an editor supporting their application

Details on how to submit an application for each Award can be found [HERE](#). Applications close 31st October 2024.

## Member Benefit of the Month

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Set sail from Dover to France and enjoy a 10 per cent discount on your crossing. This is the perfect opportunity to discover the charm and beauty of the French countryside, visit iconic landmarks, and savour delectable local cuisine. With its rich history and stunning landscapes, our routes to Calais or Dunkirk offer endless opportunities for every traveller.

Alternatively, choose the Newcastle-Amsterdam route and take advantage of a generous 15 per cent discount. Amsterdam, with its vibrant culture, stunning canals, and world-renowned museums, awaits you. Venture beyond the city to explore the rest of the Netherlands, from the tulip fields and windmills to charming villages and serene coastal towns. Or drive further afield into neighbouring countries, discovering the diverse landscapes that make Europe so captivating.

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Find out more at [dfds.com/motorsport](https://dfds.com/motorsport)



## New Video Series *Your First Race*

Motorsport UK TV has launched a brand-new eight-part video series, *Your First Race*, designed to guide newcomers through their first circuit racing experience.

Hosted by presenter and racing driver Charlie Lower, this engaging series offers step-by-step insights into the world of motorsport, ensuring that aspiring racers feel confident and well-prepared for their debut on the track.

Filmed at the opening Classic Sports Car Club (CSCC) event for 2024 at Donington Park circuit, the series covers every aspect of a racer's journey from the moment they decide to take up the sport to the exhilarating completion of their first race. The series aims to demystify the process of getting started in circuit racing, providing invaluable tips and guidance in an accessible and entertaining format.

"We are incredibly excited to launch the series as a resource for anyone who has ever dreamed of taking to the track," added Brandon Begg, Motorsport UK TV Manager. "Circuit racing can seem daunting to newcomers, but we hope to make that first race experience as smooth and enjoyable as possible."

*Your First Race* is now available to watch on the Motorsport UK TV platform, with new episodes being released weekly.

[https://motorsportuk.tv/video\\_category/your-first-race-series/](https://motorsportuk.tv/video_category/your-first-race-series/)



## Yorkshire Hill Rally success story

Last month saw the running of the first ever Yorkshire Hill Rally which was a round of the Motorsport UK British Cross Country Championship (BXCC) and the Bowler Defender Challenge Championship. The event, organised by That's Motorsport Ltd set a few 'firsts':

- The First Hill Rally in Yorkshire
- The First Hill Rally to be included in the BXCC
- The First Hill Rally to use Vehicle Tracking – the same as used on Stage Rallies



The rally ran with 16 Stages over two-and-a half days, creating just over 100 stage miles across five locations based around York. Planning started in February 2023 with a small organising team looking for suitable land to host a Service Area, with Stages ideally nearby to reduce the liaison mileage. Creating an event from scratch in just 19 months where no similar event has happened before is not a simple task. The locations of the Stages and Service Area changed many times for various reasons. When the final locations were set the real work began.

### Day One

Friday saw documentation and scrutineering followed by Parc Fermé, and two loops of two Stages (8.6 miles) with a service in-between, then another two-hour service afterwards and Parc Fermé.

### Day Two

Saturday was two loops of three Stages (51.06 miles) with a mid-day service, two remote management services, and a two-hour evening service, followed by Parc Fermé.

### Day Three

Sunday was two loops of three Stages (40.4 miles) with a mid-day service, two remote management services, then straight into Parc Fermé after the last stage. All was going well until it rained – and did it rain!

With some of the stages on farmland and some on grass it was very slippery on those hills, however the crews drove accordingly, and there was only one "off" which needed to be recovered. Some marshals also needed recovering and the recovery teams rose to that challenge as well.

A post-event survey has generated a good response, with some positive feedback and comments. A glowing report and the amazing feedback for the first ever running of a brand-new event has made the organisers, and the competitors, very pleased indeed.

Clerk of the Course Jon Aston wishes to thank everybody involved – Marshals, Officials, Competitors, Landowners, Spectators, and members of the public in the villages on the route. You all added to the event for which we are very grateful.

## Become a Rally Marshal

The British Rally Marshals Club, and the Association of Northern Car Clubs, are hosting a practical Rally Marshals training day on Saturday 9th November at Harewood Speed Hillclimb near Leeds.

Topics to be covered will include:

- Stage Setup
- Fire Practical
- First Marshal on the Scene
- Rally Timing

Tea and coffee will be provided - but please bring your own mug and a packed lunch. If you have any queries about this training or need more information, please email [training.admin@brmc.org.uk](mailto:training.admin@brmc.org.uk)

There is no charge for attending the event, however delegates must complete the online theory modules prior to attending the event. Details on how to access these will be provided once registered.



To take part please register [HERE](#)



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- How many heat cycles is too many – and how can you tell?
- What can you learn from tyre temperature data, and is this data worth the hassle? (hint: yes it is!)
- What specific test procedures will help you learn how to optimise your tyre setup?

Get definitive answers to all those questions and more with the **Tyre Tuning Essentials** course, giving you race-proven strategies, tools and approaches to getting more grip, and more performance, from your tyres.

Download the free guide [HERE](#)



## BTCC moves towards 100 per cent sustainable fuel

The Kwik Fit British Touring Car Championship (BTCC) progresses towards a sustainable fuel future after running an extensive trial at the Silverstone round last month. The BTCC has been working closely with fuel supplier Haltermann Carless as part of its target for all cars in the championship to run 100 per cent sustainable fuel.

At Silverstone, the #18 Duckhams Racing with Un-Limited Motorsport car of Daryl DeLeon ran on 100 per cent sustainable fuel for the full duration of the race weekend. DeLeon contested every session with absolutely no fuel

issues reported, and the pace and performance were equal of those cars running the regular controlled championship fuel.

Hiperflo ECO102 R100 is a fully sustainable fuel, which meets FIA criteria as an advanced sustainable fuel. The fuel is a pure drop-in solution, it requires no hardware modifications to existing engines and crucially delivers no loss in performance.

TOCA will continue to work with Haltermann Carless with the plan to move fully to a 100 per cent sustainable fuel as the championship's chosen controlled fuel.

## BASIS

### Motorsport UK shortlisted for two Basis Sustainable Sports Awards

Two of Motorsport UK's initiatives were shortlisted for their role in sustainability in sport at the fourth Annual BASIS Sustainable Sports Awards last month.

Nominated for the BASIS Campaign of the Year, the Sustainable Rally Charter has been recognised as a pioneering initiative that integrates Environmental Sustainability into Rallying. The charter provides a set of sustainable behaviours for clubs and competitors to action, demonstrating a commitment to the future of rallying.

Nominated for the BASIS Community Impact Award, The FIA Girls on Track initiative aims to showcase and reinforce the rightful and valuable place of girls and women in the motorsport industry, inspiring them to pursue diverse careers within this traditionally male-dominated field.

### Extreme E nominated for multiple awards

Sport for purpose racing series Extreme E was nominated for a BBC Green Sports Award, in the Elite Organisation category.

Extreme E was shortlisted following recognition of the organisation's long-term approach in placing a purpose led sport alongside meaningful partnerships and local activations, including the launch of the Extreme H hydrogen racing car on board the St Helena in June, and its first test at the Hydro X Prix in Scotland a few weeks later.

Extreme E has been shortlisted for many other awards this year including:

- Innovation and Partnership of the Year – BASIS Awards
- Purpose Led Partnership – Sports Positive Awards
- The Leaders Sports Awards (Trailblazer) for Founder and CEO Alejandro Aga
- The Sports Business Awards – Sports Equality, Diversity & Inclusion and Sustainability in Sport
- The edie Net-Zero Awards – Renewable Energy Project of the Year, with ENOWA.



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Alternatively, embark on the Newcastle-Amsterdam route and enjoy a generous 15 per cent discount. For those looking to immerse themselves in the quintessential Christmas market experience, Germany awaits with its legendary offerings. From the bustling markets of Cologne to the traditional stalls of Nuremberg, Germany's markets are a celebration of festive cheer. With the flexibility of your own vehicle, you can explore multiple countries and cities, each offering unique holiday traditions and breathtaking sights.

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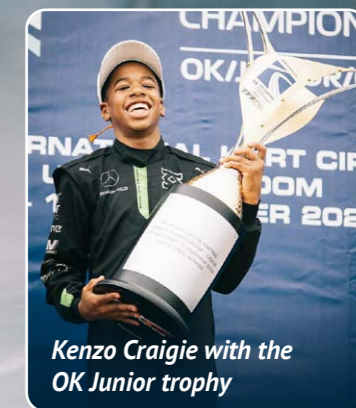
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Kenzo Craigie takes the OK-Junior win at the World Championships



Kenzo Craigie with the OK Junior trophy

## Meet Kenzo Craigie

Following his recent win at the 2024 Karting World Championships at PFi, *Revolution* caught up with Kenzo Craigie to find out more about what inspires and drives him to succeed...

Fourteen-year-old Kenzo Craigie's career continues to gather pace, notably after he joined the Mercedes-AMG PETRONAS F1 Team's Junior Programme in 2023.

Beginning by the making the podium on his first Bambino race, at only six, Kenzo soon moved up to Cadet, and a complete season of the British Karting Championship in 2021, where he finished 9th.

In 2022, Kenzo won the IKR Championship. He began his karting journey in the ultra competitive Honda cadet class and also took part in the Rotax Micro Max class for team UK before stepping up to Junior class in 2023. Last year he competed in UK and International Rotax and IAME categories.

"I started karting at six" reveals Kenzo. "I got into karting because my dad is a big Formula 1 fan and I've been watching Lewis [Hamilton] since I was born and that inspired me to start. My dad suggested that I go to my local Karting track in Sandown and ever since then I haven't stopped! The journey has been quite long and hard, but it's paid off.

Like many children, Craigie's heroes were his favorite footballers, but then he found his own path, and his weekends are now devoted to racing.

"My first sport was football, and I wanted to be just like Ronaldo and Messi. That was before karting... Now karting has taken over. Lewis, he's my main idol [now]. He keeps himself calm and I really look up to him. I get up quite early, get to the track, have some breakfast – porridge is the one for me. On Saturday you go over all the data from the previous evening and make sure that you are ready for the first session of the day, do a warmup and then head on the to track.

"Joining the Mercedes Junior programme was an amazing – it has been beyond my wildest dreams! I was in Jamaica when my dad told me and he gave me the contract to sign – it was Christmas, so it was the best Christmas present I could ever get!"

With the karting world focused on PFi last month, was there anything Craigie was worried about?

"Knowing that it's England, and that the weather can change with a snap of a finger! Going into the World Championship I wasn't looking for second, I only wanted to win and luckily and happily it ended like that. I can't thank everyone enough who has helped me to get there.

"You just must always believe in yourself, everyone is going to have bad days, but you just have to move on. Be resilient, even if you don't win one race, there are many other races that you can compete in."



Two British drivers – Enzo Craigie and Ethan Jeff-hall joined Kyuho Lee of Korea as winners at PFi

## Andy Watson

Motorsport UK was saddened to learn of the death of Andy Watson. Andy was an Environmental Inspector with decades of experience in motorsport as well as being a professional in the environmental health industry – noise was his passion!

Andy was a long-term member of the Motorsports Association Technical Committees, advising on noise issues, and his input and knowledge led to many of the noise control regulations,

standards and processes that we still use in motorsport today.

Always happy to share his knowledge and experience, he trained and developed many Environmental Scrutineers, not just in his native Scotland, but across the whole of the UK.

Our sympathies go out to his wife Fiona and their family. Andy will be hugely missed by the whole motorsport community.



Receiving his lifetime achievement award from HRH Prince Michael of Kent in 2013

## Chris Mount

Motorsport UK was sad to learn that Chris Mount passed away at the beginning of October.

A respected member of the Scrutineer community Chris was well known for his dedication, travelling the country with the Technical Team delivering training seminars, a role he enjoyed for over 20 years. He had a particular skill in keeping an audience engaged no matter how technical the subject matter. Chris was instrumental in the training and development of the next generation of scrutineers, a personal mentor to many, and as the Chair of the Scrutineer Training Group.

In his capacity as a Motorsport UK International Trainer, Chris visited other ASNs to help uphold best practice and benefit the motorsport community.

Chris' love of the sport began while competing in local motor club events in his MG Midget. An engineer by trade he started out Scrutineering as a trainee at Mallory Park in 1972, and became a licenced Scrutineer in 1974, progressed to become an International Scrutineer in the 1990s, and then Technical Commissioner in 2002.

Taking on the role of Chief Scrutineer for the BRDC between 1990 and 2002, and then for MSVR from 2002 through to 2016. Chris also maintained his links with the MG Car Club, dedicating his time and expertise to help the club throughout his career.

His decorated career included several years as the Deputy Chief at the British Grand Prix, and other major international events, including DTM, Group C, Formula 3000, British GT, and the RAC Rally.

Chris spent over two decades serving on the Technical Committee, and on the panel of Motorsport UK's National Court, bringing his knowledge, experience, and expertise to benefit the sport. He was very proud to have been recognised with the prestigious Officier d'Honneur award in 2022 for his service to the sport.

Motorsport UK sends its deepest sympathies to Chris' family, to his wife Penny, a familiar face in the paddock as she was often in supporting roles at events. Chris will be greatly missed by the whole motorsport community.



In the pitlane as Deputy Chief Scrutineer – British Grand Prix, Silverstone

## Terrance Lankshear



Motorsport UK was sad to learn of the death of Terrance 'Terry' Lankshear, a former acting CEO and General Secretary of the Motorsport Association (MSA).

Honesty, integrity and professionalism best describe Terry who was a devoted company man. He shunned the limelight preferring to support the many Chief Executives that he served, keeping the office running in the background. When large numbers of staff were drafted to run the British Grand Prix, the Lombard RAC Rally, the Veteran Run, and the Euro Classic, Terry was invariably back at HQ making sure that it was business as usual for all the other club events that took place concurrently and were well supported.

In 1988, Terry oversaw the move from 31 Belgrave Square to Motorsports House at Colnbrook, the HQ that served the company until its relocation to Bicester in 2020. Terry organised the logistics of the move and the planning of the new office. He implemented the move from the old paper Competitors and Officials Licensing, and Event Permits, to the first computerised system and then its replacement with the IMS system, which remained in place until the summer of 2024. The replacement of the typewriters with locally networked PCs, followed by the Internet and email, were all changes implemented under his watchful eye and guidance.

Terry supported the MSA staff and encouraged and provided opportunities for many, allowing them to pursue areas of interest. He was a mentor and a good sounding board whenever wise counsel was sought.

Around the office he discussed football with those equally disposed, being a devout Arsenal supporter, and shared interests in mountain biking, surfing and the latest technology.

Ian Davis



It is my recollection that Terry was integral in the relocation to Colnbrook, together with the [then] Motorsports Association Council. Terry was a huge supporter of the staff and their progress, and it was through Terry's support that I progressed to become Licensing Manager, and I worked directly with him for many years. I believe he was acting CEO when I joined in 1989 – as a young 18-year-old – before John Quenby took over in 1989, but I recall that he was much happier in the role of General Secretary and had oversight of the whole team.

Terry Lankshear was a key figure in my journey with the MSA, and in supporting me through my progression in the organisation, and I treasure the fond memories I have.

Cheryl Lynch



PAGE TWO: RAC People, Summer 1979

RAC People 1979

### MOTOR SPORT CHANGES

THE administration of motor sport in the United Kingdom has now undergone a complete re-organisation.

Basil Tye is now Managing Director of RAC Motor Sports Association Ltd, the secretariat of the restructured RAC British Motor Sports Council, the governing body of motor sport in the UK.

"In keeping with a more professional approach to competition and organisers in all forms of motor sport it has been decided that specific areas of responsibility should be allocated within the structure of motor sport," says Basil, "and by clearer definition of areas of responsibility it is my intention that in the future the Association give all members of the motor-sporting fraternity a much improved and more efficient service."

His move will be welcomed by RAC staff in head and area offices and should greatly facilitate dealing with the many motor sport enquiries which are to be handled directly at area to Belgrave Square.

RAC staff who have occasion to deal with Belgrave Square should note that the motor offices of the restructured motor sport set-up are:

- CHRISTOPHER BELTON: Rally and Regional Director.
- NELL EASON: Gibson, Technical Advisor.
- MIKE GREEN: F.V. Public Relations and Rally Promotion Executive.
- ROBERT LANGFORD: Race Executive.
- TERRY LANKSHEAR: Competition Secretary and Administrator.
- LEX NEEDHAM: General Manager.

Our picture above shows—front row left to right—Neil Lankshear, Basil Tye, Terry Lankshear, Ronny Telford. Back row—Lex Needham, Mike Green and Chris Wilson.



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## NATIONAL COURT

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 10th September 2024**

**Case No. J2024-21**

**Guy Spollon (Chairman), Peter Roberts, David Scott**

**Mr Jamie Champkin appeared on behalf of Motorsport UK**

**Others appearing as recorded below**

### INQUIRY

**Re: Nutts Corner 20th July 2024 Rotax Snr / 177 ('the Competition') ('the Event')**

**Re: Decision of the Ulster Kart Club Committee to declare the above Event / Results null and void**

**Event Permit Numbers: 135232/135227**

This matter comes before the National Court by way of an investigatory hearing pursuant to the provisions of C.9.1 of the National Competition Rules. The Court is, in particular, directed to:

1. Inquire as to whether the Ulster Kart Club (as Organiser) has and had the jurisdiction to declare Event Results "null and void" in view of the provisions of the National Competition Rules generally but particularly C.2.1.2(a).
2. Determine the status of the Event Results dependent on such findings as may be made at (a) above.
3. Determine and finalise all matters arising from (a) and (b) above including the provision for the cost of this Inquiry.

The essential facts of this matter are as follows:

1. The Court was greatly assisted by the attendance of various members of the Ulster Kart Club who were able to provide evidence via video link.
2. The Ulster Kart Club is an established and highly respected Club known for running well organised and enjoyable events.
3. On 20th July 2024 the Ulster Kart Club ran Round 5 of the Ulster Kart Championship at the Nutts Corner circuit according to the Motorsport UK Regulations. The weather at this Event was unpredictable with showers of rain.
  - a) He and his team were fully prepared for the unpredictable weather conditions and the importance of adhering strictly to the grid closure rules.
  - b) The Mooney team arrived at the dummy grid at approximately 15.50 with his son's kart ready for the Race.
  - c) As the weather continued to deteriorate the decision to switch to wet tyres was made at the last minute.

- d) The kart tyres were changed at great speed using battery guns together with final adjustments to the front wheels.
  - e) Carter pushed his kart onto the grid just as the entrance gate was closing.
  - f) The grid Officials had previously made it clear on multiple occasions that the gate would close on the final lap of the previous T4 Race.
  - g) The Race duly started and was won by Carter Mooney. The results of the Race were signed off and posted at 16.30.28 confirming Carter's victory.
  - h) Subsequently Ulster Kart Club declared the Race null and void on the basis of complaints about the fairness of the grid closure.
5. The account of Tony Mooney was confirmed in the statement from John Foley, the primary sponsor of Carter Mooney who stated that:
- a) When the Mooney team arrived at the grid gate at 15.50 there was only one other kart waiting outside the grid and approximately half of the Competitors were already on the grid.
  - b) The grid Official had made it abundantly clear that the grid gate would close on the final lap of the T4 Race that was in progress and that the Event was still classed as "open with regards to tyre choice".
  - c) The statement at (b) above was made several times as most of the karts on the grid were on slick tyres.
  - d) The grid Officials correctly refused entry to the grid for Competitors who arrived late.
  - e) There was a sign at the grid entrance headed GRID RULES stating:

“Drivers to be seated in karts once last lap board is displayed (or instructed by officials). At this point the grid is closed.”

- f) The gate closure was handled according to the established rules and all Competitors had ample warning.
6. The Court had the advantage of seeing:
- a) A photograph of the Grid Rules sign positioned at the grid entrance.
  - b) Copy of a communication sent out to all Competitors headed “Some reminders for Saturday which specifically mentions “once last lap starts all drivers be in your kart”.
7. Following the Event Mr Eamonn Quinn sent a lengthy email to Neville Bell, Secretary of the Ulster Kart Club Committee formally complaining and protesting about the way the Rotax Snr / 177 final had been run. In particular, Mr Quinn alleged inter alia that:
- a) The grid gate was unfairly closed on Competitors who had a clear understanding that more time would be afforded to them to change tyres as a result of rain that had started to fall even before the completion of the T4 final.
  - b) The message at (a) above became known by the general paddock by virtue of a supposed conversation between Mr Bell and Jonny Wilkinson.
8. In his witness statement to Motorsport UK Colin Millar a member of the Ulster Kart Club Committee detailed how:
- a) The Club Committee received a complaint from Eamonn Quinn expressing his deep disappointment and dissatisfaction with the conduct of the Rotax Snr / 177 final.
  - b) Having considered matters and, in particular, that:
    - I. Only 11 of the 22 drivers started the Race.
    - II. There was also miscommunication / misrepresentation on the pre grid.

That in the interests of fairness and keeping the Club’s customers happy the Committee should null and void the Rotax Snr / 177 Final Event.

- c) At the time the decision by the Committee to declare the Race null and void was made the Results were provisional due to a Competitor appealing to the National Court against a decision of the Stewards.
  - d) The Court notes that Mr Quinn’s son was listed as a Competitor in the Race although listed as ‘DNS’.
9. In an exchange of email communications between Tony Mooney and the Ulster Kart Club Committee the Ulster

Kart Club Committee set out the basis for their decision and, in particular, that:

- a) The issue of declaring the Results null and void was wholly an Ulster Kart Club matter and neither the Clerk of the Course nor the Event Stewards were involved.
  - b) The Results of the Race were only issued provisionally and when an Appeal was made to the Committee the decision was made by the Committee which included two of the three Championship Stewards.
  - c) The decision to nullify the Race Results was because only 50 per cent of the Competitors were able to compete.
  - d) “There is insufficient assistance offered by those involved in the sport to help run events and the few who put in a massive amount of time and effort into running events that sometimes their decision taken in an effort to assist competitors are misinterpreted.”
  - e) There was no Motorsport UK involvement in the decision as the Event did not breach any Motorsport UK racing rules.
10. In a further email communication to Tony Mooney of 4th August 2024 the Ulster Kart Club Committee further commented that:
- a) There was no Appeal or Protest received regarding the actual Race that took place. However, there were obviously both oral and written appeals on the fairness of the process that prevented some from taking part.
  - b) The Club acknowledges that the grid rules are clear and, if the Grid Marshal had declined to comment on the request to allow sufficient time, then there would be no reason to adjust the Race Results.
  - c) Clearly there were some words spoken that led some to believe extra time would be afforded regarding tyres being changed, and the Committee in an effort to resolve the subsequent aftermath in a fair manner made the decision of 22nd July 2024 to declare the Race null and void.
11. Having carefully considered all the paperwork provided together with the frank and straightforward comments and observations made by those attending the inquiry remotely, the Court concludes:
- a) This Event was run subject to the rules and regulations of the National Competition Rules under Event permit numbers 135232 and 135227.

- b) Although the National Court may declare the Results of an Event null and void under the provisions of C.2.1.2 there is no authority for the Organisers of an Event to declare the Results of an Event null and void.
- c) By virtue of (b) above the Committee of the Ulster Kart Club were not entitled to and had no jurisdiction whatsoever to declare the Results of the Rotax Snr / 177 Final Race null and void.
- d) The Committee members conceded that the final Race had been:
  - I. Run with no restraints on time.
  - II. Run in accordance with the rules and that normal practice (of which all Competitors were fully aware) had been followed.
- e) The original Results signed and posted at 16.30.28 on 20th July 2024 should stand and be published as the Final Results.

- f) Because of noise restraints at Nutts Corner, there was no Tannoy system or use of a klaxon at the Event and communications were by board and word of mouth.
- g) It is clear that because of an inadequate process / system of proper communications, assumptions were made by some of those competing without foundation.
- h) The Club must seriously review their position on the issue of communications and should consider the use of additional information boards and a time clock.
- i) That there should be a contribution by the Ulster Kart Club to the costs of this Inquiry in the sum of £350.

**Guy Spollon, Chairman**

## Sitting on 10th September 2024

**Guy Spollon (Chairman), Peter Roberts, David Scott**

**Mr Jamie Champkin appeared on behalf of Motorsport UK**

### Case No. J2024-22

Motorsport UK versus Brent Guy. Licence Number 329956

This matter comes before the Court under the provisions of General Regulation C2.6.2 for consideration of further penalty. The essential facts in the case are:

1. On 28th July 2024 the Whilton Mill Kart Club staged an Interclub race meeting at the Whilton Mill Kart circuit.
2. Brent Guy was at this time a PG Licence Holder and the father of driver \*\*\*insert redacted block\*\*\*
3. Prior to October 2022 Brent Guy had been friends with a fellow PG Licence Holder, Kerry Le Patourel. The friendship between the 2 men soured when Brent Guy concluded that Kerry Le Patourel was and had been paying Brent Guy’s wife undue and unwelcome attention. There was a request made by Mr Guy that Kerry Le Patourel should leave his wife alone and keep his distance from his family. Unfortunately, these requests were, according to Mr Guy, not respected.

On the morning of Friday, 26th July 2024 Kerry Le Patourel approached Brent Guy in Mr Guy’s pit bay. Brent Guy asked Kerry Le Patourel to leave, calling him “two faced and a sleaze bag”. Kerry Le Patourel duly left the pit bay.

4. As the competitors and their teams were packing up and preparing to leave the Event on the Sunday evening, Brent Guy, who had previously retrieved his tyre bead breaker and tyre lever bar, approached the pit bay of Kerry Patourel with them still in his hand and told Mr Patourel to stay away from his family. Kerry Le Patourel alleges that he was without warning stuck on the chest by Brent Guy with the tyre lever bar, but in his statement Mr Patourel states “I didn’t realise that I had been hit but noticed afterwards”. Brent Guy denied striking this blow but conceded that there was a violent struggle with both men grappling for control of the bar, losing their balance and ending up on the ground. The two men were separated by others in the immediate vicinity.
5. Kerry Le Patourel sustained two wounds at the base of his left thumb together with a cut/abrasion to his chest. As the medical team had by this stage left the Circuit Kerry Le Patourel was advised to seek medical attention in the event of the wounds becoming infected. The photographs provided to the Court depict relatively minor rather than serious injuries.

6. Shortly after this incident, Brent Guy left the Circuit. Kerry Le Patourel reported this matter to the Stewards of the meeting but stated that he did not wish to pursue the matter with the Police. He also denied the alleged association with Brent Guy's wife.
7. The Stewards duly made appropriate enquiries in the absence of Brent Guy and convicted him in absentia for breaching National Competition Rule C1.1.9 (abusive language, behaviour or assault) and suspended his PG Licence for 30 days with a referral to Motorsport UK.
8. Brent Guy stated that approximately three weeks after the incident he contacted Kerry Le Patourel by telephone and apologised for causing his injuries. Both men have apparently agreed to stay away from each other and their respective families.
9. Brent Guy attended at Court supported by his friend, Trevor Bowler, a Motorsport UK licenced scrutineer present at the Event.
10. The Court had the advantage of Brent Guy appearing in person when he:
  - a) Accepted full responsibility for his actions and the injuries sustained by Mr Kerry Le Patourel and did not seek to minimise the serious nature of his actions.
  - b) Provided the Court with six detailed references, including Derek Warwick, Vice President of BRDC, which indicated that the incident at Whilton Mill was totally out of character.
  - c) Confirmed that he had contacted the complainant and apologised for his behaviour and its consequences.
11. The Court was concerned that Brent Guy had approached Kerry Le Patourel when in possession of a tyre lever bar. The Court is prepared to accept, however, that the injuries sustained by Kerry Le Patourel may have been sustained in the 'tug of war' over the tyre lever.
12. The Court notes that there no witnesses to this incident and the statements from both parties vary considerably as to the nature of the incident.
13. Mr Guy's PG licence was suspended from the date of the incident, 28 July 2024.
14. The Court orders that:
  - a) Brent Guy is suspended from holding a PG Licence for a period of 5 years commencing 10th September 2024.
  - b) This Suspension will be suspended on condition that he is of good behaviour.
  - c) Brent Guy pays a fine of £1,000 and additionally a contribution towards the costs of this hearing in the sum of £500.
  - d) Declares that the points on Brent Guy's licence should be annulled.

The Court emphasises the need for everyone involved in this sport always to show restraint and respect towards all others and always to avoid conflict.

**Guy Spollon, Chairman**

**Sitting on 10th September 2024**

**Guy Spollon (Chairman), Peter Roberts, David Scott**

**Mr Jamie Champkin appeared on behalf of Motorsport UK**

**Case No. J2024-23**

**DISCIPLINARY PANEL**

Motorsport UK versus Bart Harrison. Licence Number 301401

1. This matter comes before the Court because:
  - a) Competition Licence Holder Bart Harrison had accrued 12+ penalty points, namely 14, since 1st January 2024, and
  - b) Pursuant to NCR C.2.1.8 it is mandated that such a licence holder is automatically referred to the National Court's Disciplinary Panel for the consideration of further penalty.
2. The breaches of NCR giving rise to the allocation of penalty points are as follows:

Event	Date	Breach	Points
British F4 Snetterton (300)	26.05.24	Q.12.21.4	3
British F4 Snetterton (300)	26.05.24	C.1.1.9	6
British F4 Donington Park (GP)	24.08.24	C.1.1.6	2
British F4 Donington Park (GP)	24.08.24	Q.12.21.4	3

This Court has no jurisdiction to re-open the endorsed offences and / or associated penalties applied but is entitled to look at the nature and extent of the offending.

3. Bart Harrison has held a Competition licence since the age of 8-years-old when he started in karting. He was twice British Champion in the Junior and Senior x 30 categories with significant success in Europe.
4. 2024 is Bart Harrison's first season driving Cars.
5. The majority of points on his licence, namely 9, relate to one on-track incident and a subsequent Parc Fermé situation at Snetterton on 26th May 2024. Bart Harrison attempted an overtaking manoeuvre on another Competitor in very tricky wet track conditions and collided with the other vehicle causing both Cars to spin.

Shortly after the Race had finished Bart Harrison was approached by the other driver in Parc Fermé who was aggressive and told Mr Harrison to "learn to f..... drive". Bart Harrison wrongly pushed the other driver away, both drivers thereafter pushing the other before being separated by one of Bart Harrison's mechanics. Mr Harrison received 3 points on his licence for the on-

track incident and Disqualification from the Snetterton meeting due to his behaviour in Parc Fermé together with a further 6 points on his licence and a subsequent 14-day suspension. The 14-day suspension resulted in Bart Harrison missing the next Race meeting at Thruxton, and as a consequence a further three rounds of the British F4 Championship.

7. Bart Harrison appeared before the Court represented by Team Principal, Christopher Dittmann, who made the following points in mitigation:
  - a) Up until the Snetterton Race meeting in May 2024 Bart Harrison had never received any points on any Competition licence despite an extensive Competition career.
  - b) 2024 had inevitably been a transitional year for Bart Harrison. The British F4 Championship is the first step on the ladder in single-seater racing and is very much a learning formula where given the age and experience of the drivers involved occasional mistakes are not unusual.
  - c) There was no pattern of on-track incidents, and it was highly likely that Bart Harrison was becoming unwell during the Donington weekend as in the days immediately afterwards he complained of fatigue, severe headaches and a high temperature.
  - d) Of the three on-track incidents arguably none were particularly dangerous and certainly not intentional or in any way disrespectful of the Regulations or of the Officials.
  - e) All penalties and decisions had been accepted with Bart Harrison taking full responsibility for his actions.
8. The Court was provided with a very positive character reference from Louise Keith, BSc (Hons) Psych.
9. Bart Harrison personally addressed the Court, indicating very clearly that he had learnt from his experiences and now knew what was and was not acceptable.
10. The Court was also referred to the decision of this Court in the case of J2023/23 – Dion Gowda.



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11. The Court was:
  - a) Satisfied that Bart Harrison had learnt from these incidents.
  - b) Conscious that he had been Disqualified from all 3 Snetterton rounds and had missed all 3 of the Thruxton rounds due to his Suspension.
  - c) Impressed with the mitigation put forward on Bart Harrison's behalf.
  - d) Aware of the potential impact on Bart Harrison's career if he was unable to compete in the final rounds of the British B4 Championship or to test and to audition for a 2025 race seat in other categories both in the UK and Europe.

12. The Court decided in all the circumstances that:
  - a) Bart Harrison's licence should be suspended for 1 Event but that the Suspension should itself be suspended for 14 days on condition that no further points are accrued on his licence.
  - b) There is a contribution to the costs in this matter in the sum of £500.
  - c) The points already on Bart Harrison's licence are annulled.

**Guy Spollon, Chairman**

## Sitting on 26th September 2024

**Mark Heywood KC (Chair), Dennis Carter, David Scott**

**Mr Champkin appeared on behalf of Motorsport UK**

**Mr Saad appeared (remotely) for Mr Ferguson**

**Mr Ferguson appeared in person**

**Case No. J2024/17**

## DISCIPLINARY PROCEEDINGS – JOHN FERGUSON

### Judgment

1. Mr Ferguson is a competitor in the British GT Championship, racing with RAM Racing.
2. In the course of the Championship round at Snetterton Circuit on 14th July 2024, the race officials, Mr Daly, the Race Director and Clerk of the Course, together with Mr Vergers, the Championship's Driving Standards Observer, had cause to consider a potential on-track offence of overtaking under the yellow flag.
3. Such incidents often give rise to borderline cases which are properly dealt with within the discretion of the officials. This was such a case. These highly experienced and respected officials decided no penalty was appropriate.
4. It is open to any competitor aggrieved by such a decision to lodge a protest, against either the decision itself or the race results, and to pay the requisite fee at the time. In this case, no protest was lodged.
5. Mr Ferguson, however, went to the officials' room after the race and berated the officials. He accused Mr Daly of "nearly killing people" at an earlier round at Donington Park and accused him of not knowing what he was doing.

6. This outburst followed on another verbally abusive complaint made by others associated with RAM Racing.
7. Mr Ferguson's manner was agitated, loud and forceful. Mr Daly responded, quite properly, that Mr Ferguson's behaviour would be reported. Mr Ferguson responded with a grossly offensive remark about where Mr Daly could stick the Championship and then walked off.
8. Mr Daly found this behaviour amounted to a breach of General Regulations C1.1.9. (abusive language or behaviour) and disqualified both racing cars entered by RAM Racing from the race results. The incident was also reported to the Stewards of the Meeting at the circuit, who indicated in due course that on the facts presented to them, they would have been minded to impose a 30-day suspension of the competitor's and entrant's licences. In fact, nobody could be found in the paddock to take the matter further on the day. We accept that this was not a deliberate attempt to evade the consequences. It was by then early evening and people were leaving the circuit.

9. The matter did not end there. Later that evening, the disqualification of the two cars was of obvious interest to those following this high-profile Championship on social media. Mr Ferguson could have thought better of his behaviour; however, he posted a comment accusing Mr Daly again of incompetence and of making rules up as he went along. Worse still, he suggested that "everyone" felt the same way.
10. Motorsport UK summoned Mr Ferguson to answer alleged breaches of the following General Regulations:
  - a) C.1.1.4 (acts prejudicial to the interest of the ASN and/or motor sport generally.)
  - b) C.1.1.9 (abusive language or behaviour.)
  - c) A.2.2.1.3 (conduct generally, other than at a permitted event, where such conduct may be considered to be a breach of the General Regulations and/or may have brought motorsport generally... into disrepute.)
  - d) A.10.2 (abuse or aggression towards officials.)
11. Before us, Mr Ferguson accepts the breaches and offers his apologies to all concerned. It is urged upon us that this behaviour was out of Mr Ferguson's character. Referees speak highly of Mr Ferguson and his positive contributions to the sport. It makes Mr Ferguson's behaviour even more disappointing, but we give him credit for now admitting his fault and offering the apology. However, we cannot view this as other than a very serious incident, and while comparatively short

lived at the circuit, it was extended into the evening by the social media posting. Overall, we consider that the appropriate penalty is to suspend Mr Ferguson's competition licence.

12. The suspension will be for a period of three months and will take effect as follows. Mr Ferguson's competition licence is suspended for six weeks from today's date. The operation of the remaining six weeks of the suspension will itself be suspended for 12 months from today's date. That order is made concurrently in respect of each breach.
13. We have no power to order Mr Ferguson to express the apologies offered here to Mr Daly and to Mr Vergers personally, but we make it clear that if he is sincere, it is the very least he could do.
14. Turning to costs, this case has required a special sitting of the National Court to be convened, and significant travel costs have been incurred for Mr Vergers, who in the event did not have to attend. Those travel costs amount to £1467.00. Mr Champkin tells us that the general costs in the case can be estimated at £5000.00. We do not order that full sum, but order Mr Ferguson to contribute £4,000 towards those general costs, in addition to the £1,467, making a total of £5,467.00, payable within seven days.

**Mark Heywood KC**  
**26th September 2024**



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The sport ranges from casual gaming, where people play F1, Gran Turismo or games for fun in their free time, right up to the professional level, with paid drivers and dedicated engineers. The mid-level – equivalent to Club motorsport – is now hugely popular and this is *Revolution's* guide to getting involved.

## What kit do you need?

A gaming platform – usually a game console, PC or tablet, will be needed to play on, a download of the game you want to use and, if you want more immersion, a steering wheel and pedals is the minimum. A lot of people also use gloves and boots too – gloves for grip to handle the force feedback on the steering wheel and boots to cope with the 120kg force on some of the metal pedal boxes. If you have less powerful kit, slippers or socks will do the job. A helmet is not required!

At the entry level, basic equipment can take you a very long way because it's all about what you're used to, learning how to drive with it, and learning the right techniques. Some people buy a full gaming rig to try to find the last few tenths of a second from the equipment, but getting a full rig does not automatically guarantee you will be suddenly very quick.

Generally, events are only physically attended in high level F1 sim racing Championships or the FIA Motorsport Games. At the middle level, people much prefer to be racing at home with their own equipment.



The British F4 Championship is the top level of Motorsport UK's championships and features professional teams and drivers racing alongside top amateur racers

## Five Top Tips

1. Don't obsess over equipment
2. Practice racing other cars not just fast laps
3. Accept incidents are going to happen
4. Join communities to find likeminded people
5. Try out different cars, tracks and disciplines

With thanks to Paul Crawford, Head of Esports, Motorsport UK



Rallying, GT racing and Endurance championships are all available to Esports competitors

**What does it cost?**

After buying the base console or PC, a new set of steering wheel and pedals will cost around £180 for a bundle, but they can be picked up for £50-100 on the second-hand market. Once you step up to full rigs, you could easily spend £1,000 on a steering wheel base and £2,000 on a steering wheel rim – but that is not necessary at mid-level.

Organised leagues run by communities of volunteers often charge £10-30 to enter a race, to cover the costs of their time and broadcasting. Motorsport UK esports has an annual membership fee of £24.99, which gives access to any event or championship run by Motorsport UK across all the different game platforms, so the more you take part in the better value it is.

**Different disciplines**

Circuit racing is the number one discipline and includes F1 games, F1 content on iRacing (a popular gaming platform) and lots of other open-wheel, sportscar and GT games. Rallying is also very popular, with the official World Rally Championship (WRC) game and Richard Burns Rally, even though that software title came out decades ago. Rallycross, Hillclimbs and even an official Paris Dakar challenge are options for esports enthusiasts to have a go at, and the great thing is, you can compete in one discipline, or lots of different ones, on the same equipment.

**What formats are there?**

It depends on the discipline. Lots of events simply mirror the events you see in other motorsport – Rally stages, circuit races, single lap challenges, endurance, sprints – but some use the technology to create events which would be impossible outside the simulator or gaming rig – such as multi-classes or Infinity, which has 24 one-hour races in 24 hours, with five different circuits and five different cars.

**Are there prizes?**

First past the flag or the fastest lap in single lap challenge will usually win some form of prize. Motorsport UK esports' events and Championships often offer either driving experiences or sim racing equipment as prizes.

**How many people take part?**

Grids are typically between 20 and 60 people, selected either on a first-come-first-served basis or through a qualification session. Some communities have several hundred entrants and split them up into different skill levels.

**Is the competition fierce?**

Just like any other sport, it really depends on how much time people you are prepared to put into it. The more practice you have, the more competitive you will be. There are rankings and classes that can be used to help identify a suitable level or event to begin with, and some events are advertised as 'Rookie only'

The British F4 Championship, which is Motorsport UK esports' top-level event, has professional teams including five from F1, with the winner going to the Night of Champions to receive the trophy alongside top drivers from other British Championships.



James Baldwin won an esports gold medal for Team UK at the 2022 FIA Motorsport Games

SRO / Kevin Peckis



A home-based gaming rig with wheel, pedals and gearshift can really enhance the experience. VR headsets are also a popular choice for total immersion



Oliver Kibbleshire / Myles Eynon

**What makes a good esports driver?**

The same skills that any good driver – clean racing lines, learning braking points, understanding telemetry and brake traces, carrying speed through the corners and getting the right gear usage – all these will help you get to the front and rise through the rankings.

Put simply, you need to know how to drive around the track on the racing line. You don't have to be fast. It is far more about consistency and knowing how to drive on track with other cars and the etiquette and rules of racing.

**How can you learn the basics?**

Competitions at this level, where esports is a hobby or potential career, are trying to replicate driving a real car, so all the 'assistance tools' are generally switched off. This is very different to casual gaming, where the game is often on the 'easy' setting, assists are turned on and you can have an onscreen racing line guide. If you want to race, you will need to take that step up. Whichever game you choose, you can start by racing offline, do some practice laps on your own with other computer-controlled (AI) cars, then move to practice driving with other cars on the track, because racing is very different to just driving the perfect line every lap.

**Making progress**

Most games have full telemetry, so you can compare your laps to other drivers. There are also coaching platforms where you can compare videos and data from laps done by professional drivers with your own to work out areas you need to improve on. With esports practicing as much as you can will help.

**Choosing an online racing series**

There are often a free or cheap trial for different software titles or platforms, so try out a few and decide which one you prefer, then seek out an online community that offers competitions on these titles.

There are lots of different communities running their events on different platforms. Motorsport UK esports runs many of different events, while iRacing has a big following, although it can be more expensive compared to others. The SRO GT World Challenge, F1, and Gran Turismo are all popular too.

The competitive esports industry runs on Discord, which an instant messaging and social platform with online forums. Motorsport UK's Discord Server currently has 1,200 people who are interested in, or take part in, competitions and use it for notifications of events. During racing, people use Discord's voice channels to chat with other competitors, and some levels professional teams will have engineers and strategists in the chat communicating with drivers about gaps, when to pit, what tyres they need, and so on.

It has been proven that people who are quick on simulators will be quick on a real racetrack, so it has become a possible route to a racing career.

You can make a living out of online racing, but like any sport it takes a lot of work, sacrifice and practice to get noticed by a pro team or sponsor who would then fund your entry to higher profile events and championships. Getting to the top is all about commitment, dedication and motivation.

**Find out more**  
When you purchase a Motorsport UK esports membership at £24.99 you get a year's subscription to iRacing (usually worth \$100) for free. More details available [HERE](#)

# Rookie off-roaders

A Tyro event opens the door to a whole new world of off-road adventure but what is it and how do you do one? **Will Gray** spoke to a Cross Country expert and three rookie newcomers to find out.

“If you can drive the car, you can drive the course,” says Andy Tong, the Club Secretary at Buchan Off Road Drivers Club in Scotland, when asked what it takes to try out a Tyro. These entry-point events are open to almost anyone, and with slow speeds and courses designed to be non-damaging, they are the perfect way to get a taste of Cross Country motorsport.

Taking one on, Tong says, requires just a few basic skills: spatial awareness, to be able to manoeuvre around canes; an ability to read the ground and spot how to steer off the obvious route and avoid the bumps; and patience, because with no speed involved, you can go as slow as you like.

“The most challenging thing for beginners is understanding the steepness, the angles and the capabilities of the vehicles,” says Tong. “Learning how to judge the pace of driving correctly is also vital – because if you go too fast you won’t be able to turn tightly enough to get around the canes, but if you go too slowly, you won’t get up the grassy banks.

“For those driving a manual clutch control is another difficult one, because often people who are used to driving a road car think that when you put your foot on the clutch, the car stops. Whereas if you’re pointing down a steep hill, it continues to move and starts going faster, as you have no engine braking. My partner did that once in my Land Rover when she was a beginner, and it scared the life out of us!”

That is why most people start Cross Country with a Tyro – to learn those mistakes before the course gets more difficult. Those with previous motorsport experience can go straight into a Trial, or even a Comp Safari if they feel brave enough, but for those who are just looking for a bit of fun, or to test out a new form of motorsport, there really is nothing better than a Tyro.

“When people are first timers, we see them improving so much throughout the day on a Tyro,” adds Tong. “You can very quickly get a feel for how people drive and once you watch them you can see where they can improve. It comes very fast to start with and by their eighth course they will be much, much better than they were on the first.

“Some people want to figure it out themselves, others want their hand held, so after their first run we usually have a chat and give some guidance. In competitions, you’re not allowed to sit with somebody else, but on a Tyro, we encourage people to do that so they can learn, or we can even just walk alongside and guide them, because it’s run at a slow pace.”

The fact that pretty much anyone can compete if they have a road-going 4x4 makes it a perfect fit for StreetCar, and Motorsport UK’s Benny Smith explains: “This is accessible, affordable grassroots motorsport so it is perfect for encouraging newcomers to use their everyday road cars to compete.

“With no special equipment or training needed, a Tyro is ideal for off-road lovers who want to try an entry level form of grassroots motorsport and there are a number of Cross Country Clubs across the UK that provide the perfect starting point for people to get involved in one.

“Aylesbury Land Rover Fanatics, for example, are a new StreetCar Club who displayed just how exciting off-road motorsport can be when they attended the recent StreetCar Festival. Their ethos revolves around a family friendly community and hosting exciting off-road events to encourage newcomers to experience the sport they love.”

Tong says Tyros often appeal to people who have just bought a four-wheel-drive (4WD) vehicle and want to do something that stretches it a bit more. They also draw in people who want to switch over from other motorsport disciplines; teenagers want to try out some motorsport; and, of course, children who have grown up in the sport with their parents.

To find out more, *Revolution* spoke to three different Cross Country newcomers, each of whom had a different reason to get into the sport.



Andy Tong ‘flexing’ his Land Rover on some rough roads

## The Father and Son Malcolm and Lachlan Milne

Malcolm Milne has been competing in Sprints and Hillclimbs since the mid-80s and even met his wife through the sport, so naturally, he expected their son Lachlan to follow suit once he was old enough. When the time came, they gave him the option of doing so – but the response that came back was not quite the one they had expected.

“He had a think about it and said, ‘actually, no,’” Milne recalls. “He explained that if he had a junior sprint car, which is just a standard car, he would get to drive it maybe once a month during the summer, and that’s about it. Instead, because we have 15 acres of land, if he did off-roading, he would be able to drive the car and polish his skills pretty much every day.

“Lachlan has grown up around track-based motorsport – his grandfather has single-seaters, and I met his mum while she was doing sprints with her dad in a Formula Ford – but this made a lot of sense. I thought that was a quite a mature attitude, but before he got into it, I wanted to test it out for myself.”

And so, inspired by his son, Milne switched codes, and, helped by Andy Tong, who is a long-term friend, he took on his first Tyro. “I just went along in a completely standard Suzuki Jimny and I was absolutely stunned by how capable it was,” he recalls. “But for me, as a driver, there was a completely different set of skills required.

>>>>



“Everything I’ve done in the past has been speed-based, except for, except for navigational Rallying, so it was a completely different concept. In some courses it’s an advantage to go first if the ground is going to cut up, while in a particularly difficult section, it is good to watch other people doing it first, so the running order changes through the day.

“You’re not always at the front and you’re not always at the back, but whenever you are out on the section it is just a question of picking your line. You can get stuck from time to time, so you need to learn how to approach obstacles or ruts and how to place the vehicle. I loved it – and I ended up doing half a dozen events before Lachlan got involved!”

He was not only impressed by the experience, but also by the low cost, adding: “Hill climbing tyres, for example, cost hundreds of pounds and a set lasts half a season; off-road tyres cost a lot less and can last years. Entry fees are significantly lower too, and you don’t have the expense of safety gear or a helmet, which is important because kids grow out of them quickly!”

Milne took his son along to several Tyro events, sometimes giving him the spotter’s job as a passenger, and when he reached the age of 13, the pair swapped seats for a treasure hunt, in which competitors drive around on off-road terrain to find several punch machines, tied to a tree or obstacle, which they then use to mark a piece of card.

“Lachlan has been driving off and on since he could reach the pedals, so the bar was quite high with him already,” admits Milne. “We had quad bikes, he’s a dab hand on a

skid-steer digger and on our tractor. He had also driven the Jimny around a bit at home and although the land’s not challenging, it was good for him to get a feel for it.

“When we got to the start, he was excited and keen, not nervous, and he was on it all day long. His knowledge of what the car could do grew quickly and doing the treasure hunt was great, because although he didn’t have time to watch other folk from outside to see how they got it right or wrong, he got so much more seat time than on a normal trial.

“Sitting with him all day was genuinely a pleasure. Sometimes, when you have kids, you get taken aback at some point when they’re younger and they do something you didn’t teach them how to do. You just think ‘how do they know how to do that?’ and this was an entire day of that!”

Milne recommends anyone who wants their child to give it a try to seek out a local event and take a look. Having the right vehicle is also a must, and to do that Milne recommends checking in with a local Club to ask for advice on what you should get. This, he says, can also sometimes provide a line onto a cheap vehicle to start off with, as they often change hands within a Club for much less than you might expect.

There is no looking back for this father and son pairing. Having not even considered off-roading just a few years ago, they are both hooked. Milne has bought another far more capable Jimny, and the pair have continued to take part in Tyros this year, meeting lots of new people through the Club and posting some good results – with plenty more to come.

“We like the treasure hunts specifically because of the extra seat time, and even when he’s not getting to drive, he’s sitting there getting totally involved and learning,” continues Milne. “He’s quite a people person too, and he has got on really well with lots of members of the Club, even though everyone’s older than him.

“Once he’s old enough and he gets a driver’s license, he can do bigger trials too. I’ve never done one myself but we would both be keen to do some of those. I’d imagine he would want to progress to Hill Rallies in future – although not in a Jimny, because it would probably fall over! – but at the moment, the Tyros are great and everyone takes him on as an equal.

“There’s definitely a bit of very friendly rivalry going on there too. At the first Tyro trial we did this year, for example, we met a new couple, also in a Jimny, and at the end I asked the guy how he’d enjoyed it. He said to me ‘absolutely loved it’ then, through slightly gritted teeth, added: ‘maybe I can beat your 13-year-old next time...!’

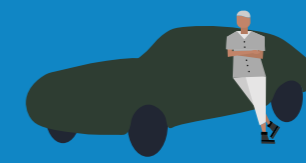
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Malcolm and Lachlan Milne have both caught the Tyro bug...



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All the Hall family have enjoyed the Tyro experience

## The Family Man

### Kieran Hall

When Kieran Hall and his wife bought a Land Rover Defender during lockdown, they were keen to head off-road with their young daughter and explore the countryside. However, in their native Scotland, off-road byways are not open to the public in the way they are elsewhere in the UK, so there were limited options.

Fortunately, once the pandemic was over, they visited a local car show and discovered that a Tyro would be the perfect solution. Not only would it give them a way of putting their vehicle to the test, but as it is designed to be a more slow and gentle form of the sport, it would also allow them to take their then three-year-old with them for the ride.

Tyro regulations are designed to make it open for all – and that means that even infants are allowed in the car, as long as they are firmly strapped in a car seat as they would be on the road. “The first one we did with her, she was really interested,” recalls Hall. “At that age, you’re just learning what the world’s all about, so it was a great life experience.

“We built it up as ‘this is a challenge we’re going to do; we’ve got to drive through those gates over there and let’s see if we can do it’ and I think she really appreciated it all. She’s five now and sometimes she is not so keen if it gets a bit

bumpier, but because it is a Tyro, we are never in a situation where it gets too physical.”

Hall did an off-road course with his dad 20 years ago, where he was taught the basics by Ronnie Dale, of Camel Trophy fame. However, with no idea what a Tyro might be like, he sensibly headed to his first start line alone, leaving the family at home while he explored how he could handle the terrain.

Beforehand, he and his wife watched a few videos on YouTube – which would sound like a great idea for any beginners thinking about giving it a go. However, Hall is quick to put a heavy caveat on that presumption – because after watching videos of cars driving around on grassy fields with flags, the Tyro he took on was rather different.

Hall explains. “The one I started with was a lot more challenging and it was a real learning curve. At the start, I was put at the back of the queue, so I could see what was going to go on and that really helped me to build my confidence before I got out there. I was surprised what the vehicle could do.

“The Sections were similar, with one or two much tougher ones, but the organisers gave you the option to say, ‘no, I don’t want to do that, that’s too tough for me.’

“It turned out that the first one was on a particularly challenging site, but I really enjoyed it, and once I knew

the next one was easier, I felt more confident, I wanted the family to come with me. It was a nice welcoming community, and I just thought it would be a good way to spend a day out together..

“My wife was keen to understand it as a new experience too, although she was nervous, that is fair to say. But there is a magical trust you have to put in the people that have organised the event and you just have to be confident that they know what they’re doing and that you’re not going to get into trouble.”

Hall and his wife are both office workers in Aberdeen, so joining the Club and going out on Tyros has not only given them the chance to connect with the local countryside, but also to meet and make friends with people who live and work there. It has also proven to be a real character builder for their young daughter.

Parents are often encouraged to take children to places where they can have sensory experiences and while this one can sometimes be a bit of a bumpy one, it has made its mark. “It all comes under the category of life experience,” explains Hall. “She can see it’s okay to fail, not get through a gate, then to try harder or try a different way.

“She is now an active spotter in the back and we also do treasure hunts, so she’s getting more and more involved and can be a real help on those and it is a lot of fun for us all. She’s also out there meeting new people, so it’s good for her social skills – and recently, when we helped out at a trial, she helped out too.”

Hall is enjoying the sport so much he is now a Club committee member, and he feels the events are becoming even more family friendly, adding: “I am sure that seeing our daughter in the car with us has inspired other people in the Club do so too, because they started to turn up at other Tyros with kids as well.

“We are definitely intending to continue doing Cross Country, but it has also widened our motorsport net further, because my daughter has just had her first try-out on a Bambino kart. That is another discipline to investigate now – and she might not have had the enthusiasm or interest to do that if she hadn’t been involved in this.”



Treasure hunt scoring cards



Chloe’s family helped her find her love for Cross Country, and now she has progressed to Comp Safari events

## The Lifer

### Chloe Bayliss

Chloe Bayliss was just three days old when she went to her first Cross Country Event. Literally born into the sport, she grew up spending her weekends in fields or forests in the middle of nowhere. As she got older, come rain or shine, she was there helping her dad, long-time off-road competitor Phill Bayliss, to compete and win at the highest levels of UK competition.

She learned to drive at an early age, getting behind the wheel of her grandad’s Land Rover Discovery 2 on some family land as soon as she could touch the pedals. Even with all this heavy involvement, influence and encouragement, it is never a given that a growing teenager will continue on the path laid out in front of them.

“There was never a question, because I just loved it,” she counters. “I found the whole thing really exciting, sitting in a field hearing loud V8s going round, and as soon as I had learned how to drive around the yard, it was just a waiting game. When I reached the age that I could start to do it myself, it was during Covid, so I had to wait even longer!”

Bayliss spent the pandemic years searching and searching for events she could enter until, eventually, when the world reopened for business, her opportunity came. The Lincolnshire Land Rover Club, of which her dad was a member, put on a Tyro in Stainby and, at the age of 16, she was finally at the start line for her first event. So, how did it go?



## What is a Tyro? and how to get started?

Andy Tong, the Club Secretary at Buchan Off Road Drivers Club in Scotland, has been competing in off-road events for decades. This is his guide to Tyros.

### What is a Tyro?

It is the entry level class for Cross Country motorsport. The courses are designed to be non-damaging, so you can do them in a standard road-going 4x4.

### What is the format?

It is similar to a road-going vehicle trial or a Cross Country trial, in that you do several sections and on each one you pass through several gates. Tyros are designed for the beginner level, so they have challenging terrain designed to stretch the vehicles that are entered, but in a non-damaging way. We don't take people through bushes and over rock fields, but we do include potholes, grassy banks, possibly some mud, so you get dirty.

### How long is the event?

Each car does each section once and we aim to do eight sections during the day – sometimes we get more, sometimes we struggle to do eight. We typically start at 10am and aim to be finished by 3pm.

### Who can compete?

Anyone who can drive a car – and that doesn't mean you need a driving license either. Children aged 13 and older can get behind the wheel, and it is also popular with people from other forms of motorsport who want to try something different. It is great for families too, because you are actually allowed to strap infants in the back and go around the course, as long as they're in the proper child seats. So, it can become a family day out – and we have some people that come simply because they can take their family with them. I have done lots of different higher level off-road events, but even I sometimes enter a Tyro because they're a fun day out. If my partner wants to drive, I will drive as well. For me, they're not stressful, I just go and have a laugh.

### What car do you need?

Tyro is targeted at road-going four-wheel-drive (4WD) vehicles that people already have, but if you don't have one and want to buy something, a popular choice is a Suzuki Jimny – although they're not the cheapest because as soon as a half-decent one comes on the market, there's about 20 people chasing it! We've also had people come out in Honda CRVs and some of the smaller similar 4WD vehicles and actually make a decent fist of it, but Jimneys or the original Suzuki Vitaras, which are closely related, are the most popular.

### How much does it cost?

Nothing if you've already got a road-going 4x4! Motorsport UK RS Clubman Licences are free so it's only the fuel cost, and often small entry fee!

It is a couple of thousand pounds for an MOT-ready Jimny. There's lots of the original ones which can be very rusty now. The new ones are quite a lot more money than that, but if you find a late, early Jimny, if that makes sense, that's a good way to go because they are a surprisingly capable little truck, they really are mini-Land Rover Defenders.

### All Motorsport can be dangerous, however...

There is very minimal risk of hurting yourself. As organisers, we do not put vehicles in the position where they're anywhere close to the limit. So, as long as people are in the vehicle with seatbelts on, they should be fine.

### How do you win?

Again, it is the same as when you're doing a trial. You get points for hitting a cane, reversing or missing a gate and the lowest points score wins. We typically do eight gates, so if you pass five of them, you get points for the three you missed. We give three attempts at a gate. If you hit a cane, we score it that you get two points, and if you must reverse and have another go at something, you get a point.

### What are the levels beyond a Tyro?

The next step up in competition is an RTV (Road Taxed Vehicle) Trial. These are based on the same format as a Tyro and involve different types of vehicles grouped together in classes. A CCVT (Cross Country Vehicle Trial) is more extreme, with more challenging terrain and vehicles that are typically not taxed and require mandatory safety equipment. Finally, a Comp Safari (Competitive Safari) is the equivalent of a multi-use (or single venue) stage rally, with a course of several miles and competitors challenged to complete a set number of laps within a certain time frame.



"I stalled it," she recalls. "Literally, on the start line of my very first section, I stalled it and burst into tears! Sitting behind the wheel for the first time had made me really nervous and my first thought was 'I don't want to do this anymore.' I was crying my eyes out, but my dad just came over and said 'you're a Bayliss, just go and do it' and that was that."

Fortunately, having had some outings as a passenger with her dad prior to her first event, and plenty of advice from her mum too, she did have some idea of what was ahead of her. So, she re-started the family's Land Rover Freelander 2, set off and rattled through the first section – an easy open-field test – and she immediately felt at home.

"Once I started moving, all those nerves just went and I knew I just had to focus on what I needed to do – which was trying to beat one of my mates," she smiles. "Each section got more challenging, with different skills, until the last one, which went up a hill with mud, puddles, and more difficult angles. When I got to the finish, I was just over the moon!"

"It was great because each section gave you something to learn and it all came together at the end – and because it was the first time anyone had done it for a long time, they let us practice again after the event. I did a few more runs on the section I'd struggled on with a licensed person alongside me and that helped me improve very quickly."

The biggest challenge of the day, she recalls, was the one that reared its head right at the start: clutch control. Many beginners – and even experienced drivers – will chose an car with an automatic gearbox to avoid this, but this was not an option for Bayliss, who explains: "I've never done a Tyro in an auto because my dad won't let me. Because it's easier! I had to learn the hard way."



From a young age, Chloe has been surrounded by off road motorsport, so Tyro was a natural step to take

The time she spent working on the spanners for her dad before getting behind the wheel have now led to an apprenticeship with Jaguar Land Rover, while out in the fields and forests trails she has already moved up to the next level, taking part in competitive Trials and Comp Safaris. Her sisters are also following in her footsteps, helping her along the way. Her aim is now is to hit the big courses and to compete against her dad in the British Cross Country Championship (BXCC).

"The bigger events are just a lot faster," she says. "It is the same principles, but you just have to think more quickly. I remember on my first Tyro, my mum said to me 'don't worry about other people, it's your competition' and that is now always in my head, whatever category I am in. Now, I just want to keep getting faster and get more like my dad. But better!"



To find out more and begin your own Tyro adventure, check out the StreetCar website [HERE](#)

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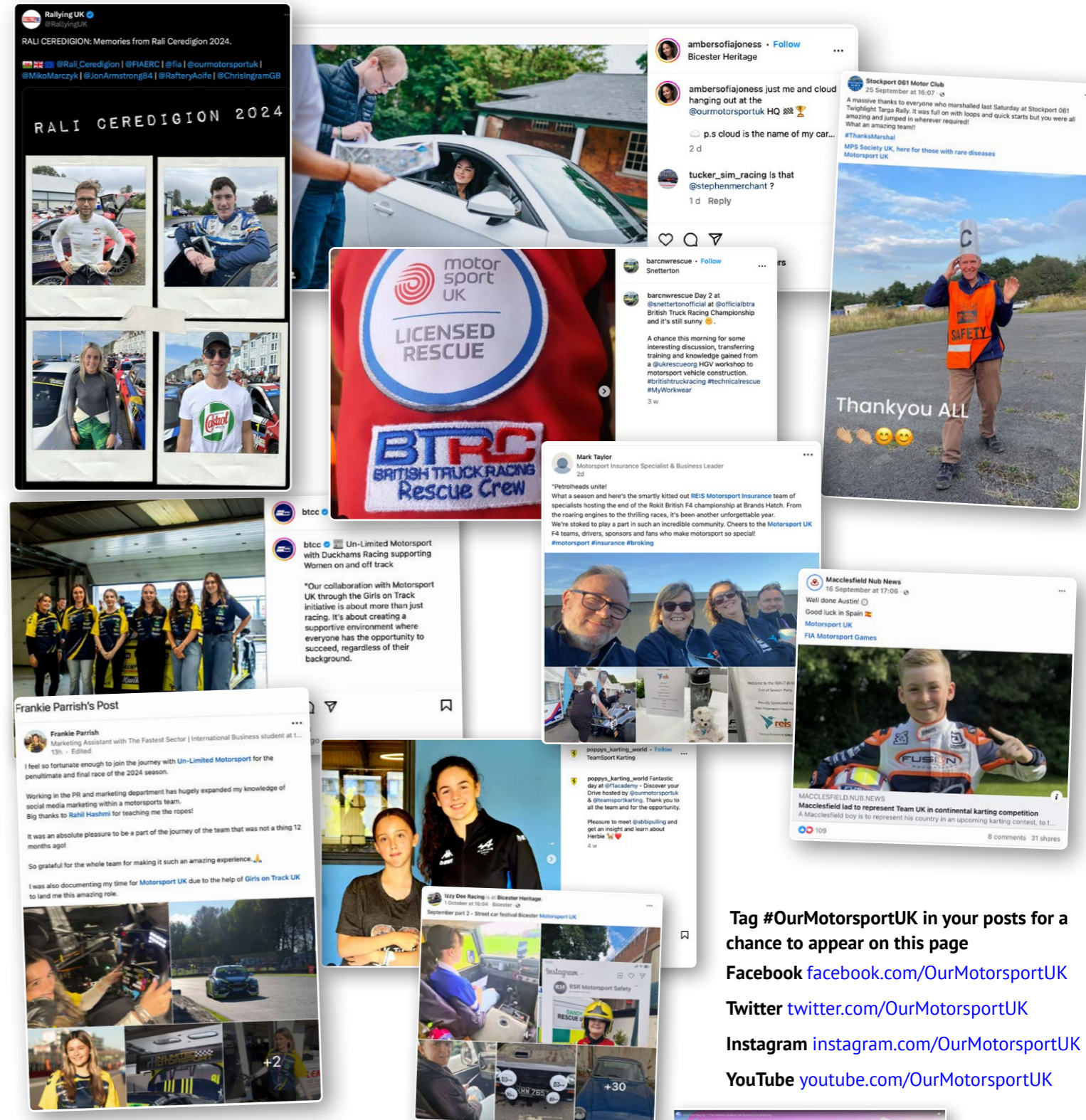


Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

# MOTORSPORT UK CONNECTED

## Highlights from the past month on social news feeds

Many clubs, events and competitors tag @OurMotorsportUK each month. We love to see what you are up to – here are some of the latest posts



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# The Grizedale Stages Rally

This rally is organised by Furness District Motor Club and supported by holiday cottage letting company Coppermines Lakes Cottages, and has leading UK competitors take on 43 miles of Rallying on the legendary forest stages of Cumbria, which have been used in both local and World Rally Championship events. Traditionally the last forest rally of the calendar year, it draws in a lot of competitors and spectators, simply because it's Grizedale...

**Event:** The Coppermines Lakes Cottages Grizedale Stages

**Location:** Grizedale Forest, near Hawkshead, Cumbria.

**Website:** [www.grizedalestages.co.uk](http://www.grizedalestages.co.uk)

## History

Grizedale Forest is synonymous with World Rally Championship rallying, forming classic stages in the 1980s and '90s on the Lombard RAC Rally with the best drivers in the world vying to set the quickest times. The Grizedale Stages Rally itself was started in 1988 by Chris and Myra Huddleston, utilising the cheaper 'second usage' after the RAC Rally had been through the stages. Current chair of the organising team Graham Parker took over ten years later, and the event has run every year except for 2010, when it was cancelled due to snow, 2020 due to the global pandemic, and

in 2021, when Storm Arwen rearranged the forest overnight. Last year's event was abandoned due to 18 inches of snow that fell in four hours, but with over half the stage mileage completed the team still managed to declare a result. Previous winners include Matthew Wilson, Guy Wilks, David Bogie and Mark Higgins, while legendary cars that have competed on these forest roads include Group B cars like the Audi Quattro, Peugeot 205, and Metro 6R4s, and more modern WRC Hyundais, Fords and Subarus.

>>>>>



### Fascinating fact

In October 2020, the Grizedale North stage was the setting for the BBC's Top Gear 'Dads Cars' episode, in which Paddy McGuinness, Freddie Flintoff and Chris Harris rallied three MkII Escorts, and Stig's Dad – complete with flared race suit and tank top, was in a Group B Metro 6R4. The Grizedale Rally event team ran the sporting side of the production, with a full complement of marshals, radio crews and a Rally Stage set up with a lot more signage than normal.

Produced with the kind assistance of the event Chief Marshal, Dave Brodie.

Dave Brodie



A proper winter rally where snow is a likely occurrence



**The Stages**

This one-day event is one of the most compact multivenue stage rallies in the UK, with 43 stage miles and only 29 road miles. The first car starts Stage 1 at 09:48hrs and the last car should finish the last stage at around 15:08hrs.

For 2024 will revert to the classic one-day format, using both sides of Grizedale on the same day for the first time, with three Stages all running twice. All Stages will have spectator areas, with nearby car parking offering fantastic viewing.

This year's event is a round of the ANECC, Motorsport UK English Rally Championship and ANCC Championship, creating a field of cars ranging from 1-litre Micras to top spec R5 and WRC cars. Past events have seen historic Ford Escorts, Mitsubishi Evos, Subaru Legacy and Impreza's, and even a rally-spec Lada that finished seventh overall.

**Spectator Information**

There are several car parks around the forest, for which spectators are charged £10 per car, with monies raised going to support the local Mountain Rescue teams. This covers a car with as many people as can legally fit in it and includes parking close to the spectator areas, entry to those areas, plus an event programme.

Notices at all entrances to the forest make it clear that motorsport CAN be dangerous, although the organisers do everything in their power to mitigate this. Spectator areas are selected for not only the viewing but their location with regard to the direction and speed of travel of the cars – you will never find one directly at the end of a long straight level with the stage, for example. Spectator areas are marked by yellow and black tape and spectators are asked to keep to these areas and refrain from wandering into the forest, no matter how tempting it may be. There is a dedicated team of Safety Cars on the event that run before the Rally cars to ensure everyone is safety. Nobody is allowed to walk on the stages after the first Safety Car has gone past and all Spectators and Media are asked to be in position 30 minutes before First Car Due time. and tThe final Safety Car, the '0' (zero) car, will go through 10 minutes before the first Rally car, to let everyone know the action is about to start.

In the Chief Marshal's opinion, the 'Best Stage' accolade goes to Grizedale North as it has everything – tight and twisty, straight and fast, and the views over Coniston Water at the end of the stage are magical.

For the best single corner, check out Moor Top 2, which is an uphill hairpin in front of the spectator area with a



Malcolm Almond

fast approach. To watch from there, use Car Park B, High Barn. There are also corners in the forest named McRaes, Kankkunens and Mikkolas, – after the memorable 'offs' that have befallen the drivers on them.

Scissors Spectator area offers the best overall viewpoint, where spectators get to see the cars on two stages – Grizedale South and Grizedale North, from the same location. It is a bit of a long, steep climb to get there, but it is well worth it. Use Car Park C, Machells Coppice.

For keen photographers, the bottom of Moor Top 1 Spectator area offers a view of the cars coming towards you with the Duddon Estuary in the background (on a clear day!). To get here, use Car Park B, High Barn.

The best place to try to see or even meet with the competitors is the Regroup or the Finish, in Bluebird Car Park, Coniston. The Service Park is not open to the public, as it is on private land.

For some good food after the rally, try The Sun Inn in Coniston. It has great food, a huge selection behind the bar,

log fires and a wonderful landlady. For families with children, the Herdwick's Café is also a great option.

In Lake District, there is plenty to do aside from watching the Rallying. For the adventurous, there are Go Ape sites at Brockhole Visitor Centre near Ambleside and in Grizedale itself, although the latter may be restricted on Rally Day. There is also the Lakes Aquarium at Lakeside and this can be tied in with a cruise on Lake Windermere, while Tinsel Trains is at Haverthwaite Steam Railway on Sunday 8th December. There's also the Lakeland Motor Museum at Backbarrow, and Stagecoach operate Open Top buses between Bowness and Grasmere year-round. A little further away is the South Lakes Wild Animal Park at Dalton-in-Furness. A pair of walking boots will give you access to endless walks among hills, valleys, lakes and waterfalls, with a 'Miles Without Stiles' network of footpaths is available for wheelchairs and pushchairs.

■ **Where to stay**

Kendal and Ulverston are within 40 minutes of the event and Windermere, Ambleside, Grasmere, Coniston and Hawkshead are all within 20 minutes from the stages.

■ **How to get there**

From the south, come off the M6 at Junction 36 and follow the A590 to Haverthwaite. Pick up the signs from there for Grizedale Visitor Centre and the car parks are nearby.

From the north, come off the M6 at Junction 40. Head towards Keswick on the A66 then take the A591 to Ambleside. Follow the signs to Hawkshead and the car parks are behind the village, either on the road to Coniston, or the road to Grizedale Visitor Centre.



Photos: Graham Parker



Grizedale Forest has featured Group B, Group A and WRC cars over many years of rallying

## Great Western Sprint

12th October, Castle Combe, Wiltshire

With the key championship positions sorted, the Great Western Sprint meeting at the fastest circuit on the calendar will be a more relaxed affair with records to be chased and final points to be honed. A full entry for the meeting, organised by Bristol Motor Club, will make it an interesting weekend for spectators and drivers bringing the 2024 season to a close.

<https://my.bristolmc.org.uk>



Jake Osborne Photography

## British Cross Country Championship

12th-13th October, Walters Arena, Neath, South Wales

With all to play for in the title race the British Cross Country Championship heads to Walters Arena for the final weekend, where back-to-back rounds will decide who will be crowned champion. Results in Round 4, and dropped scores to be accounted for, mean that several crews are battling it out for the 2024 title.

<https://crosscountryuk.org>



Songasport

## Snowman Rally

19th October, Muir of Ord, Scotland

With the drivers' title settled, attention turns to Championships still to be decided. Local man Keir Beaton currently heads the co-drivers' standings and has the chance to secure his first title alongside 2024 Champion driver Euan Thorburn. Greg McKnight and Harry and Marchbank, and Paddy Munro and Andrew Stevenson are vying for the Two-Wheel-Drive Championship, while Paddy and Andrew currently head the Challengers title, ahead of Johnnie Mackay and Rachel Matheson, and Subaru Cup leaders Rob Cotton and Ethan Kidd.

[www.snowmanrally.co.uk](http://www.snowmanrally.co.uk)



## Stainby TYRO

19th October, Stainby Quarry, Colsterworth, NG33 5QP

Calling all you Land Rover drivers, the Leicestershire & Rutland Land Rover Club are holding a Tyro event at Stainby Quarry. The beginners' trial is laid out to be non-damaging, although it is likely to be wet and muddy. Signing on and scrutineering will take place from midday, with the trial starting at 1.00pm so if you would like to test your vehicle off the tarmac then come along.

[www.lrlrc.co.uk](http://www.lrlrc.co.uk)



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## Westwood StreetCar 12 Car Navigational Rally

24th October, The Bay Horse, Cherry Burton, HU17 7RF

Beverley & District Motor Club's Westwood StreetCar 12 Car Navigational Rally will run on Thursday 24 October. Crews use a standard road car to navigate the 50+ mile East Yorkshire route on OS map 106, using road rally style navigation to visit time controls and record check boards on their timecards. For beginners who want to try this type of event, we can pair you with an experienced marshal.

[www.bdmc.org.uk/12-cars](http://www.bdmc.org.uk/12-cars)



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## Visit Conwy Cambrian Rally

26th October, North Wales

Fourteen drivers go into the penultimate round of the Motorsport UK Pirelli Welsh Rally Championship in with a chance of lifting the overall title. James Giddings (co-driven by Aled Davies) heads the series in his Mitsubishi Evo 9, 15 points clear of Historic class leader Rudi Lancaster – who together with co-driver Guy Weaver is enjoying a brilliant season in his Escort RS18000 Mk2. Matthew Hirst and Declan Dear are still in with a chance of a record-breaking fourth Pirelli Welsh title but need a strong finish in North Wales in their new Škoda Fabia R5.

The British Rally Championship title goes to the wire at the Cambrian Rally this month, where a handful of BRC1 contenders still have a chance of clinching the crown. The last round of the season heads back to the gravel stages, on some historic Welsh forest roads. With one and a half times points available, it's all set to be a thrilling final encounter.

<https://cambrianrally.co.uk>



Paul Mitchell Photography



JEP

## The Donington WinterSeries

26th October, Donington Park Circuit

Mid-Derbyshire Motor Club and Loughborough Car Club are offering four Saturday AutoSOLOs on the Tarmac Lake at Donington. Open tests suitable for standard cars with a novice-friendly organising team. There is a club championship for those entering at least three rounds, but one-off competitors are welcome. Further events will be held on 7th December, 18th January, and 15th February.

[www.facebook.com/Doningtonwinterseries/](http://www.facebook.com/Doningtonwinterseries/)



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**British Truck Racing Fireworks**

2nd-3rd November, Brands Hatch, Kent

The 2024 British Truck Racing Championship is set for an unmissable title showdown. Ryan Smith heads to Brands Hatch with one hand on the crown while Steven Powell and David Jenkins will battle hard to overhaul the current eight-time champion. In Division Two, John Powell and Simon Cole will be taking all points on offer as they close out the year wheel-to-wheel.

[www.brandshatch.co.uk/2024/november/british-truck-racing-and-fireworks](http://www.brandshatch.co.uk/2024/november/british-truck-racing-and-fireworks)



Graham Holton

**Fireworks, Rallycross and racing into the dark**

2nd-3rd November, Lydden Hill, Kent

Experience the thrilling final rounds of the 5 Nations British Rallycross Championship over two days, where supercars light up the track, racing into the night for those last crucial championship points.

<https://lyddenhill.co.uk/>



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**Protyre Motorsport UK Asphalt Rally Championship**



Callum Black celebrated back-to-back Protyre Motorsport UK Asphalt Rally Championship titles by winning the final round of the series, the Hills Ford Stages at his first attempt. Co-driven by three-time champion Jack Morton, Callum wins a private test in a Ford Puma Hybrid Rally1 at the M-Sport Evaluation Centre. Neil Roskell arrived at the final round knowing that he could tie on points with Callum but would lose the title on a tiebreak. In a fantastic finale, Roskell secured second place on the event, and in the championship, while Steve Wood and Kenny Hull finished third.

**Latest Championship Standings**

Drivers			Co-drivers		
1st	Callum Black	176 points	1st	Jack Morton	178 points
2nd	Neil Roskell	164 points	2nd	Dai Roberts	162 points
3rd	Darren Atkinson	142 points	3rd	Craig Simkiss	131 point

**British Hillclimb Championship presented by Nova Motorsport**



After a tremendous battle with championship rival Alex Summers, Matt Ryder won his first British Hillclimb title at Loton Park. Ryder's 14 run-off victories compared to Summer's 12 demonstrates their dominance this season, with Ryder only looking comfortable after his end-of-season run of eight successive victories – starting with Wiscombe Park in July through to Prescott in September. His two outright records at Wiscombe and Prescott this year prove he has the speed to match.

**Final Championship Positions**

1st	Matt Ryder	204 points
2nd	Alex Summers	199 points
3rd	Will Hall	168 points

**British Historic Rally Championship**



Russ Omay / 508Right

Ben Friend took his first Fuchs Lubricants British Historic Rally Championship win since 2021 with a scintillating final stage victory in the Trackrod Historic Cup. Friend and co-driver Cliffy Simmons finished with a stellar time over the final Langdale test in their Ford Escort MKII. Friend worked his way up the leaderboard throughout the two-day event, and finished ahead of early leader Seb Perez, with series returnee Daniel Mennell enjoying a positive comeback in third.

**Latest Championship Standings**

1st	Seb Perez	207 points
2nd	Mark Higgins	167 points
3rd	Richard Hill	161 points

**Kwik Fit British Touring Car Championship**



Jake Hill has won his maiden Kwik Fit British Touring Car Championship Drivers' title after a nail-biting final day of racing at Brands Hatch. Hill and championship rival Tom Ingram began the weekend level on points and remained separated by just one point after the first two races. Hill took victory in the opener, while Ingram kept the gap to five points with a podium finish. The second race went to Ingram, so it came down to one race, one-point, and one champion. Hill took the crown, passing Ingram on-track to triumph in front of a highly charged and passionate home crowd.

**Latest Championship Standings**

1st	Jake Hill	421 points
2nd	Tom Ingram	413 points
3rd	Ashley Sutton	365 points

British Truck Racing Championship

Graham Holborn



Marking the series' first trip to mainland Europe in more than five years, the outing to Le Mans, France, proved to be memorable as the British Truck Racing Championship shared the bill with the FIA European Truck Racing Championship. In Division 1, Ryan Smith edged closer to a remarkable ninth consecutive title as he claimed a clean sweep of race wins, while John Powell pulled clear in the Division 2 standings courtesy of three clinical victories. Those results now mean that both championships will be decided at the final round of the season, which takes place at Brands Hatch in November.

Latest Championship Positions

Division One			Division Two		
1st	Ryan Smith	440 points	1st	John Powell	383 points
2nd	Steven Powell	387 points	2nd	Paul Rivett	251 points
3rd	Stuart Oliver	177 points	3rd	Simon Cole	382 point

Reis Motorsport Insurance Motorsport UK English Rally Championship

Kevin Money



The fifth round of the Reis Motorsport Insurance Motorsport UK English Rally Championship, the Trackrod Forest Rally, took crews on to the North York Moors at the end of September. The event was won by Matthew Hirst and Declan Dear who have closed the gap on championship leaders Elliot Payne and Patrick Walsh who finished second. Having scored his third maximum points in Yorkshire, Ben Jemison holds fifth place in the table from only four scores. The next round of the Championship is the Wyedean Stages on 16th November.

Latest Championship Positions

1st	Elliot Payne	116 points
2nd	Matthew Hirst	112 points
3rd	Patrick Naylor	103 points

5 Nations British Rally Cross Championship



Twenty-year-old Patrick O'Donovan became a three-time champion in the Motorsport UK British Rallycross Championship 5 Nations Trophy at Pembrey Circuit with a dominant performance. O'Donovan knew entering the penultimate round of the 2024 season, that a pair of victories, regardless of what his nearest rivals did, would put him beyond the reach of anyone else for a third straight title. And so, the newly crowned European Rallycross Champion delivered, winning every session on track throughout both days of competition to secure the UK's biggest rallycross prize in style.

Latest Championship Standings

1st	Patrick O'Donovan	157 Points
2nd	John McCluskey	112 Points
3rd	Steve Hill	99 Points

Woodford Trailers Motorsport UK HSA British Sprint Championship

Steve Miles



Chris Jones won both run offs on the Anglesey National Circuit to win the Woodford Trailers HSA British Sprint Championship 2024. Driving a 998cc Force TA on the limit all season, the digital cutting company owner from Droitwich is a first time worthy champion. Pete Goulding confirmed second place and John Loudon secured his best ever third overall.

Latest Championship Standings

1st	Chris Jones	747 points
2nd	Pete Goulding	732 points
3rd	John Loudon	685 points

British Endurance Championship



Peter Erceg and Marcus Clutton finished the season with a clean sweep of race wins at Snetterton, though it was only the absence of the Xentek Motorsport Porsche GT4 that assured them of the overall British Endurance title. Clutton took the flag, six laps ahead of the opposition – not quite enough to bag full championship points, as an eight-lap margin was needed over the Newbarn Jaguar to achieve that. Nevertheless, Erceg and Clutton, assisted at one round by Hugo Cook, are worthy champions. They may have had a clear run for overall wins, but in the class structure, the Xentek Cayman was similarly successful, and could have wrested the title, hence the Audi team having to strategise at each event to maintain a challenging margin.

Latest Championship Positions

1st	Peter Erceg / Marcus Clutton / Hugo Cook	182 points
2nd	Bal Sidu / Josh Steed Porsche GT4	148 points
3rd	Jonny MacGregor / Arthur Simondet	143.5 points

Motorsport UK British Car Trial Championship

Geoffrey Pickett



It was a wet re-run for the Golden Springs Trial last month, as Woolbridge Motor Club hosted the previously washed-out event from May at Woolminstone. Renault Clio driver Tim Dovey battled for the overall win – just losing out to Trevor Moffatt on Index of Performance (IOP) – but secured the class win by just six points over his son Charlie. Tim's daughter and co-driver Evie claimed the final (class) podium position ahead of Jess Baker, who having made her trials debut the previous day alongside Charlie, slotted into fourth place.

Latest Championship Standings

1st	Tim Dovey	47 Points
2nd	Mark Hoppe	41 Points
3rd	Kevin Roberts	40 Points

British Cross Country Championship



After a dramatic inaugural Yorkshire Hill Rally, Richard Kershaw took victory by just one second over Ian Gregg, to claim maximum points in the fourth round of the BXCC. Jason Rowlands followed his round two win with third place. Consistent results all year have put Richard Watson and Phill Bayliss in the top two positions going into the final two rounds.

Latest Championship Standings

1st	Richard Watson	270 points
2nd	Phill Bayliss	269 points
3rd	Paul Rowlands	249 points

Motorsport UK British Autotest Championship



Alastair Moffatt secured a historic tenth championship title after the double-header round in August. In the final round, hosted by Caernarvonshire and Anglesey Motor Club, it was Willie Keating (pictured) who took fastest time of the day, with Malcolm Livingston and Ian Chapman completing the podium. Huge thanks go to Championship Scoring Officer Mike Biss, for all his support this season.

Latest Championship Positions

1st	Alastair Moffatt	238 points
2nd	Willie Keating	231 points
3rd	Chris Chapman	208 points

Motorsport UK British Drag Racing Championship



British GT Championship



Rob and Ricky Collard, and Jack Brown and Zac Meakin were crowned 2024 British GT champions at Brands Hatch where Team RJN won for the first time since 2020 thanks to Josh Caygill and Al Buncombe. Their McLaren finished just 0.524s ahead of Alex Martin and Sandy Mitchell who scored maximum points due to RJN's pre-event driver change, but lost the title to their Barwell stable-mates who crossed the line sixth, but were subsequently classified fifth following Mark Radcliffe and Tom Gamble's drive time penalty. Title rivals Jamie Day and Mikey Porter finished second in class, while RACE LAB's Callum Davies and Sai Sanjay scored their best result of the year in third. In GT4, early retirement for Marc Warren and Will Orton handed GT4's Pro-Am title to Charles Dawson and Seb Morris.

Final Championship Positions

<b>GT3</b>		
1st	Rob Collard / Ricky Collard	182 points
2nd	Alex Martin / Sandy Mitchell	177 points
3rd	Shaun Balfe / Adam Smalley	140 points
<b>GT4</b>		
1st	Jack Brown / Zac Meakin	171.5 points
2nd	Mikey Porter / Jamie Day	164.5 points
3rd	Charles Dawson / Seb Morris	136 points

Final Championship Standings

1st	Andy Robinson	508 points
2nd	Bobby Wallace	419 points
3rd	Jere Rantaniemi	171 points

Wera Tools British Kart Championships Rotax MAX Challenge – Grand Festival



Jenson Chalk



Scott Marsh



Joshua Graham

The RMC Grand Festival made its first visit to the UK, with 88 drivers in the four different ROTAX categories battling for the coveted Motorsport UK 'E plate' as well as the chance to join Team UK at the RMC Grand Finals later this month.

The MicroMAX final saw Austin Oman pip Lucien Smith to victory, but with Oman already on Team UK, second place secured Smith a spot too. Maximilian Abrahart completed the podium as Top Privateer, while new British champion Luke Millward ended down in seventh. This year's MiniMAX champion Albert Friend also had a poor result, crashing out on lap 10, while Riley Murro climbed a mammoth 10 places to battle for the lead, but lost out to Jenson Chalk, who secured the Team UK spot with the race win.

Scott Marsh started the JuniorMAX final from pole and dominated to beat second-placed Kai Clarke by more than five seconds. The result secured them both a place on Team UK. Jared Fox-Whiteley completed the podium. In SeniorMAX, Kai Hunter sat out the final having already qualified for Team UK. That left team-mate Ewan Charman starting alone at the front, a position he maintained until the very final corner, when late race charger Austin Lee's robust challenge sent him wide. Lee was penalised, but Joshua Graham was credited victory – and the coveted DD2 ticket to the RMC Grand Finals – after beating the recovering Charman to the line by 0.09s.

The successful winners will now head to Sarno in Italy to join other Team UK members in their respective categories who qualified through their success in the season's championships. The event will see drivers from all around the globe descending on Circuito Internazionale di Napoli to celebrate 25 years of the Rotax Grand Finals.

MicroMAX

1st	Austin Oman
2nd	Lucien Smith
3rd	Maximilian Abrahart

MiniMAX

1st	Jenson Chalk
2nd	Riley Murro
3rd	Edward Haynes

JuniorMAX

1st	Scott Marsh
2nd	Kai Clarke
3rd	Jared Fox-Whiteley

SeniorMAX

1st	Joshua Graham
2nd	Ewan Charman
3rd	William Antrobus

Songsoport

Dafydd Edwards

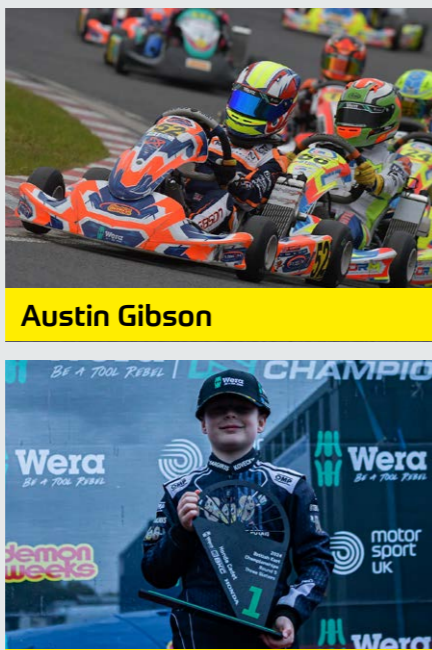
Dave D Jones / Santa Pod Jng

All photos: Adam Gumbs

Wera Tools British Kart Championships IAME, Honda and KZ2



Will Green



Austin Gibson



Riley Cranham



Margiris Koveckis

Three British Championships concluded in September at Three Sisters, with double rounds for IAME, Honda and KZ2. In IAME, Will Green became Water Swift champion by taking three wins in the last two heats and Saturday final. Austin Gibson won the Sunday final. Alfie Davidson took the Water Swift Restricted title after winning the first heat then posting his worst three results of the year, all of which he was able to drop. In Junior X30s, Riley Cranham won both heats on Sunday, and the final in the last round, but could not prevent Harrison Mackie from taking the title, while in the Senior X30s the crown went to Gus Lawrence after Freddie Lloyd's valiant effort fell short, despite two wins from four.

In KZ2, Josh Price won both finals to take the title, with runner-up Charlie Turner following him home in second on both occasions. In the Honda Series, Margiris Koveckis put in an impressive performance winning two heats and both Saturday and Sunday finals, but it was not enough to prevent the consistent Ralpie Branscombe from securing the title once dropped results were taken into account.

Latest Championship Standings

Water Swift (Restricted)

1st	Alfie Davidson	854 points
2nd	Daniel Ferguson	827 points
3rd	Chester Forkes	803 points

Water Swift

1st	Will Green	834 points
2nd	Finlay Lines	810 points
3rd	Jarlath Sayer	802 points

Junior X30

1st	Harrison Mackie	851 points
2nd	Riley Cranham	813 points
3rd	Thomas-Minh Spearing	767 points

Senior X30

1st	Gus Lawrence	831 points
2nd	Freddie Lloyd	823 points
3rd	Cian Geraghty	810 points

Honda Cadet GX200

1st	Ralpie Branscombe	702 points
2nd	Margiris Koveckis	695 points
3rd	Ed Spain	681 points

KZ2

1st	Josh Price	715 points
2nd	Charlie Turner	706 points
3rd	Ella Stevens	672 points

Teams

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

Chassis

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

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# The Parting Shot

Congratulations to Abbie Eaton who became the first female driver to take pole position and win a round of the Porsche Carrera Cup at Silverstone last month.

Starting from third on the grid in the second of two races, Eaton made the correct tyre choice for the wet conditions and took the lead. As the rain intensified, she pulled clear of the competition – including all the Pro Class drivers – working her way through the slower cars, lapping up to tenth overall. After 29 laps Eaton took the chequered flag and the overall win.

Eaton will be using her success to help others access the world of motorsport through her partnership with Global Karting League.

“Making motorsport more accessible is something I’m truly passionate about”, say Eaton. “The pathway that the Global Karting League has created effectively addresses the exorbitant costs that have become commonplace at the grassroots level.”



Photos: Dan Barthie