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November 2024

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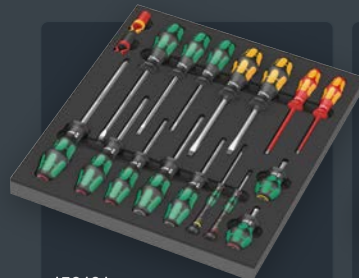
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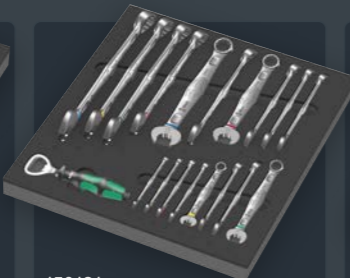
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CEO's MESSAGE



One of the extraordinary things about motorsport is the sheer diversity of discipline formats, types of venues and technology. Looking back across the past month we've seen the conclusion of multiple championships in circuit racing, cross country, karting and many more, but the

one which stood out for me at the beginning of the month was the finals of the Greenpower Challenge. David Richards and I travelled down to Goodwood to observe firsthand the culmination of a year of hard work and enterprise on the part of over 700 teams from across the UK, having competed in more than 30 regional events and involving over 10,000 students from primary school age through to university. If you're not familiar with this competition the Greenpower Education Trust is a UK based charity which gets young people enthusiastic about science and engineering by challenging them to design, build and race an electric car.

There are three age categories running from nine-years-old through to 25, with varying degrees of complexity and engineering challenge. At the first tier, Formula Goblin, there is a kit provided to schools that takes around 15 hours to build, and which can then be dismantled and re-built each year with a new team of children, who then compete in

the Greenpower race days. This is a brilliant entry point for schools and children to begin to play around with the broad concept. When it starts to get interesting from an engineering point of view is Formula 24, from the age of 11, where they are given the opportunity to build and race either a more sophisticated Greenpower kit car, or using supplied motor and batteries, a car of their own design to Greenpower's safety and technical regulations. I have to say that the sheer diversity of engineering solutions that were on display at Goodwood were impressive. The regulations stipulate a very tight envelope for design but even within those constraints the ingenuity on display and the engineering excellence in manufacturing from these school teams was something to behold. The St Paul's School in Barnes, London, even had a 3D printed F1 style steering wheel adorned with all sorts of buttons! The essence of the competition is to extract the maximum distance from a standard battery pack and power unit, and it is when you see the machines racing, achieving speeds of up to 50mph, that you appreciate the relatively small tweaks that are made to the power train that all result in a significant difference in performance. Wrapping the electric motor in small gauge copper tubing acts as a heat diffuser and improves power delivery. I really appreciate everything that the Greenpower organisation does in bridging the gap between the mainstream motorsport industry and schools, and in creating awareness of the excitement of STEM subjects for kids that

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On the Greenpower grid at Goodwood

Hugh and Barnabas Shelbourne, CEO of Greenpower

David Richards is a founding patron of Greenpower

may not previously have considered taking this educational route. The Duke of Richmond and David Richards were founding patrons of the charity, and I know they are very proud of everything that's been achieved since its inception.

Talking of diverse disciplines in motorsport, the full global variety is encapsulated every two years at the FIA Motorsport Games. This year's edition was held in Valencia, Spain, and was attended by 82 nations with over 640 competitors. Now in its third edition, following previous events in France and Italy, it has steadily increased in terms of the number of disciplines available, now reaching 26, as well as a greater number of FIA countries and competitors. For those not familiar with the FIA Motorsport Games it is designed broadly on the principle of the Olympics, in as much as the emphasis is on national teams and on participation and engagement, with a prize structure based around the three medals. It is therefore extremely difficult to get on to the medal table, let alone to achieve the top step of the podium. Team UK, managed by Motorsport UK, fielded 24 athletes and came away from the Games with two Golds, three Silvers and two Bronze medals, placing us fourth in the medal table out of the aforementioned 82 nations. In terms of total medals, we ranked second overall – only behind Spain the host country, who had government investment to the tune of €500,000 to support their team! I can assure you that our budget for the event was a tiny fraction of this and relied heavily on the competitors and teams funding their own way, for which we are enormously grateful. This allows us, as a membership organisation, to compete successfully at this wonderful event while minimising the resources needed to

do so. As everybody will be aware, it was only two days later that Valencia was hit by the most tragic weather storm, in the form of devastating floods that left over 200 people dead and billions of Euros of damage across multiple communities. Our hearts go out to everybody in Valencia as they come to terms with the devastating effects of this terrible event.

October saw the conclusion of the Prodrive British Rally Championship (BRC) at the Visit Conwy Cambrian Rally. It was great to see Chris Ingram and Alex Kihurani follow in the footsteps of Colin McRae, Richard Burns, and Elfyn Evans, in clinching the title. Chris, as a former European Rally Champion, was absolutely ecstatic given the level of competition right up to the final day. I think that this reflects the elevated status of the championship in 2024, not least due to it now being televised on ITV, with its own dedicated primetime show. There is a buzz about the BRC that is well deserved, and it is exciting to see the top domestic championship returning to the status it so richly deserves. I would also make mention of Ioan Lloyd and Sion Williams who were the 2024 winners of the Stellantis Motorsport Rally Cup. Their victory in the high-profile championship for young drivers in identical Rally4 cars is a major step towards the FIA Junior European Rally Championship. I am sure we are going to hear a great deal more of them over the coming years as a bright young talented crew.

Rank	Country	Gold	Silver	Bronze	Total
1	Spain	10	10	10	30
2	Germany	10	10	10	30
3	Italy	10	10	10	30
4	United Kingdom	2	3	2	7
5	Turkey	1	1	1	3
6	Brazil	1	1	1	3
7	Belgium	1	1	1	3
8	Slovenia	1	1	1	3
9	France	1	1	1	3
9	Lithuania	1	1	1	3

Congratulations to Team UK, who placed fourth overall in the FIA Motorsport Games medal table



UK Motorsport has had a successful month – Joshua Cooke and Jacob Ashcroft won at the Rotax MAX Challenge Grand Finals



Across the world we had other successes, such as two British drivers taking Golds at the Rotax finals in Sarno, Italy, with Joshua Cooke picking up the Micro Max title and Jacob Ashcroft the Junior Max. I make mention of this as a reflection of my appreciation of Rotax and the way they have democratised the highest levels of karting around the world. The annual Rotax Finals is something that they fund, with competitors awarded the prize of an entry from success in their own Rotax championships around the world. It is a tremendous festival of talent using equal machinery; and I'm sure everybody would agree that karting should be about talent and not a technology / financial arms race. I know from my own personal experience, having raced in several championships in Rotax Max at the beginning of its inception, that it is a fantastic product which is utterly reliable and requires little maintenance, and to all intents and purposes gives pretty much the same performance envelope as far more expensive engineering solutions. I know that Rotax has exciting plans, not least being the expansion of Club100 that is John Vigor's immensely successful Arrive and Drive series – which for 2025 will have a northern and southern championship. For John, one of the key ingredients of Club100's success has been the partnership with Rotax, and together they are exploring ways of rolling out the same Arrive and Drive concept to markets around the world. This all overlaps with a role that I have with the FIA as a member of the FIA Sports Club Committee, representing the 147 ASNs around the world. The priority of the FIA and its members is to increase participation worldwide and find affordable and accessible formats within motorsport that can achieve this. I have no doubt that Arrive and Drive karting has a critical role to play in achieving that objective.

One of the highlights of the month, not only for personal reasons, was the celebration of Prodrive's 40th anniversary, marked by a splendid dinner at the Royal Automobile Club,

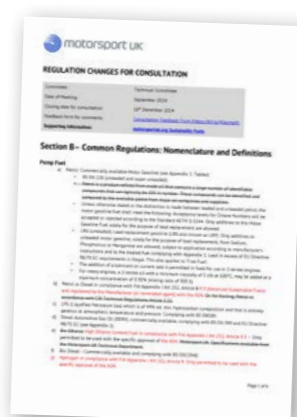
Pall Mall. With a glittering array of stars that have worked with Prodrive over the years including Petter Solberg, Alain Menu and Sébastien Loeb. It was enthralling to hear Ari Vatanen and David Richards recalling stories of the very early days, when Ari helped propel the nascent Subaru programme towards its ultimate pinnacle of three drivers' world titles with McRae, Burns and Solberg. I was very fortunate to spend 10 years at Prodrive working alongside David and other key people such as David Lapworth and Ian Parry, and there is no question it was a privilege to be part of such an extraordinary high-performing organisation. Steve Rider hosted the evening, and he asked David what was the magic ingredient that led to so much success over the years, was it a strategic plan, multiple KPI's, was it a sophisticated business strategy? David responded that at the start there wasn't a much of a plan other than "we're going to win", and it's interesting that such a single-minded objective created everything that followed. Going back to the mid-1980s when there were just a handful of staff based up at Silverstone, it probably seemed unlikely that it would become a vast organisation with over 1,000 people and the accolade of the most successful independent motorsport organisation in the world. But that is what David, and his team have achieved, and it is a forever a proud cornerstone of British motorsport history.

Other than all these wonderful events, Motorsport UK has been busy rolling out several key programmes. The new National Competition Rules (NCRs) for 2025 were launched on 4th November and kick off a transition period from the traditional printed Blue Book and into the digital age. The new NCRs are initially published in simple PDF format so that everybody can begin to get familiar with it, principally for those who have not been involved in the trials throughout 2024, but will be followed in the coming months, by increasingly sophisticated digital tools. By the spring we will provide an app-based system that will have a search function,





The new National Competition Rules were launched on 4th November



Consultation for the potential adoption of sustainable fuels in 2026

hyperlinks between all the different elements of the book and many other additional features. The feedback so far has been extremely positive, and despite people's concerns of changing from the tried and trusted printed format, members are now beginning to appreciate that the new form does provide a simpler and more accessible way of presenting the rules and regulations of motorsport in this country.

With the launch this week of competition licence renewals for 2025, we have moved to the next step of our motorsport management platform, Sport:80. I have spoken previously about the need to transform our digital world at Motorsport UK, and it has been an extraordinarily intense period of development that is now coming to fruition and with this launch it will really begin to impact the user experience across the sport. In the transition from a paper-based format to digital, there are requirements for people to adapt the way in which they create things such as event permits and interact with the system. Predictably, there are some development issues that are fed back through the 'ticket' system, but I'm very confident that once everyone gets used to the changes that need to be made it will provide a much-elevated level of benefits that will seriously improve the member experience. At this week's meeting of the Regional Associations at Motorsport UK, the feedback on the decision for the adoption of Sport:80 was wholly positive.

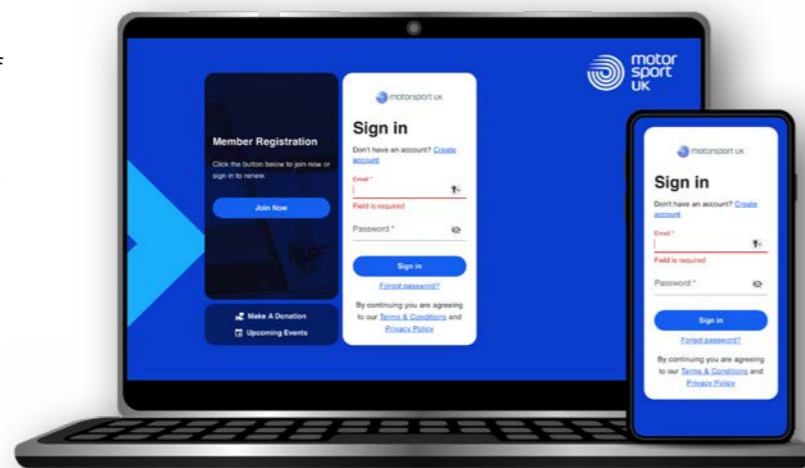
This month Motorsport UK launched a consultation process for the potential adoption of sustainable fuels in 2026. The link for that consultation is [HERE](#). I spoke last month about the importance of sustainable fuels as a key part of the strategy for the sport and more importantly for the perception of the sport among the nation at large. It

was encouraging to see the specialist media supporting the approach we have taken. Some people still argue that the environmental impact of motorsport is so small that it is unnecessary for us to make our lives more complex through making any changes, and in empirical terms they may be right. But reality is perception, and motorsport is hardly in the right place at the right time against a backdrop of increasing negativity towards personal vehicle transportation and the impact that internal combustion engines have on the environment. Whether that is deserved or not is irrelevant, because it is the view of the media and the public that ultimately matters. Motorsport must be on the front foot and be seen to take initiatives well ahead of being forced to do so. As a great example of leadership, I must congratulate Alan Gow and the team at TOCA once again for leading from the front with the announcement that the British Touring Car Championship for 2025 will be on a 100 per cent fossil-free fuel. This is a tremendous signal to the whole of the sport that we can give a clear message that motorsport can evolve to an environmentally sustainable format, and therefore preserve our place within society.

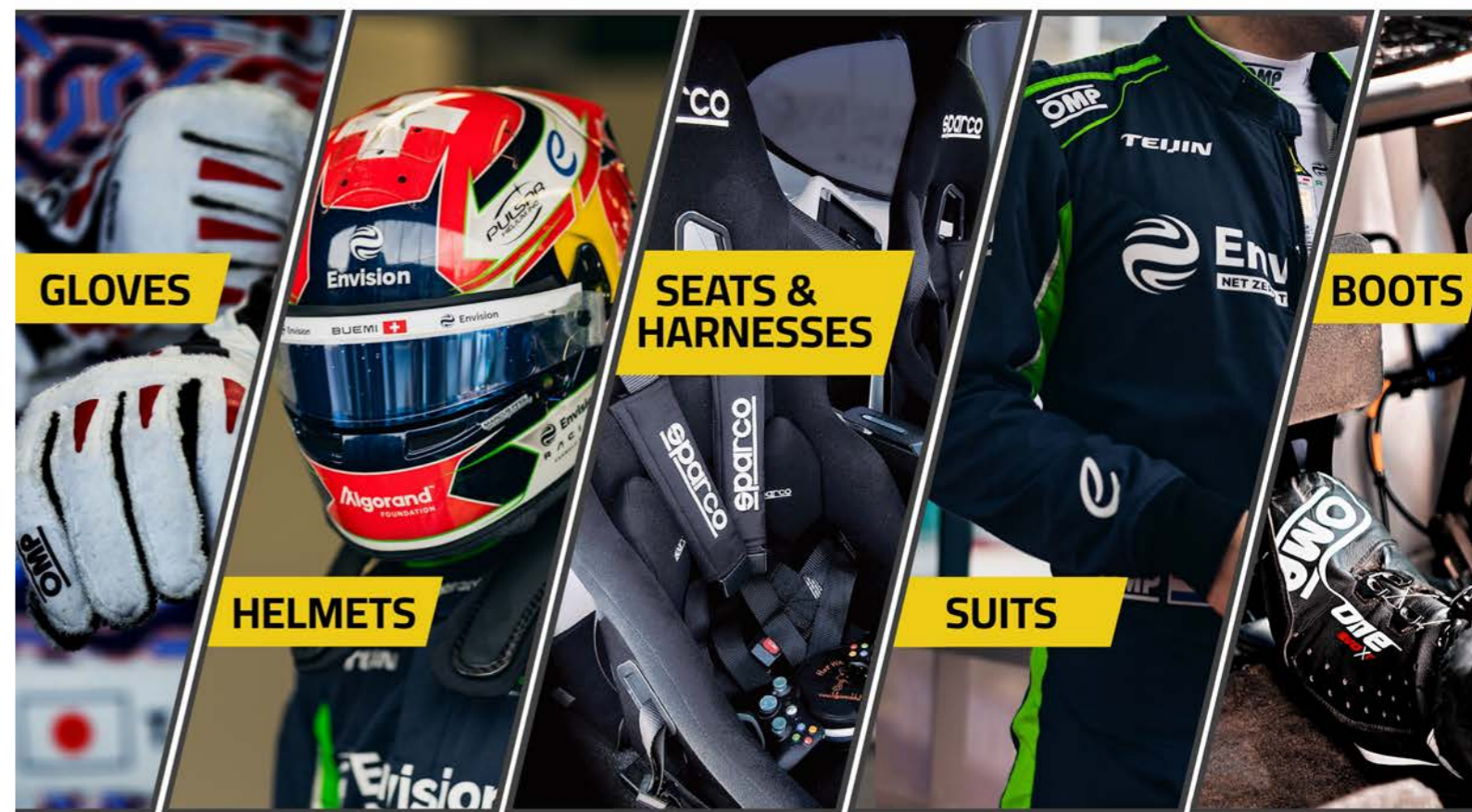
A great deal has happened in the last month across so many different facets to our sport. I am very confident that as we head towards 2025 there will be many more examples of the ways in which the innovative minds in the motorsport industry can improve our enjoyment of the sport and ensure its long-term sustainability.

Wishing everybody a happy and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK



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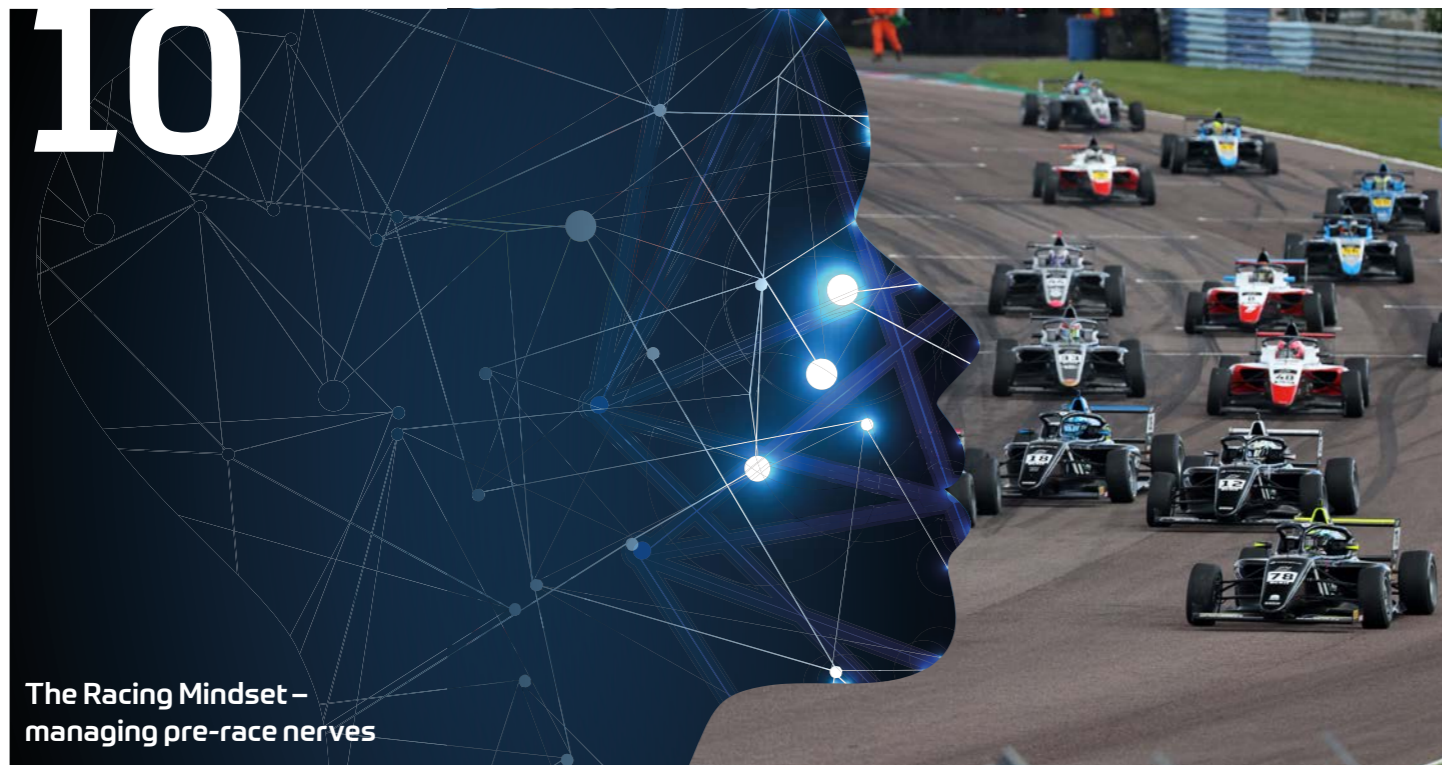
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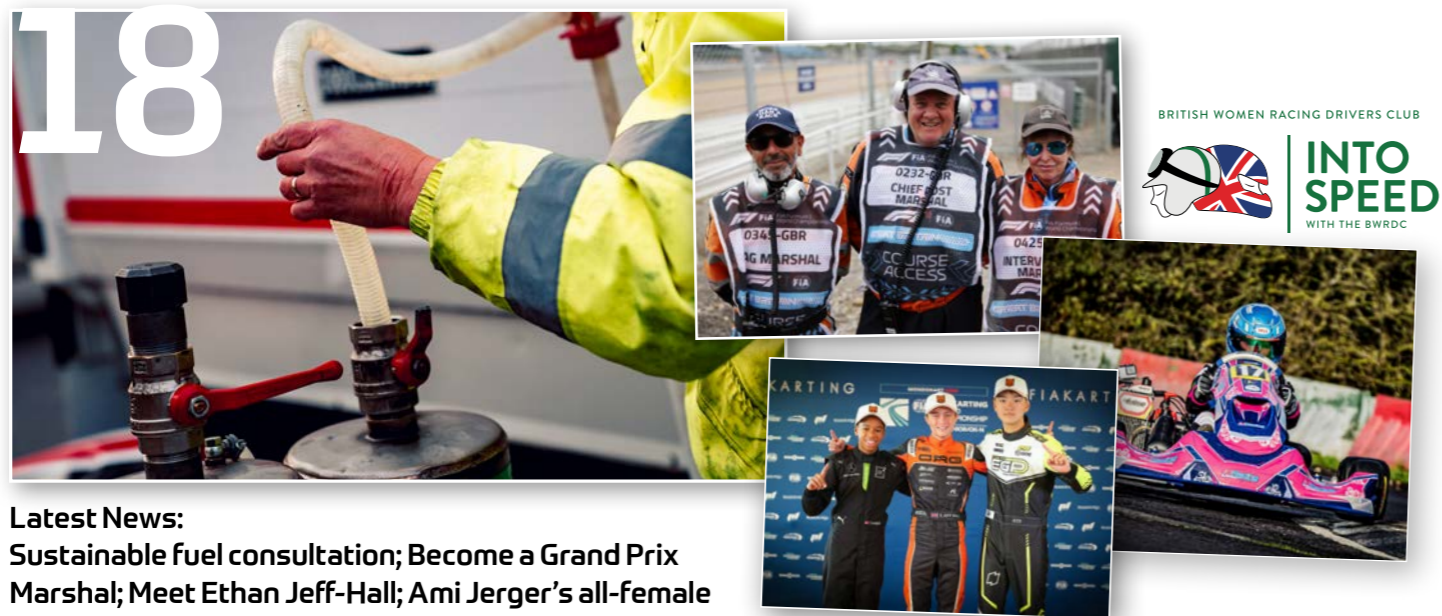
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In this issue: **The Racing Mindset** explores the best mental state when managing nerves and stress during competition. **Ulster Automobile Club** celebrates its centenary in 2025, learn about its prestigious history and legends. Theo Micouris, Abbi Pulling, Robbie Sandford and Gracie Mitchell join **On The Ladder**, plus, **FIA Motorsport Games** report, **Licence Renewals**, **Sustainable Fuel Regulations**, **Marshalling at the British Grand Prix** and more...

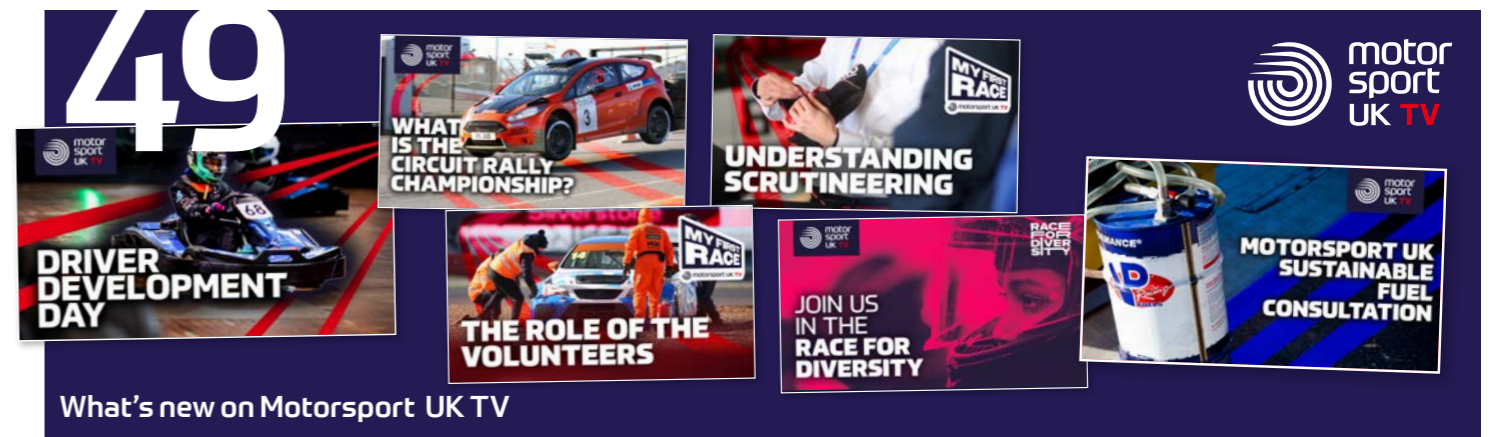


The Racing Mindset – managing pre-race nerves

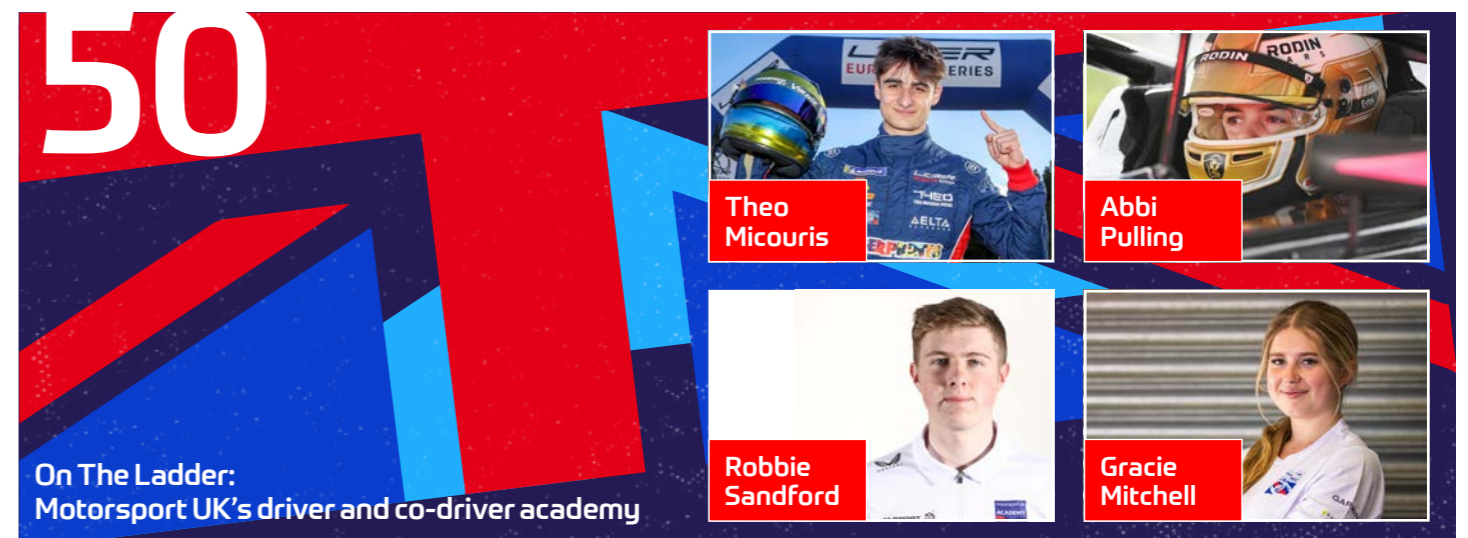


Latest News: Sustainable fuel consultation; Become a Grand Prix Marshal; Meet Ethan Jeff-Hall; Ami Jerger's all-female team... plus IntoSpeed returns for 2025

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What's new on Motorsport UK TV



On The Ladder: Motorsport UK's driver and co-driver academy



Ulster Automobile Club – 100 not out



Championship Results

Mind matters – the power of control

Nerves are an unavoidable part of motorsport, but without them we would not reach our full potential. **Will Gray** explores why they occur and how to benefit from them

Whether you are preparing to take on a Rally stage at 100mph or reacting to a developing incident from your marshals post, you will feel the effects of a heightened nervous state. It is only natural when you are about to do something beyond the everyday, that your body needs to react.

These nerves – which manifest themselves as butterflies in the stomach, shallow breathing or an increased heart rate – are all to do with our evolutionary origins. The ‘fight or flight’ mentality is more than just a mental state, it can be an entire physiological take-over of the body designed to steer us away from danger – and is not something to be afraid of.

“People think it’s a bad thing for athletes to feel nervous, but we need to challenge that perception,” explains Sidd Sampla, a motorsport Performance Psychologist at iZone Driver Performance. “When we feel nervous, it’s just your body’s way of preparing for something that you really care about.”

There is a lot happening when we get nervous, but it is an automatic mechanism originally developed to keep us safe from predators by triggering a threat hormone in our brain which floods us with adrenaline – preparing the body for action and producing glucose for energy.

This chemical response helps to keep us performing at the highest level and being able to recognise, accept, and manage, these situations – whether during pre-event preparations or when faced with a challenge in the middle of a race – can be just as vital as fine tuning the set-up of a car.

“Motorsport is a high-stakes environment,” continues Sampla. “It can be a dangerous sport, but the ‘dangers’ we talk about when it comes to nerves are often not the physical ones, they’re the self-judgments. How am I going to perform against my peers? Am I going to embarrass myself? How are they judging me?”

“Every driver, regardless of how well they’re performing and how experienced they are, will experience lots of internal judgment about expectations and pressures. This causes their heart rate to increase, which pumps more blood into the muscles and the brain, improving physical and mental performance, increasing reaction time and making the muscles alert.

>>>>>

“The physiological response is also to heighten the senses – giving sharper vision, acuter hearing and quicker reaction times – but there is a fine line, because too much nervous energy can cause an overload and often lead to more anxiety, freezing under pressure, feeling the weight of the pressure and we don’t get going. Getting the balance is crucial.”

This effect was studied more than a century ago by psychologists Robert M. Yerkes and John Dillingham Dodson, who carried out experiments in which they induced physiological stress in mice and looked at how effectively they responded. The results led to the creation of the Yerkes-Dodson curve, which formed the understanding we have today.

Dr Brian Cameron, the Director of Elite Sports Performance, explains: “As they induced stress, via small electric shocks, they got better at the task of finding food. However, as the stress increased, it reached a point beyond which their performance decayed very quickly.

“Translated to humans, this means in the early stages of arousal, releasing adrenaline for example, brings about physiological responses that are initially helpful to prepare our muscles for ‘fight or flight’. If the perceived or real threat continues to increase, however, the stressors about performing grow and we can go over the peak point in the Yerkes-Dodson curve, at which point the stress will start to become debilitating.

“This point comes earlier in activities where we are doing complex things, like driving race cars, than in say sprint running, where the actions demand less cognitive function. That is because in ‘fight or flight’ mode, we need to be using muscles and not brains, so adrenaline diverts blood flow to increase muscle strength.”

“This can result in headaches, being restless, feeling irritable, and even having anxiety attacks, feelings of hopelessness and not being able to concentrate. I’ve seen a couple of drivers get close to inducing migraine-like headaches through nerves, and when you start getting anxiety attacks it can even go as far as having tunnel vision.

“As the body releases more chemicals to divert resources from your brain, it shuts down systems to focus on what can get you away from the stressor. You need to hit the balance in that curve, and spot when arousal moves from just a healthy ‘ready to rumble’ reaction to a level of anxiety that starts to impact the ability to concentrate and hold attention.”

Managing Nervousness

The early effects of going beyond those positive stress levels can appear in many ways, most of which are easy to spot. It could be feeling discomfort in your stomach; your muscles starting to tighten up; becoming hyperactive; or having different types of feelings such as becoming aggressive or becoming irritable. And if this starts to build, you will have problems.

One of the most vital aspects of managing nerves is first embracing the benefit they can bring, and then trying to identify your personal tipping point – where the stress effects become detrimental. This is not easy however, because everybody and every situation is different, so there is no set formula.

“Every feeling has some function that is serving us,” explains Sampla. “The first part is that acceptance stage, just allowing it to be there, not to fight it but instead to sit with butterflies in your stomach. Disengage from the battle, because that is wasted energy that could be better spent on being prepared. Feeling nervous does not mean you are going to have a bad performance.

“The second part of dealing with nerves is the reframing stage. We’re not trying to shove the butterflies elsewhere; we’re trying to learn ‘when I’m feeling butterflies, when my hands become clammy, I’m okay with that, and these changes are just preparing me to perform.’ When athletes learn to sit with this and normalise it, it helps them to perform well.”



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Graham Blackwell, British Sprint Championship driver



"I would not say I'm ever particularly nervous about competing, but on the morning of a race day I do get butterflies in my stomach.

"On the event, I work through checklists so I don't get distracted by my thoughts and overlook anything that could affect safety or

performance. I keep a logbook and write notes on my performance and observations, which helps keep me focused. I do have some rituals too – I always step in to the car from the left and my lucky mascot always gets a tap on the head and a quick 'good luck!' Once I am belted in, I run through check lists in my head and that keeps me occupied so I don't dwell on making mistakes. "Once I am in the car, sitting in the queue, I shut my eyes and visualise myself driving around the circuit. I always tell myself I can do it, I can brake later, carry more speed around the bends, and remind myself I still have to take the car home in one piece at the end of the meeting."

On the start line

"I put on my serious face, clear my mind of any distractions and I have this determination that comes over me. The relief of getting away from the line is immense, and once the car is running and the wind is blowing through your overalls, the pressure is gone and there's nothing like it.

"I've never had that level of help before. The sprint laps are over so quickly, so as long as you are in the right frame of mind when the lights change, you're going to put in a reasonably quick time."



Kim Broughton

Research on the effect of adrenaline across sport-specific settings, especially around high-risk sports has shown that genetics, biological characteristics, gender, and age, all play a part in what is happening in the body when different stress hormones are released.

Dr Cameron adds: "The scientific community has no single model or correlation between anxiety and performance to which everyone agrees. That's not surprising, because anxiety is down to an individual's state, their belief system, the traits they have, and every event has a different level of importance attributed to it.

"There are other factors as well – who are they competing against; who's there watching them; is it on television? Those things change the whole dynamics, so from a coach's perspective, and a pragmatic perspective, it's all about understanding what's causing the nerves and doing things to avoid that specific factor before they become a problem.

"For example, with one F3 driver I worked with, it wasn't the actual race that was causing their nerves, it was the fact the race was televised. That increased their psychological stress to the point where it started becoming debilitating. They had headaches, felt sickness beyond the butterflies in the stomach and felt overwhelmed.

"They didn't want to race, but simply understanding the issue enabled the use of verbal persuasion to help the driver come to terms with it. Thinking 'I've done this before, I can do it again' or 'everyone else can do it, so can I' or just relabelling the TV camera as 'only one more eye' – these are all techniques that can bring a driver back from the ledge."

The most debilitating nerves are often created by unexpected events that knock you off course, and Cameron continues: "If you're expecting a dry race and it suddenly becomes a wet race, or if you set a performance goal, but something changes out of your control – such as when some other drivers turn up and perform better than you on the day, that can make you panic."

So much time in motorsport is spent on analysing performance data from the car, but sports psychologists believe drivers are often missing a trick by not analysing their own mental state. Monitoring personal performance over time, both physically and analytically, can identify trigger points to the stresses you feel.

This is only valuable if it can then be used to manage the moments when the pressure boils over, and Sampla adds: "The idea is to look at the behaviour characteristics that are happening for a driver and how they react when they are feeling too much nervous energy or too much draining energy.

"There are several self-assessment tools that drivers can use to measure psychological and physiological stress, while a stress test can be carried out to measure biomarkers such as

cortisol to check if the body is under or over stressed. This can be beneficial to build that self-awareness, but how is it going to help? You need to identify how it shows up when they are in the car – over driving, under driving – and then work out what to do about it. Otherwise, assessment for the sake of it, is just data."

Tools and Techniques

Identifying the triggers and effects of exceeding your comfortable levels of stress is just the start. The hardest part is then working out the best tools to use to reduce and eliminate the effects, bringing your mental state back from one that is detrimental to your performance to one that can enhance it.

One method, which Cameron uses regularly, is known as attentional control – a technique in which concerns are identified, evaluated and then solved. "If you ever watch an expert doing something, they look effortless, nothing is rushed," he says. "They're performing with spare cognitive capacity because they're well-rehearsed, well-practiced.

"Some people call it 'in the zone' but I just think of it as having your attention focused on the right thing. When something goes wrong – it could be mechanical, a mistake you make, the impact of what another driver has done – the trigger is to think, 'okay, this has happened' and learn how to put distracted thoughts to one side.

"When you use your cognitive capacity to think about things that aren't relative to my performance – like 'oh my goodness, why did I make that mistake'; 'I should have braked later'; 'why did that driver turn in front of me'; or 'why am I hearing this rattle from the car?' – then you're not going to perform as well because your attention is not there.

"The trick is being able to identify a distractive thought, bring that external focus to an internal focus and think about how you deal with that, then take that solution and externalise it into a set of actions. That's just a cognitive process to run through and, with practice, it becomes almost intuitive."

The technique of focusing on 'the now' is, at a deeper level, central to the increasingly popular practice of mindfulness. This scientific tool, which has been around for hundreds of years, is now becoming a more recognised term in the mainstream, even finding its way into primary schools as a technique to manage mental health.

It is all about living in the moment and Sampla, who uses it a lot, explains: "Your best performance comes from being present. Not in the past, not in the future. It's about trying to stay in this present moment regardless of what might happen or what has happened. So, this work is all about reorientating the mind to the present moment.



Cam Fair, Rally Co-Driver



"I normally get nervous to a certain extent, particularly on a new rally with lots to take in. Some are more daunting than others because of the road characteristics or the pressure of getting a result. I normally control nerves quite well and use them to drive my motivation before and during the event to perform at my highest level.

"I start my routine three weeks before an event to ensure I am going into it fully organised. I normally try and socialise with the team and feed off their energy before the event, and I also do a small warm-up to get the body and mind focused on what's ahead.

"On long road sections between stages, we have music on and talk about things other than Rallying. Then, in the minutes before we get onto the stage, I am doing tyre pressures, checking notes or reading team information, so there isn't much time to rest."

On the start line

"I normally feel quite tight and don't say too much. In my head I'm going through mental notes of my performance and what I'm going to do, almost visualising the stage. Sometimes I use breathing techniques when I'm really tight, and that helps.

No, I haven't used a mind coach, but doing more events, and working in a long-term relationship with a driver really helps with nerves, as you can help each other perform."



JFP

“Mindful awareness work happens in the lead up to a race when, if a driver is under pressure for some reason, they could start noticing it in the mind and get in a spiral of expectation, with lots of unhelpful thoughts. So, mindful practice can be used to separate the mind from the thoughts and diffuse what’s happening in our mind.”

“The more we practice mindfulness in this context, the more we can separate the thoughts, judgments and expectations and create space within which we can choose what we do and where we want to go. I can choose where my energy is going to go, because I’m no longer feeling so stressed, no longer weighed down by this feeling.”

There are many different techniques to achieve this, going far beyond the basics of sitting and listening to relaxing music. Everything is focused on practicing the art of eliminating external thoughts and building awareness of what is around you, then applying that when you face moments of stress.

Sampla continues: “When you tune a car, you become aware of what’s happening in the car and what it needs to get it working. The idea is the more aware we are of our body and our mind, the more we’re able to show up in our best way, and the easier it is to understand things, make changes and adapt.”

“We do mindful sitting; we focus on breath awareness – because when you are breathing, the breath only exists in the present moment; and we also do body scans, which link to physiological states of body awareness – so feeling your arms and body and feeling the stress or tension within you.”

“Drivers need immense concentration when they are competing and this all helps to develop present moment awareness, which helps drivers to stay focused. The moment you shift that concentration, it can be really costly, so the more drivers practice this awareness of being present, staying safe, the more they are able to fully engage.”

“Once you get to the race, it becomes no longer caring about the result, the performance, but about ‘how do I just focus on this thing I’m doing right now, this task right in front of me?’ It might be the next apex, the way you enter or exit a corner, and the idea is just to stay focused on that and let the performance come.”

Developing these techniques requires a lot of practice but that does not necessarily need to be at the track. Analysing how you deal with stressful situations in everyday life, or even getting on a console racing game and dealing with situations that occur in the virtual world, can help build better mind control.

At iZone, the focus is on simulator training, and Sampla says the more realistic the experience can be, the better you can relate what you learn to the racetrack. “It links to visualisation,” he explains. “There’s a clear parallel between enacting the task and our mind thinking it’s the same thing, or something similar, and we know there’s power in that.”

Garry Pearson, Rally driver



“Nerves are there for every driver and it is how you use them to your advantage that can be the difference.”

“I like to be very organised, so go over everything in my own mind. I will do that up to 100 times, visualising what’s coming or how it will feel

before I am even there. I typically do the opposite to shutting off, I rev myself up by listening to a pre-set playlist. I warm my body up with some movements and then visualise the stages I’m about to drive.”

On the start line

“I have a set routine to get me focused on what I’m about to do and by the time I’m on the start line I’m ready, the nerves are gone and I’m in the zone.”

“I have a sports psychologist who has been helping me for over a year. It’s very interesting how we work, and what we have to do to get into the right head space, but I’ve found it useful and would recommend it.”



“If you invoke very similar real-life scenarios, you can practice breathing, visualisation, self-talk, acceptance in simulation, all at the same time, so that when you are in competition, you will remember ‘this happened in sim training’ and then your body unconsciously just brings it to it, because it’s already trained through it.”

Attention control is similarly easy to practice on a day-to-day basis and Cameron adds: “If something happens, you just need to think ‘why did I do that, what were the external factors involved and how do I solve that?’ By internalising the factors and working out what you need to do with it repeatedly, you become more and more familiar with the process.”

Susanne Callin, Drag Racer



“I don’t get nervous before an event or in qualifying, but there are definitely nerves flying around on race day. I never sleep well the night before. I’m more nervous watching others I care about than I am for myself.”

“I have a habit of doing everything pre-race in the same way every time, just to get into race mode. That familiarity helps to keep me calm. I often take a little quiet moment to myself with a few deep breaths before starting to put my gear on, then I just take it easy, stay out of the way of everyone, stay quiet and keep a low energy. When we get moving to the lanes towards the track, there’s another rush that picks me back up again. I usually like to walk down on my own, then getting in and buckling up is almost automatic because I do it in the same way each time without any unnecessary chit chat.”



Pre-event Preparation

Pre-event planning that many people do has a major effect on mental preparation. Ensuring everything is in order before you set off can give you vital head space when it comes to dealing with nerves.

“There’s a thing called the nested model,” explains Cameron, identifying a philosophy in which decisions taken at a micro level are embedded, or nested, within bigger aims. “It comes from Olympic sports, and it’s about how everything you do today funnels into your longer-term activities and goals.”

“It goes right back to the training and fitness you do in the off-season, well in advance, and the work you do to learn a new track or Rally Stage maybe four weeks ahead. Then, in the last week it moves to your actual pre-event preparation and on the day, it is about planning what happens if the weather changes and planning your food and hydration.”

“A lot of drivers worry about whether they have packed everything and made all their arrangements so the night before, you need to have the list of things ticked off. Some drivers will even put a pack list on top of their bag, checking

“I like silence and once I’m in the dragster I like to be left alone. I also like to get in early. If we are down in the pitlane and everything is delayed, nerves start building up and I do not like waiting so I start pacing around. I prefer to sit in the dragster, even if I know I’ll be there for a long time or it’s way too hot for comfort, because once I’m in there, I’m in my own little bubble. There’s another rush of emotions and nerves as you slide down into the seat, but everything settles quickly as you sit there waiting to get going.”

On the start line

“Absolutely everything goes way once the engine starts. It’s like the world disappears outside. It’s all down to me now. I need to get the job done. When I pull up on that start line, my vision is so narrow all my focus is going straight ahead to where I’m going.”

“I’ve never used a mind coach or had any advice, but everyone is different and responds to different things. I have two girls that also race, and one thrives on being hyped up, while with the other you have to act like it’s no big deal and almost pretend there’s no racing going on! You have to find what works for you, and it all gets better with experience. Racing is always racing – and I think you should have a little bit of those nerves left to keep you on your toes.”

off what’s inside. These are all things that funnel into being mentally focused on the day.

“If you’ve planned and prepared well, the unexpected things will have less impact – but if you haven’t, and say you have to rush to buy food because you didn’t bring any, or you run out of something and have to go get it, you’re building on your cognitive load so you’re going to increase the level of anxiety you’re experiencing.”

For Sampla, pre-event preparation is vital for “mental priming” in which mindfulness techniques can be used to get performance ready and prevent overloading the body or the mind. He adds: “You need to shift all the focus to tangible strategies you can do for the race weekend, setting the intentions and what you do each day to move towards that.”

“You need to focus on things you can control; training, getting your kit ready, creating a self-talk plan ready for the weekend, and developing an affirmation – which could be as simple as ‘I’ve got this’ – that you can tell yourself on the race weekend if you find yourself feeling the pressure.”



Sleep, of course, also plays a major factor in mental preparation and both experts conclude that a good solid seven to nine hours, with a regular sleep pattern, is most conducive to a healthier mind come the event. In fact, Sampla believes it is one of the most important factors of all when it comes to achieving a good result.

It is not necessarily the amount of sleep, but the quality which has the biggest effect. Not all sleep is equal, and the periods when our body drops into deep sleep is best for reparation and rest. The longer we stay in that zone, rather than entering the lighter REM stages of sleep, the better our race weekend will be.

“Sleep is a free, legal performance enhancer,” explains Sampla. “It is the basic requirement for health and recovery, and research has told us time and again that there is a very strong association between sleep and athletic performance. Drivers need to react at high speed and when sleep is poor, all the super important functions are slower and much more depleted.”

Getting in the zone

On race day, with a good combination of pre-event planning and mindful mental preparation, managing the nerves and any reactions to unexpected moments comes far easier. Yes, you feel more nervous as the race draws closer, but if you can keep it at the right level that can be your performance advantage.

That fine-tuning can be achieved by visualisations – taking a physical track walk but also doing a ‘mental’ track walk, visualising the perfect lap in your head, or even taking a ‘mindful’ track walk, feeling your overalls, your race helmet, your gloves, and feeling your steps on the ground to get right ‘in the moment.’

Sometimes there is no suppressing those nerves, and in that case, Cameron believes that talking through it can be a real help. “If a driver is feeling over-nervous, there has usually been some failure in their preparation,” he says. “At that point you

have to look at how to get them to believe in themselves and bring those nerves back in the positive area.

“It could be discussing a previous experience – ‘you did it at Donington so you can do it here’; it could be a vicarious experience – ‘look at those guys, you’ve beaten them before and they can do it’; you can verbally reason – ‘it’s just a track and the fact it’s raining just means you change your driving style’; or it can even be just re-labelling things.

“A driver coach can do a lot of those things, but there is a point at which you have to refer to a sports psychologist, a professional in dealing with not just the rational but also the irrational, to tackle the things which are in the psyche that require a little bit more expertise and a bit more practice working it through.”

Some drivers take naps during race weekend, and although this is more to help the body recover from high intensity physical demands, it is also mentally beneficial and Sampla explains: “Napping all the time can be associated with poor quality sleep, but occasional naps can be really beneficial for replenishment and recovery, physically and mentally.”

Pre-race music is another tool that can be used, but again, that has good and bad sides to it and Sampla continues: “Listening to different tones or genres can help regulate and manage nervous energy – whether it is a calming music, pumped-up music or music that evokes a helpful image or memory – but the impact of music for performance varies considerably.”

“Research shows there is a link between music and what’s happening in the function of the brain – certain music encourages the production of dopamine, releases endorphins and helps to calm the central nervous system – but I usually find it can go either way, so it can be super helpful or super unhelpful for driver.

“It can be useful the night before to bring some calm and help us sleep, and on the way to race day we can use music to help motivate us, to set us in the mood, but it can be unhelpful if it’s used to fight or shut off thoughts and feelings, and it also might take us away from being present, being in the here and now.”



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Ultimately, music is just another tool that can be used to manage the mind – but Cameron warns that you must avoid becoming reliant on it, adding: “If you always listen to Taylor Swift before you go in the car, for example, what happens when you forget to bring that music, or your WiFi connection doesn’t work?”

“Creating a dependency on anything when it comes to mental preparation is not good, but creating a pre performance routine – doing a warm up to activate your muscles and get your heart rate up and using motor imagery to think about that first lap or the drive to the first lap – all helps you get in a place of attentional control and avoid distracted thoughts.”

Sampla adds that using breathing techniques – which can be as simple as taking 10 deep breaths – once you are in the car can make a huge difference to your mental state because it activates the parasympathetic nervous system and this is associated with reducing anxiety, standardising the heart rate and bringing calm.

This technique is useful on the start line, and it can be useful when you experience unexpected incidents. The way your mind manages a problem – a missed gear, a failed overtake or a racing incident – can make a huge difference to the way your weekend plays out.

Watching onboard clips of Max Verstappen taking a trip across the gravel in F1 shows just how much influence this can have. Although a supreme master of car control and extremely talented champion, he will often lose his mental state if he makes a mistake, blurting out a bleeped response then making a second mistake because of his frustration.

In contrast, other drivers are far more matter-of-fact, stating calmly to their pit crew what has happened before getting back to the task in hand. It is that approach, being in the moment and not reflecting on the past, that showcases just how well both mindfulness and attention control can work.

“The term of acceptance often gets a bad rap because it’s seen as a resignation to something that happened, but that is how things hold us back,” says Sampla. “To give ourselves the chance to restart, to begin again, we need to let go of things and that is not saying ‘I don’t care’ but more ‘I care about this enough for me to start again.’”

Cameron believes doing this comes easier when other core challenges have been mastered and adds: “If a driver is consciously thinking about braking points and apexes, that’s taking up cognitive capacity and it’s hard to handle an unexpected moment. If they have developed unconscious competence, then they have that [extra] cognitive capacity to cope.”

Extra Performance

It is now common for people to seek the expertise of a performance coach, many of whom will implement mental training and preparation within their routines. However, getting deep down into the mentality of motorsport is something that is still a relatively unknown art, but a growing practice at many levels.

Using a specialist sports psychologist – specifically one that is accredited within the field and has gone through the holistic scientific route – can offer huge benefits, developing strategies and tools to manage pressure and deal with nerves by being present, focused, and in the here and now.

Sessions are typically carried out confidentially on a one-to-one basis, usually in packages, and Sampla concludes: “Mental preparation is absolutely crucial to performance in motorsport. When we train, we go to the gym and train our body to become fitter and stronger, and that’s exactly the same as what we’re doing in the mind.”

“Often there are lots of myths associated with performance psychology, which stops people getting the support and help they need. We are in the business of helping an athlete be performance ready and our goal is to support them in achieving their goals, just like an engineer, just like a gym coach.”

“Most drivers have good driving technique, so what stops one from reaching the podium when another does? It isn’t more so the technical skills, it’s the thing between the ears. The things that happen in the mind. The thought that gets in the way. The distraction that gets in the way. The pressure that gets in the way.”

“When we develop mind techniques, it takes commitment and time to see the difference and the tangible gain, but the more we practice the mind, the more we take it to a mental gym, and the more we make the mind work for us, the better the performing situation we are able to create.”

To access an accredited and trained sports or performance psychologist, visit:

British Psychological Society (BPS) / Health and Care Professions Council (HCPC)

www.professionalstandards.org.uk/check-practitioners/practitioner/sports-and-exercise-psychologist

British Association of Sport and Exercise Sciences (BASES)

www.basesconference.co.uk/consultants.php

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Volunteers are the power behind our sport, and Motorsport UK's Volunteer Development Team provide the training and development pathways to enable them to deliver high standards of marshalling and officiating at events across the UK, as well as providing their expertise to events around the world. Our trainers, instructors and coaches deliver learning and development programmes and courses across the UK, as well as providing training and consultancy to other motorsport ASNs (National Sporting Authorities) as one of the FIA's Regional Training Providers.

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FIA Motorsport Games Review

Team UK reflects as FIA Motorsport Games close in Valencia

As the dust settles on this year's edition of the FIA Motorsport Games, with host nation Spain placing first in the medal table, Team UK took a respectable two gold medals, three silver medals and two bronze medals across the GT, Karting, F4 and Rallying disciplines from a field of 82 participating nations, and over 700 competitors.

The third edition of the biennial event saw 24 British athletes head to the Spanish City of Arts and Sciences – the largest representation of UK motorsport talent at the Games to date.

Opening Team UK's account on Friday, Ernie and Anna Graham took second place in the Historic Rally Gravel class. Aboard their Ford Escort RS, the father and daughter crew held a slender 0.3s advantage entering the final stage but, eventually fell behind the more powerful Audi quattro shared by Italian pair Andrea 'Zippo' Zivian and Nicola Arena.

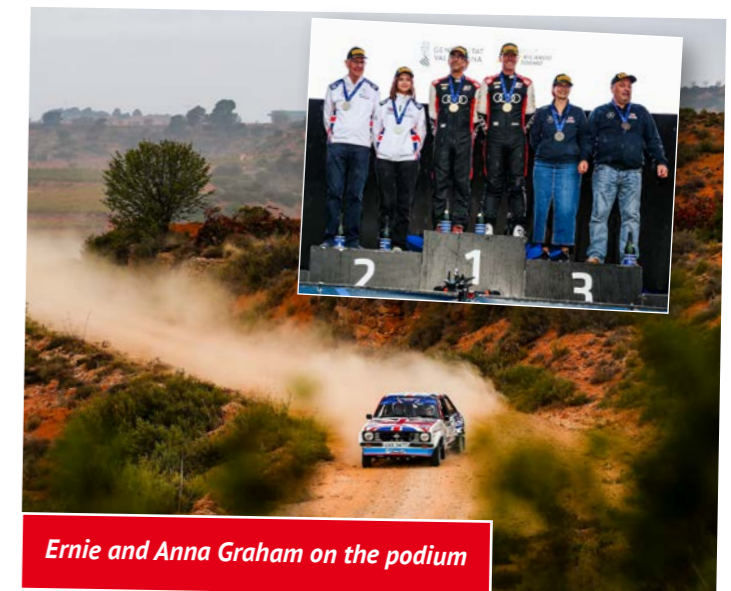
"It was really tough day – there were some challenging stages," reported Ernie at the finish. "We set some good times and had a bit of competition all the way."

Following a challenging start for the Esports disciplines, and only qualifying for the Esports GT Semi Final via the 'Last Chance' after an incident in the earlier Quarter Final, Kieran Prendergast had ground to make up to reach the top ten and join the Final. He had progressed up to 11th when, disappointingly, his race was shortened by a technical issue.

Worse luck befell Matt Caruana as he crashed out of the Esports F4 Semi Final, ending Team UK's medal hopes in the virtual world.

The Ricardo Tormo Circuit staged the first of its five medal races on Saturday. Leading from the front, Team UK's team captain Chris Froggatt and James Cottingham started in fine style by storming to an impressive victory in the GT Qualifying Race, starting in pole position for the afternoon's medal race.

Cottingham quickly tucked in behind the fast-starting Mercedes of Team Germany and stuck with the race leader throughout the opening stint before handing over to Froggatt just before mid-distance. A slow pitstop saw the UK car re-join a couple of seconds adrift, but Froggatt quickly made up the lost ground, and with a bold move, grabbed the



Ernie and Anna Graham on the podium



Team UK captain Chris Froggatt and James Cottingham win Silver

lead with 12 minutes remaining to win on the road. However, when various track limit penalties were applied, Team UK had to settle for silver.

Saturday also included Qualifying and Qualifying Races for Touring Car and F4 grids ahead medal showdowns on Sunday, as well as two qualifying sessions for Single Make GT.

The various karting categories held their concluding races at the Aspar Circuit. The first final was a fiercely fought, four-hour Endurance Karting race for teams of three drivers, including at least one female member. The Team GB entry of Andy O'Neill, Jack O'Neill and Rhianna Purcocks made great early progress, making up ten places from 16th on the grid, and within a few laps was battling for a medal. Gold went to defending champions Belgium, with hosts Spain and UK crossing the line side-by-side for silver and bronze.

Austin Gibson failed to complete his Qualifying Heat in Karting Mini, despite holding an encouraging top five



Four-hour Endurance Karting Team GB entry of Andy O'Neill, Jack O'Neill and Rhianna Purcocks, with their support staff



Jorge Edgar proudly displays his medal

position in the opening laps of the 40-strong field of younger drivers aged between 8-11.

Saturday also saw Ollie Mellors retire his Proton Iriz while holding fourth place in Rally2. James Potter and Tim Potter also missed out on a medal in Historic Rally Tarmac with axle issues on their Escort, and Mark King and Tessa Whittock were eliminated on a damp course in the Auto Slalom.

On Sunday, the Ricardo Tormo Circuit staged the GT Sprint, F4, Single Make GT and Touring Car finals, with strong representation for Team UK in all four categories. The circuit also witnessed the Drifters going for gold, silver and bronze, as well as the Medal Race for the top three in Historic Rally – with Team UK guaranteed a medal after the heroics of Ben Mellors and Alex Lee on both gravel and asphalt stages.

Jorge Edgar was Team UK's other medal hope in Karting Sprint Junior for drivers aged 11-14. Despite his relative lack of international experience, Edgar rose from seventh on the grid to pass many more fancied rivals to claim Team UK's first gold of the day and the 2024 Games.



British F4 driver Reza Seewooruthun took Bronze

Competing in GT Sprint, Darren Leung had a busy day with Free Practice and two Qualifying sessions (including Super Pole) in the morning and then a 40-minute race which would be the closing circuit racing event at the Games. In Touring Cars Jenson Brinkley started from the sixth row of the grid, and after a drive-through penalty, eighth was the best he could muster.

In the F4 single-seaters, current Motorsport UK Academy hopeful Reza Seewooruthun started in fourth place on the grid. The Spanish driver led from lights-to-flag chased by Peru and Sri Lanka, while Seewooruthun held fourth. Team UK, however, were promoted to bronze when the Sri Lankan driver was hit with a track limits penalty. In the Single Make GT final, James Owen started the all-Ferrari showdown from the outside of the front row – alongside the pole-sitting Spanish driver.

From the rolling start, Owen grabbed the early advantage, but Spain fought retaking the lead on lap two. Owen challenged two laps from home, he took his chance to give Team UK its first gold medal. GT Sprint completed the race action, with Leung finishing fourth.



Ben Mellors and Alex Lee won Silver in Historic Rally

The Ricardo Tormo Circuit also hosted final three-lap shootouts for rallying medals. Although Mellors and Lee had dominated the Historic category on both gravel and asphalt, their lead would count for nothing other than a shot at gold, silver and bronze in their 1979 Toyota Celica GT.

Moreover, the layout of the final stage would favour the far more powerful, four-wheel-drive 1981 Audi quattro of Italian rivals Andrea 'Zippo' Zivian and Nicola Arena and, sure enough, Mellors had to settle for silver.

The venue also hosted a record line-up of drifters competing on a bespoke course. Team UK's Lwi Edwards was among those to make it through to Sunday's Top 32 – a head-to-head, knockout format. Sadly, however, he did not progress to the medal rounds.



Single-make GT winner James Owen

All images: JEP

Meet Ethan Jeff-Hall...

Following his recent win at the PFi FIA World Kart Championships, *Revolution* caught up with Ethan to learn more about his journey so far...

Ethan Jeff-Hall, winner of the Ginetta Junior Championship and 2024 Ginetta Junior Rookie Championship, is certainly making a name for himself. The 16-year-old has recently signed with CRG Factory Racing Team in the OK Senior Category, and won the CIK FIA OK World Kart Championships at PFi in just his second race with the team.

"I first started karting when I was about six years old," notes Jeff-Hall. "It was indoor karting, but I actually got into it when I went on holiday and there were some go-karts – and ever since then I have always wanted to be a racing driver.

"It's always been something that I have wanted to do, and I haven't felt pushed by anybody else. My favourite F1 driver is Lewis Hamilton. I used to watch him throughout the years with my dad and he's a magnificent driver."

"I usually wake up at a similar time, even though races can be at different times, I'll have some granola and yoghurt for breakfast and get showered and ready to head down to the awning. If it's the first day of testing I will take my race gear down, say good morning to the team, and prepare for the first session."

"It was a great championship. To win the Ginetta Junior Championship and the Ginetta Rookie Championship was just an amazing feeling", enthuses Jeff-Hall. "The whole season presented tricky conditions, some wet, some dry and a few conditions that were sort of in the middle.

The last race of the championship was a bit difficult for me. We struggled a bit with the car set up and we couldn't quite find out where we needed to be. But nevertheless, we got the job done and it was an amazing feeling. At the start of the season, I had only done 15 test days during the whole season, so to go into the first race and qualify pole, it was always going to be a mega season."

If you want to start racing, Jeff-Hall has this advice: "Always follow your dreams, if it's something that you have been interested in then work as hard as you can, stay dedicated and look into every detail from the data. I think the main thing is to enjoy it, because when you enjoy it, the results will come along with it." 🌀



Images: KSP Reportages



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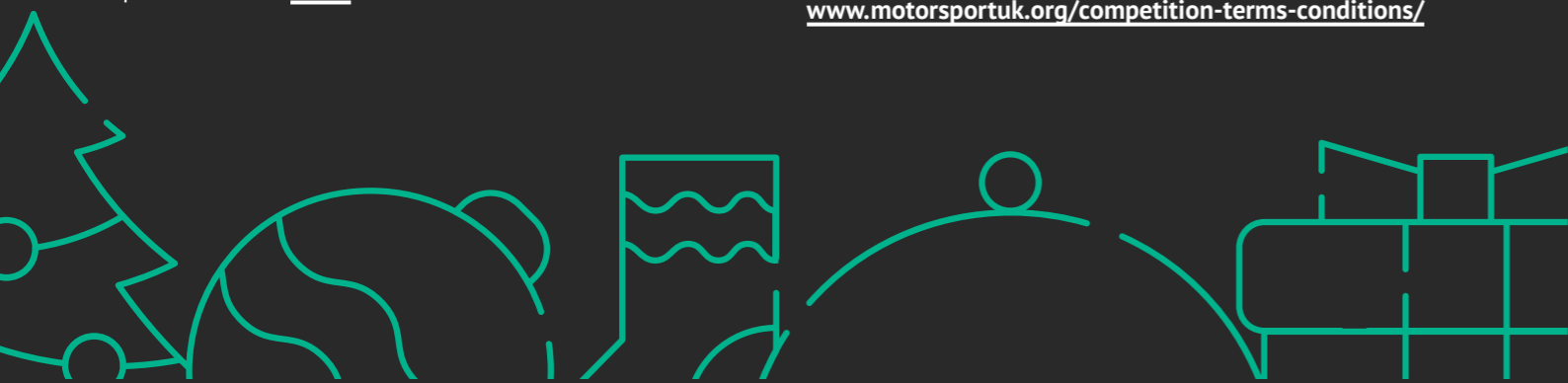
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BRAKING

Oliver Bearman to star at 2025 Autosport International

MoneyGram Haas F1 Team's Oliver Bearman will kick-off the most exciting year of his career by opening the Autosport International Show (ASI), Europe's biggest dedicated motorsport exhibition, at the NEC in Birmingham in January 2025.

Bearman, who will embark on his first full season in Formula 1 next year with MoneyGram Haas F1, will cut the ribbon to open ASI at 9am on Saturday January 11th, the first of the four-day show's two that are open to the public.

The appearance will offer F1 fans their first golden chance to see and hear from Ollie ahead of his much-anticipated rookie season, with Sky F1 commentator David Croft interviewing him on the main stage during the day to gain insight into the 19-year-old's grand prix preparations.

A stand dedicated to Bearman, featuring the Formula 4 car in which he won both the German and Italian national championships in 2021, will be included at ASI to launch Oliver's own brand of merchandise. A MoneyGram Haas F1 car will also feature in a display that will mark 75 years of the F1 World Championship.

Bearman is already the youngest British driver to start an F1 Grand Prix, following his sensational debut for Scuderia Ferrari earlier this year in Saudi Arabia, where he was a last-minute substitute for Carlos Sainz Jr. The teenager became the third youngest of all to start an F1 Grand Prix, and the first Englishman to represent Ferrari since Nigel Mansell, on his way to a stunning points-scoring seventh place finish. Bearman subsequently signed to race

for Haas in 2025, but was also called upon to make his second F1 start as substitute for Kevin Magnussen at the Azerbaijan GP, where he impressed and scored again by finishing a superb 10th, becoming the first driver in history to score points for two different teams in his first two races.

At the show will be a range of motorsport clubs and championships, covering the grass roots and karting, right up to the pinnacle of elite race competition. And look out for a mouthwatering range of cars across our Motorsport, Performance and Live Action Arena halls. Remember, every Autosport International weekend ticket includes access to the 5000-seat Live Action Arena – a racing oval-based driving show, packed with smoking stunts, deafening drifting and racing thrills.

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British F4 Esports Championship remains tight at the top

The Motorsport UK British F4 Esports Championship is back for its third season, and Round Four at Oulton Park marks the mid-way point

Henry Moore had extended his championship lead at Snetterton, claiming his first win of the season. This set up a three-way battle between Moore, second placed Graham Carroll, and Team UK driver Matt Caruana, who would be absent from this round.

In qualifying, Moore took his second consecutive pole position, with Carroll alongside just over a tenth-of-a-second behind. For Race 1, Moore got away cleanly, and with neither Carroll nor Moore willing to risk their points-scoring positions, the battle for first was a cagey affair. Joseph Loake was able to snatch second place when Carroll failed to pass Moore and lost momentum. Here it stayed to the flag, allowing Moore to extend his championship lead slightly.

Race 2 featured the reverse starting order, placing Moore back in 14th on the grid. The fog of Race 1 had been replaced with heavy rain, and Oulton Park was set for a test. Joni Katlia started cleanly from pole position, but for many drivers the rest of lap one was a bit of mess, and Carroll was able to move from 12th to 8th.

With rain making conditions tricky, there were more spins and clashes to come. The race ended with William Chadwick crossing the line first, only to be penalised for an incident mid-race, dropping him to third place. This elevated Ronnie Smith to his first win in his first ever British F4 esports race. Carroll was second with Moore fifth, keeping the championship leaders separated by just 22 points.

UK FF1600 Esports Cup

Championship leader Mark Fletcher had a tough qualifying session, and then suffered some early damage in Race 1



which meant he was running at back of the field. This was compounded by good starts from his four biggest championship rivals – Shoma Shintani took the lead after the first lap, followed by Harvey Jones, Lewis Wherrell, and Hans Jakob Siversten Mollatt in fifth.

The dry rack and nimble Ray FF1600 single-seaters lead to some fast and furious racing, often with cars two or three abreast. The resulting crash among the leading pack gifted Fletcher a few positions, while Shintani and Jones avoided the incident and broke away. Shintani took the win ahead of Jones, and Mollat was fourth and Wherrell sixth. Fletcher came home ninth.

In Race 2, Mike Pollard was on pole, alongside Fletcher, the reverse grid working in the championship leader's favour. Fletcher made the better start, but Pollard held on until Crofton Woodhatch drafted himself and Fletcher into the lead at Island Bend. Brandon Lowden slotted into third position. It was the battle for second position which became the focal point though, with Woodhatch, Wherrell and Lowden fighting off each other and giving Fletcher the chance to pull out a lead.

For the final lap, Woodhatch moved ahead of Wherrell, while Lowden used his momentum to challenge aggressively for

the lead at Island Bend, but he over did it and lost the back end of his car at Shell. Woodhatch forced Wherrell onto the grass at Hilltop, but Wherrell held on to second place at the line.

After Race 2 Fletcher maintains his position at the top of the championship table, but once drop scores are taken into account, the ever-consistent Wherrell and Jones will continue to hound him.



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GREAT BRITAIN

Season finale at Brands

The Porsche Esports Sprint Challenge GB is now in its second season, with drivers competing in two categories – PRO and AM – using the Porsche 911 GT3 Cup or Cayman GT4 Clubsport MR on the iRacing platform.

Round 5 – Brands Hatch GP Circuit

Qualifying at Brands saw Edward Hope take the GT3 PRO pole from Will Eatwell by just 0.001 seconds. In GT4 AM Adam Greveson was the only driver to under 1.30s taking pole ahead of Aiden Carter.

In Race 1, Hope lost out to Eatwell on the track but it was hope who took the fastest lap. Jack Jeffries completed the GT3 podium. In the AM class, it was Carter crossing the line well ahead of Mike Pierce in second place, and Alistair Pollock in third. Pole sitter Greveson took the fastest lap, dipping under 1.29s, but finished back in seventh place.

In Race 2, Eatwell was victorious, beating Jeffries to the line by over three seconds. Hope rounded out the podium, and fastest lap went to Matt Caruana, with an impressive time of 1:24.8. In GT4 AM, Aidan Cater was able to repeat his Race 1 win and claimed fastest lap too. Carl Chase took second place, with Greveson third.

So, after five rounds, Matt Caruana sits top of the GT3 PRO table – his four back-to-back victories early on helping him stay above Jack Jeffries in second place. Three wins in the last four races has boosted Will Eatwell to third overall, while top rookie George Taylor gets an honourable mention in fourth.

For the GT4 AM class, Aidan Carter's dominance was clear with his 9-out-of-10 race wins, while Mike Pearce and top rookie Alistair Police duelled it out for second place – with Pearce winning by just a single point.

The top three drivers of each class have won a Porsche driving experience at the Porsche Experience Centre Silverstone.



Frustration in Valencia

Kieran Prendergast, representing Team UK at the FIA Motorsport Games in Spain, was a late qualifier for the Esports GT Semi Final via 'the Last Chance', after an incident in the Quarter Final. He had some ground to make up to reach the top ten in order to reach the Final, and had progressed up to 11th when, exasperatingly, his race was shortened by a technical issue.

Matt Caruana fared no better, crashing out of the Esports F4 Semi Final, ending Team UK's medal hopes in the esports discipline.



You could be a Grand Prix marshal

Applications are now open for the 2025 Formula 1 British Grand Prix!



Each year, the Motorsport UK volunteer community comes together to support the British Grand Prix when Formula One arrives at Silverstone Circuit.

There is a limited opportunity for Marshals to represent their clubs and support the weekends racing at the 2025 British Grand Prix, so if you meet the selection criteria, and want to be part of one of the UK's largest sporting events, read on...



To be eligible, Marshals must:

- **Be a member of a recognised Motorsport UK club**
A summary of your application will be sent to the indicated primary club for verification. Overseas applicants should provide approval from their National Governing Body.
- **Have held the correct grade for the role being applied for, as of 31st December 2023**
Marshals who had Registered Marshal status (formerly Trainee) and have upgraded since, can still apply if the minimum marshalling days of 12 has been achieved after the upgrade date.
- **Renew your Motorsport UK Registration for 2025**
- **Apply no later than 2nd December 2024**
- **Have marshalled a minimum of 12 days, during the 2024 season**
You should include all circuit race event days that you have marshalled in any capacity.

Please note that marshalling for the minimum number of 12 days is not a guarantee of selection.

Only Motorsport UK or FIA licenced Circuit race event days are eligible to be counted (training days, track days, kart and motorcycle events are excluded).

Priority will be given to officials who are available to attend all three event days (4th/5th/6th July) and are available to sign-on and attend additional training sessions and briefings on Thursday 3rd July, where required.

If you have individual circumstances that prevent you from meeting the criteria above, please complete the form and send a covering e-mail the Events Team for consideration.

Available Roles

The following roles can be applied for via this application method:

- **Post Chief**
- **Incident Officer**
- **Flag Marshal**
- **Track (Incident) Marshal**
- **Paddock Marshal**
- **Pit / Grid Marshal**
- **Fire Tender driver**
- **JCB Snatch**
- **Driver Recovery / Marshals' Minibus**
- **Race Communications**
- **Race Phones**
- **Rescue (Silverstone unit personnel)**
- **Breakdown (Silverstone unit personnel)**
- **Marshals' Welfare Team**
- **Scrutineer**
- **Track Safety Team – applications will open later into the New Year.**

Chiefs, Deputies and Assistants roles are appointed once the application process is complete. To apply for these roles, an application form should be completed, as above.

The following roles are appointed outside of this application process:

- **Clerk of the Course**
- **Stewards**
- **Medical Team**
- **Sweeper personnel**
- **Independent Rescue Unit personnel**
- **Independent Breakdown personnel**

Any queries regarding the application process should be directed to the Events Team at bgp@motorsportuk.org

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Motorsport UK launches sustainable fuels consultation

Important step in the future of the sports sustainability

Sustainable fuels are already widely used within motorsport and their extended introduction will help the sport to reduce its carbon footprint, demonstrate innovation and safeguard the future of motorsport in the UK.

Motorsport has always led the way in vehicle technologies, and the adoption of sustainable fuels will extend the life of the existing internal combustion engines without an ongoing reliance on fossil fuels.

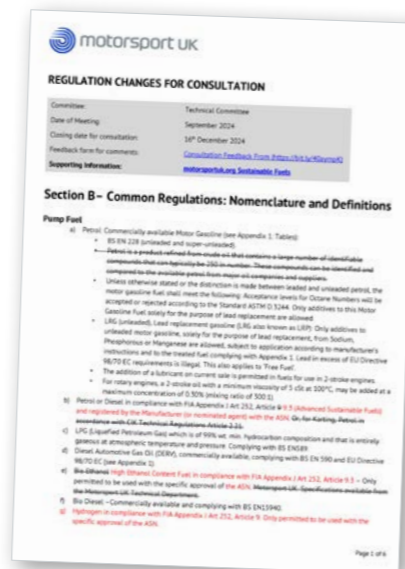
Furthermore, Motorsport UK's carbon calculation of baseline emissions of UK motorsport identified 138,361 TCO₂e (Tonnes of Carbon Dioxide Equivalents). The usage of competition fuel totals 18,307 TCO₂e. With a commitment to reduce this by 50 per cent by 2030, and with sustainable fuel having an estimated 80 per cent carbon emission reduction compared to fossil-based fuels, this proposal will address 5 per cent of the reduction target – 6,918 TCO₂e.

Motorsport UK is proposing to continue to support and encourage the optional use of sustainable fuels during 2025. For 2026, Motorsport UK proposes to mandate that all specialist racing fuels contain a minimum of 50 per cent sustainable content with a roadmap to 100 per cent fossil-free racing fuels by 2030.

This consultation, which is being shared with the entire UK motorsport community, is an important process for Motorsport UK to receive feedback which is carefully reviewed and considered before any next steps are taken.

Click [HERE](#) to view the consultation.

For further information on sustainable fuels in UK motorsport, see www.motorsportuk.org/about-us/environmental-sustainability/sustainable-fuels/



BTCC adopts sustainable fossil-free fuel

The British Touring Car Championship (BTCC) has become the first championship in the UK to adopt fully sustainable fossil-free fuel for all its cars, discontinuing hybrid power.

All aspects of the BTCC test and development programme have been completed successfully, and following a full assessment and consultation the decision has been made to introduce a 100 per cent sustainable fuel for every car from next season, supporting innovation across motorsport in the UK.

For 2025, the cars will have the same power-boost output as in 2024 – and the same boost deployment format as previously used – with the additional power surge coming solely via turbo boost. The cars will also be around 55 kilograms lighter and nimbler as a result.

The new fuel – designated Hiperflo ECO102 R100 – is specifically engineered to maximise performance, compatibility, and sustainability. The fuel is 100 per cent fossil-free, meaning all components are derived from synthetic and biological (non-crude oil) sources. Hiperflo ECO102 R100 conforms to the highest FIA and ISCC compliances.

“The introduction of 100 per cent fossil-free sustainable fuel for 2025 shows that the BTCC remains committed to innovation in motorsport,” announced Alan Gow, BTCC Chief Executive. “As the highest profile championship in the UK, this introduction is a significant and essential step in maintaining the competitiveness and excitement synonymous with the BTCC, but in a more sustainable and forward-thinking way.”



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How to break into motorsport

Members of Team BRIT know how to handle adversity and offer their own tips on breaking into the competitive world of motorsport

Launched in 2015 with just one car and two drivers, the team now compete in four championships, providing opportunities for 10 disabled drivers in some of the UK's most prestigious competitions.

It's not all about money

Unlike most sports, there's no cut-off age as to when you can get involved. If you're passionate about motorsport there are many ways to get involved, regardless of money or age.

Britcar Trophy driver Paul Fullick said: "I got into racing motorbikes in the early 2000s after wanting a safe space to ride fast. After my bike accident, I knew I wasn't going to stop riding or racing. I heard about Team BRIT, and the rest is history! I have three bits of advice for anyone wanting to get into racing..."

1. Always ask questions – at any level from karting to cars, talk to drivers, crew, mechanics, sponsors, media and ask them to help you understand how your sport works.
2. Some drivers do well because they're talented, others do well because they work hard. Until you're sure you're talented, work hard!
3. Never get frustrated by your rivals, you can learn a lot from the car in front.

Don't ever think you're not good enough

Anji Silva-Vadgama, a software company business development manager who was diagnosed with multiple sclerosis in 2018, was inspired to race after seeing a documentary on Team Brit. "The documentary made me realise that I could drive, despite my disability. Having the chance to do this is amazing and allows me to follow in the footsteps of my grandfather, who was a rally race car champion in Tanzania.

"My advice to anyone wanting to get into motorsport would be – don't ever think you're not good enough. It doesn't matter what anyone says, all that matters is what you think. Keep your chin up and shine to your fullest potential. You are the brightest star in the galaxy."

Britcar Trophy driver Tyrone Mathurin said: "I came into the sport late, through a negative situation after having an accident on my motorbike. I never thought it would eventually lead to me starting a racing career, but I was given a great opportunity to follow a life changing dream with Team BRIT.

"Racing keeps me driven and allows me to move forward. I'm always reminding myself what it takes to be a better driver, such as consistently exercising and maintaining a healthy lifestyle.

"My message to anyone wanting to get into motorsports is to have a determined mindset and a disciplined attitude, which will carry you towards your dream."

Ami Jerger, the bioengineer who created her own all-female kart team

From a degree in bioengineering to a career at Mercedes, and subsequently INEOS, Ami Jerger not only lives and breathes motorsport, but has taken pioneering steps to make karting a more welcoming and fun environment for women.

An Electrical Test Engineer at INEOS, Ami has launched AJ Racing, an all-female owner driver kart team. According to More than Equal in 2024, only 13 per cent of karter racers are female, which drops to seven per cent in Formula and GT racing. Ami decided that she wanted to change this.

"I got into karting back in 2008" reveals Jerger, "I went indoor karting with a friend – her dad raced motorbikes – and karting was one of the things you could try with an engine! We just kept going every Saturday morning, as a duo among the boys, and just kept carrying on.

During her third year at university Ami decided to get more involved in the kart team, encouraging more people to try out the sport for themselves.

from four drivers to 40 drivers. The team now has six teams in BUKC, and there are six female drivers in the female team, and just by being female it made it a bit less scary to join."

After finishing her degree, Ami was unable to tear herself away karting at the weekends, and decided it was time for a change.

"Last Christmas I had the idea that I wanted to launch my own team – the Jamie Chadwick series was also an inspiration, and I decided to make that step up to take more girls up from karting to cars. I've got four karts that I hire out – my own JZ Kart and I have someone trying out a Junior Rotax next month. I've had lots of messages from girls who are looking for the next step now that the season is coming to an end."

Find out more about AJ Racing [HERE](#).



"When I took on the kart team, there were initially four guys running the University of Sheffield team. I became captain of the karting team for British Universities Karting Championship (BUKC), run by Club 100, and it grew



The British Women Racing Drivers' Club (BWRDC) IntoSpeed initiative returns for 2025, offering opportunities for women to try motorsport for the first time.

The programme centres around Hillclimbing, in a range of affordable road cars throughout the UK. As part of its ongoing commitment to increase female participation throughout the sport, Motorsport UK has contributed funding towards the programme.

No experience is needed, and it is open to women of all ages from 18 upwards. There is no expensive outlay for safety equipment as the venues for the taster days will provide helmets, and attendees can use their own road car to take part.

For further and to get involved, email bwrdcintospeed@gmail.com

IntoSpeed Calendar 2025

27th March Taster day, Harewood Driving Academy

1st April Taster day, Gurston Down Hillclimb Drivers School

27th April Information / familiarisation and Spectator event, British Hillclimb Championship Round 1, Prescott

1st May 1:1 tuition day TCS Motorsport Driver Coaching, Curborough Sprint Track

17 May Simulator experience at JW-RS, Bicester

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*To qualify, the policy must include one competition car.



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

Sitting on 1st October 2024

Case No. J2024/26

Anthony Scott Andrews, Suze Rogers, David Scott

Mr Champkin appeared for Motorsport UK, Mr O'Donovan appeared in person, Mr McCluskey appeared by Teams video call

C9 INQUIRY – British Rallycross Championship 5 Nations Trophy

- This matter comes before the Court by virtue of an Order for an Inquiry made by Motorsport UK pursuant to General Regulation C.9.1.
- The facts are that at a 5 Nations Trophy rallycross event held at Lydden Hill on 21st July this year, Mr Ollie O'Donovan was found by the Clerk of the Course to have caused a collision with the car driven by Mr John Mc Cluskey and was accordingly disqualified from the race.
- O'Donovan, whilst readily accepting that he had caused the collision, appealed the Clerk's decision to the Stewards as he considered the penalty to be too harsh, especially the resultant loss of Championship points.
- The Stewards, having heard the Appeal varied the Clerk's decision and ordered instead a four-place grid drop. As the race in which the collision occurred was in fact the Final, the penalty was interpreted in the results as a four-place penalty.
- Neither O'Donovan nor McCluskey appealed that decision, but Motorsport UK considered an Inquiry was necessary given the circumstances of the collision itself and the ultimate penalty applied which was considered to be inappropriate.
- Mr Jamie Champkin appears before the Court on behalf of Motorsport UK. Mr O'Donovan appears in person. Also present is the Championship Co-ordinator Mr Drew Furlong. Mr McCluskey appears by Teams.
- The Court has seen visual recording from O'Donovan's on-board camera, from the Circuit's cameras and drone. and heard oral evidence from both drivers.
- The collision occurred at the hairpin corner at the top of the Lydden Hill circuit.
- O'Donovan states that he was following McCluskey into the corner, that McCluskey had made a mistake and run wide. He saw an opportunity to overtake on the inside of the corner but, as he started to do so, McCluskey's car "gripped up", rotated and turned in sharply toward the inside kerb. O'Donovan had no option but to take to the grass in order to try and avoid a collision. Sadly, a collision did occur and although the subsequent contact was comparatively minor, it caused McCluskey's car to roll.
- O'Donovan states that there was no intention to cause the contact and, had he not taken the action he did by turning onto the grass, contact would have occurred at a much higher speed. In short, the incident arose only because McCluskey's car suddenly found more grip and turned in.
- McCluskey, for his part, maintains that his car did not suddenly find more grip, rotate and turn in as O'Donovan had asserted, but said that his car entered the corner and turned into it entirely as he wished it to do. He said he had not made a mistake and run wide but was taking the line he wished to take. He did not accept that his car had suddenly altered its trajectory.
- It is clear to the Court that both drivers are experienced and highly effective rallycross drivers who appear to have considerable respect for one another. There are, however, two rather different versions of what happened.
- In making its decision the Court is assisted to a considerable extent by all the still and moving images available to it. It is the view of the Court that on balance these images tend to support the version of events given by McCluskey and therefore the Court prefers his evidence to that of O'Donovan.
- This being so, the Court considers the penalty imposed by the Clerk (which in fact accords with Motorsport UK's Guideline penalty as well as precedent) to be the more appropriate and accordingly confirms the Clerk's decision.
- It is therefore Ordered that:
 - the decision of the Stewards be set aside.
 - Mr O'Donovan be disqualified from the race in which the collision occurred.
 - The results be re-cast and issued to all relevant parties together with such re-calculation of Championship points as may result.
 - No Order as to costs.

**A. Scott Andrews
1st October 2024**

Sitting on 1st October 2024

Case No. J2024/25

Anthony Scott Andrews, Suze Rogers, David Scott
Mr Champkin appeared for Motorsport UK
Mr Pickford appeared in person via Teams video call

DISCIPLINARY PROCEEDINGS – Joshua Pickford

- Joshua Pickford, a competitor in 177 Rotax Max, having accumulated twelve penalty points on his competition licence within a twelve-month period appears before the Court for consideration of whether a penalty is appropriate.
- The facts are that on 5th November 2023 Pickford, a comparatively experienced competitor, was disqualified from a race for using abusive language and given four penalty points on his licence. He was given the same penalty for the same offence on 1st September this year and acquired another four penalty points. Within a very few minutes of that decision being handed down, Pickford confronted the other party to the earlier incident and expressed his views. As a result of this, Pickford appeared before the Clerk of the Course once again and on this occasion was disqualified from the meeting and acquired a further six points on his licence for his abusive behaviour.
- Pickford appears before the Court today by Teams and apologises for his behaviour although not accepting that it was either threatening or intended to be so.
- The Court notes, and reluctantly accepts, his contention that the language used was just that which is in common parlance, but the Court does not accept that it is appropriate or acceptable to use such language at a motorsport event where it will be regarded as abusive and will attract a penalty.
- The Court finds that Pickford's conduct does warrant the imposition of a penalty.
- It is accordingly ordered that Pickford's licence, or ability to hold one, shall be suspended for a period of six months commencing today.
- The last three months of that period are to be suspended in accordance with General Regulation C.2.1.3.
- Penalty points are to remain on Pickford's licence until the expiration of the said six-month period
- No order as to costs.

**A. Scott Andrews
1st October 2024**

Sitting on 1st October 2024

Case No. J2024/26

Anthony Scott Andrews, Suze Rogers, David Scott
Mr Champkin appeared for Motorsport UK

C9 INQUIRY – Berkshire Jag Components Jaguar Championship 2024

- This matter comes before the Court by virtue of an Order for an Inquiry made by Motorsport UK pursuant to General Regulation C.9.1.
- The facts giving rise to the Inquiry are that Colin Porter, a competitor in the Berkshire Jag Components Jaguar Championship 2024, asserts that he entered a Championship event held at Oulton Park on 27th April this year. He took part in two races and the relevant qualifying sessions, but that because of difficulties with his transponder, he did not feature in the published results for the second race.
- Notwithstanding the apparent problem with the transponder, it is clear to the Court from the Lap Chart and Race Statistics produced to the Court that Porter's car participated in the race and was timed throughout.
- The Court accordingly orders that:
 - The results for Race 9 at the said event be re-cast to include Car 3 driven by Colin Porter.
 - The results so amended be issued to all relevant parties together with such resultant amendment of Championship points as arises.
 - No Order as to costs.

**A. Scott Andrews
1st October 2024**

>>>>>

Sitting on 1st October 2024

Case No. J2024/27

Mark Heywood KC (Chair)

Anthony Scott-Andrews, David Munro

The hearing was conducted by Teams video link.

Ms Sian Woolley appeared on behalf of Motorsport UK.

The Court heard from Mr Greg Masters on behalf of the Championship Stewards and considered their joint written submission, and from Mr Declan McDonnell on behalf of Mr Joe Wiggin who was unable to attend.

Ms Cheryl Lynch, Head of Race & Speed, Motorsport UK, made submissions in writing.

INVESTIGATORY HEARING – Clapham North MOT Mazda MX-5 Supercup, Oulton Park 25th May 2024

JUDGMENT

Preamble

1. At the conclusion of this investigatory hearing yesterday, 17th October 2024, we handed down a summary of our principal findings so that those concerned in the final round of the championship, at Brands Hatch this coming weekend could take them into account from the earliest opportunity. It has been a highly unusual case. This is our full judgment.

Background

2. Mr Wiggin is a competitor in the Clapham North MOT BRSCC Mazda MX-5 Supercup Championship. This is a one-make championship in which only the 2005-2015 Mazda MX-5 2.0i Sport (NC) car is permitted, subject to permissible modifications.

3. Event Three of the Championship was held at Oulton Park circuit on 25th May 2024. For the first race of the event, Mr Wiggin qualified in pole position and won the race. In the second race he qualified second and won.

4. During the completion of eligibility scrutineering documentation after the Oulton Park event, the Eligibility Scrutineer, Mr Matthew Godber, noted that the engine in the MX-5 Mr Wiggin drove at Oulton Park was not sealed with a championship seal, though one had been fitted to the MX-5 in which Mr Wiggin began the season. We refer to “MX-5s” at this stage because, for reasons we will shortly come to, it is unhelpful to use the word “car”.

5. In the course of an exchange of emails between Mr Godber, Mr Wiggin, and Mr Wiggin’s father, Mr McDonnell, Mr Wiggin explained that he had begun the season campaigning an MX-5 that he found comparatively uncompetitive. For Event Three, he had hired a different one. Following his success he had purchased the hired MX-5, and the less competitive one was sold, but the engine could be made available for inspection.

6. The Championship Regulations permit a change of car mid-season but require the new car details to be submitted to the Co-ordinator for approval prior to the next event. Mr Wiggin explained that he did not believe that he had changed his car within the meaning of the regulations, but now the matter had been raised, the details of the new car were notified on 11th June in these terms; “a Mazda MX-5 Mk3 with a predominantly black bodyshell i.e. the same as his previous car”. The change was promptly approved on 12th June. We will come to the details of the regulations in due course.

7. The issue was notified to the Championship Stewards who summonsed Mr Wiggin to a hearing that was convened by video link on 20th June 2024. Mr Wiggin accepted that he had not notified a change of car but argued that no notification was required. He was not in breach of the regulations because a VIN number was not part of the registration process, and the car used at Oulton Park was the same model and colour as that he had previously registered. There was no material difference between the two.

8. The Championship Stewards disagreed. They found that there had been breach of the notification requirement and set out their reasoning in a detailed written Decision. In consequence, they penalised Mr Wiggin by ordering that he be disqualified from the event, that all awards (points trophies etc) were forfeit and four points were to be added to Mr Wiggin’s competition licence.

9. That decision was formally notified at 19.35 hours on Tuesday 25th June 2024. At 13.32 hours on Thursday 27th June 2024, Mr Wiggin indicated to BRSCC his intention to appeal, and that indication was forwarded to MSUK, together with the relevant documentation.

10. It was at this point that the true complexity of the issue first became apparent. Motorsport UK initially took the view that that Championship Stewards had acted outside their powers, in that NCR C2.5 did not permit them to order a disqualification. It is not necessary to go into the detail and competing interpretations in these early discussions here. It is sufficient to state that Mr Wiggin had expressed his intention to appeal, and both the Championship Stewards and Motorsport UK considered that the appropriate course was to instigate this investigatory hearing. It is common ground that despite the delay in convening this hearing, the process was instigated within the 60-day time limit.

11. Against that background, we turn to the issues before the National Court.

The Relevant Championship Regulations

12. The stated intention of Article 5.2.1, General Description, is “to control the vehicle specification, not the car” so, in summary, any car that meets the UK specification is eligible for the championship. As is set out, a left-hand drive car would not be, but an imported right-hand drive 1800 roadster would be eligible, “if the engine, gearbox, final drive etc.” was changed to comply with all the championship regulations.

13. The section of the Championship Regulations governing change of cars during the season is Article 1.4, Registration. Article 1.4.1 provides (to the extent that is relevant),
“Should the driver change cars during the season, the new car details must be submitted to the Co-ordinator for approval prior to their next event.”

14. Before us, the Championship Stewards and Mr Wiggin (in a written submission supplemented where it assisted by Mr McDonnell in person) maintained their positions summarised above. Mr Masters took as his starting point the fact that registration process required the competitor to identify their car from the outset. He argued that Article 1.4.1 was an important element of the regulations because it identified the introduction of a different car into the series. He accepted that it was permissible to change parts of a car without affecting its identity, but submitted that there must come a point where judges of fact could make the common-sense finding that the car was not, or was no longer the same, and this was such a case. In the course of argument, we considered a number of scenarios that the regulation would address but returned each time to the fact that in this case, the notification and approval were clearly perfunctory, and the “new” car passed technical and safety scrutineering.

15. Mr Wiggin explained that the registration process was completed online, using a pre-populated form in which the only details of “the car” were its make and model. As stated, he relied on the absence of any need to register a particular VIN number, engine number or ECU number, and he maintained that the majority of parts from his original car had been transferred to the new one before the race at Oulton Park, reinforcing his assertion that no change of car notification was required.

16. We were satisfied that on the facts before us there had been a change of car, and the details of the new car had not been submitted and approval obtained before the event in question. The Championship Stewards’ finding of fact was reasonable and we uphold it. We will address the penalties separately below.

The Powers of Championship Stewards

The Finality of the Race Results

17. Ms Woolley submitted that Championship Stewards’ actions, particularly in imposing the disqualification, amounted to re-opening the results of the race, which they had no power to do.

18. This was an issue that had not previously been considered. Ms Woolley referred us to NCR D26.3 which provides:
“These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course and/or Race Director, all technical matters, and all outstanding Protests or Appeals have been settled.”

19. Ms Woolley correctly conceded that this reading of D26.3 did not take into account that the Stewards of the Meeting and the National Court have the power to extend the time limits to bring an appeal after those time limits have expired, and as in this case, a C9 investigatory hearing can be ordered up to 60 days after an issue comes to the attention of Motorsport UK.

20. In our judgment, “Final”, in this context, indicates that the formalities referred to in D26.3, during which the results remain provisional, have been completed, and the results can be relied on for the calculation of championship points, future weight penalties, decisions over dropped scores etc.

21. In the vast majority of cases, nothing affects the published final results. But D26.3 does not preclude action being taken if issues arise after the circumstances set out. If it did, there could be no effective judicial supervision. That would benefit sophisticated cheating that went unnoticed at the time, and would not be in the interests of the sport.

22. Accordingly, we are satisfied that the Championship Stewards were entitled to investigate the suggested breach when they did, and, subject to what follows, act on their finding. It is not that the results are re-opened or return to a provisional status. They remain final unless and until varied by a valid judicial process.

The National Competition Rules and the Powers of Championship Stewards to Impose Penalties

23. It is timely to acknowledge the considerable assistance of Ms Lynch, who has informed the Court that for at least the last 18 years, there has not been a case of Championship Stewards taking a decision that impacts on the results on the results of a race, rather than matters restricted to their remit within individual championships, such as championship points, refusal of future race entries etc.

24. The stated working principle is that Championship Stewards have no ability to affect the event, which is solely under the powers of the Stewards of the Meeting for circuit racing.

25. Unfortunately, it has become clear to us that the National Competition Rules have developed in such a way as not to reflect that principle.

26. NCR G2.7 provides,

“Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.”

27. G2.7.1 provides,

“Championship Stewards are also empowered to consider a request from the Championship Co-ordinator to penalise a competitor for any breach of Championship Regulations after holding a formal hearing to impose a penalty in accordance with C2.1.1. (subject to the rights of appeal provided for in Section C).”

28. C2.1.1 lists the penalties that may be inflicted in order of increasing seriousness. Each reference to a penalty directs the reader to the rule relevant to that penalty. So, by way of example, C2.1.1 refers to,

“(d) Disqualification (2.5)”

29. Ms Woolley relied on the demarcation between race officials and championship officials, consistently with the principle explained by Ms Lynch. Ms Woolley submitted that although the current rules may appear to empower the Championship Stewards to impose penalties under C2.1.1, they do not, and the regrettable lack of clarity that it seems only now emerges, results from the incremental growth of the rules. (It is right to say that Motorsport UK

is actively addressing the clarity of the rules as well as the matters regulated.)

30. Ms Woolley argued that although a hearing had been convened, and rights of appeal were provided for as G2.7.1 requires, the reference to penalties “in accordance with” C2.1.1 leads to a dead end, because each rule relating to penalties, C2.3, 2.4, 2.5, 2.6 and 2.7, names the officials or body empowered to issue the penalty in question. Championships Stewards are nowhere referred to.

31. Accordingly, Ms Woolley submitted that the term “in accordance with” in G2.7.1 should be interpreted narrowly, even though the effect of that was that a championship steward would look to see what his / her powers were, only to find that there were none.

32. In further support for that construction, Ms Woolley pointed out that a wider construction would appear to grant unfettered powers to championship stewards, including exclusion, a power otherwise available to the National Court alone and which not only operates nationally, but internationally.

33. Unfortunately, rule G2.7.1 is current and expressly empowers championship stewards to impose a penalty “in accordance with” C2.1.1 and in our judgment, the term “in accordance with” is too ambiguous to bear the narrow meaning Ms Woolley contends for. If it did, it would only highlight the illogicality of invoking C2.1.1 at all.

34. “In accordance with” is a common English expression which may be interpreted as consistently with or corresponding to. That interpretation allows G2.7.1 and C2.1.1 to be construed in keeping with the parallel jurisdictions referred to by Ms Lynch and Ms Woolley.

35. We have considered the position of the Championship Stewards. Notwithstanding the title of “Steward”, they are the first judicial body in respect of disputes etc. relating to the championship regulations, as the Clerk of the Course is for breaches of the NCR.

36. In this context, it becomes clear that the powers granted by G2.7.1 are not unfettered. A Clerk of the Course is empowered to impose time penalties (C2.3), reprimands (C2.4), and disqualification (C2.5) but not suspension or exclusion.

37. In our judgment therefore, in the absence of a rule confined to the powers of the Championship Stewards, G2.7.1 expressly provides that the Championship Stewards are empowered to impose a penalty in accordance with C2.1.1 (a)-(f). As the first judicial body of a championship, the natural interpretation becomes

in accordance with the powers of a Clerk of the Course, which are those limited to C2.3, 2.4 and 2.5.

38. We are conscious that this interpretation gives rise to an unintended, and seemingly hitherto untested consequence, but we cannot act on intentions, only on the rules as currently in force.

The Penalties

39. Having found that the Championship Stewards were within their powers to impose a penalty in accordance with C2.1.1, we return to the disqualification and other penalties.

40. We accept Mr Masters’ submission that registration of cars is an important part of the Championship Regulations, but as Mr Wiggin has demonstrated, the registration process is basic and as referred to above, when instigated, the registration of a change involved no detail beyond the fact that a change had taken place and even when an apparent breach had been suggested, approval was granted immediately and without question. As stated, no technical or safety issues were identified in scrutineering.

41. In the circumstances, while we are satisfied that Mr Wiggin was in breach of Article 1.4.1, we set aside the penalty of disqualification and substitute a formal written reprimand pursuant to National Competition Rule 2.4.

42. Finally, we turn to the imposition of penalty points. Penalty points follow automatically according to the penalty imposed by the Clerk of the Course or the Stewards of the Meeting; C2.1.4. Consistently with our primary findings about the parallel jurisdictions of

race and championship officials, we are satisfied that while G2.7.1 specifically refers to C2.1.1, and not to rule C2.1.4, that power cannot be interpreted to extend to the imposition of penalty points. In these circumstances therefore, the two points that would otherwise apply to a formal written reprimand do not apply.

Orders

43. For the reasons set out:

- i. The results of Event 3 of the Championship, at Oulton Park on 25th May 2024 are to be republished in accordance with these decisions.
- ii. The championship points are to be re calculated accordingly.

Costs

44. We make no orders as to costs.

Recommendations and Closing Remarks

45. As we indicated at the outset, this has been a most unusual case. The issues were complex and improvements to the intention and clarity of much of what we have considered may, to a large extent, speak for themselves. We will consider any recommendations and submit those to Motorsport UK separately.

46. In closing, we wish to record our gratitude for the assistance given by all the parties particularly for the helpful position statements submitted in advance.

Mark Heywood
18th October 2024



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Rising karting stars advancing towards the BIKC Regional Finals – with special guest Abbi Pulling



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Learn why Circuit Rally Championship is the Perfect entry point to Championship Rallying.



A Beginner's Guide to Scrutineering

This guide will walk you through the scrutineering process, so you know what to expect.

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

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

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

More than one hundred athletes are currently on the scheme, here we meet four more young British hopefuls.



Theo Micouris

Born: Bedford, 16th May, 2006

Academy Programme: Team UK Futures

Competes: Ligier European Series

Recent Results:

2024 Ligier European Series Champion

2023 Radical Overall and SR1 Champion

What is your earliest memory of motorsport?

I played lots of Gran Turismo when I was young. I also went to Goodwood throughout my childhood and finished third in a Gran Turismo competition there when I was seven years old, competing against adults and professional drivers.

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

In karting, I won Kartmasters and was the only person to ever do the Grand Slam – and the fact we did it as privateers made it even more special! Then, this year, I became the champion of the Ligier European Series. It has been a bit surreal and made for an incredible start to my European car racing career!

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

I have had a few heart-breaking moments, mainly due to politics off the track, as well as the influence that money has in this sport. However, every day is still a great day when you're racing!

What has been the biggest break?

Being selected to represent the UK in the FIA Karting Academy was an immense honour. Thanks to the help and support of Motorsport UK, I got the opportunity to race on the world stage and show what I can do.

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

I want to make a career in motorsport. Then, ultimately, my dream is to make it to the top step of the podium in Prototype and GT racing, ideally in IMSA or the World Endurance Championship. I just need to continue keep climbing up the ladder with the opportunities I am given.

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

It was thanks to my good friend Nick Hart that I got into car racing, and thanks to Simon Stoneham I chose to race in the Ligier European Series this year.

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

I have learnt all about key elements that are required in our sport as well as how I can better myself for the top levels. There is so much preparation required off-track, and this is where the Academy really helped me. It's also great to work with other drivers and help improve each other.

What has been the biggest challenge in 2024?

The greatest challenge occurred before the season started, having to raise the money to get on the grid. It was a big venture for us, but it looks like the gamble paid off!



Abbi Pulling

Born: Lincolnshire, 21st March, 2003

Academy Programme: Team UK

Competes: F1 Academy and selected rounds of British F4

Recent Results:

F1 Academy: Singapore GP – 2 poles, 2 wins;

Zandvoort – 1 pole, 1 win, 1 3rd;

Barcelona – 2 poles, 1 win, 1 second;

Miami – 2 poles, 2 wins; Jeddah – 1 win, 1 second

What is your earliest memory of motorsport?

My dad raced motorbikes, and we were always at a track from about four or eight, maybe even earlier. By the time I was eight, I pestered my dad so much to give it a go myself and he stopped racing for me to start. I didn't realise at the time how much of a sacrifice that was – but I think he enjoyed being my mechanic just as much.

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

I won two British Karting Championships back-to-back and then joined the Alpine Academy – being recognised by an F1 team is such a privilege for any young racing driver. I drove their 2012 F1 car in Saudi Arabia, making me the first woman to do so in Saudi, and this year has also been so special with lots of success.

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

In 2021, my dad and I had to stop racing in British F4 because we could no longer fund it. That was heart-breaking, and I thought it was going to be the end of my racing career, but I was so lucky that the W-Series gave me an opportunity to keep my dream alive. However, that series was cancelled in 2022 and I never got to finish my first full season.

What has been the biggest break?

Firstly, having a dad who was so willing to get me into a kart and travel up and down the country most weekends for me to compete. I cannot thank him enough. Then the W-Series being created, as well as F1 Academy – because if these championships didn't exist, my career would have stopped in 2021. Being picked up by the Alpine Academy and receiving their support over the last three years, and being able to create a relationship with Rodin Motorsport, opening the opportunity to go back to British F4 a couple of years later.

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

The dream is F1, but that is a very long-term goal, and I could not put a time on that. My main aim is to compete and become a professional racing driver – winning wherever I go. Opportunities in endurance racing, or Formula E, would appeal to me.

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

Valentino Rossi. Something my dad has always said to me is to make sure I'm having fun, and I think that comes from Valentino. He always seems to have fun, whatever he's doing, and even tries lots of different types of motorsports to enjoy and challenge himself.

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

One of my most memorable sessions was Max Coates giving us advice on how to brand ourselves and the benefits from it. I took a lot of inspiration from that. Afterwards, I spent more time networking and building my brand.

What has been the biggest challenge in 2024?

This year has been incredible, and I've been making sure that I take in every moment. The biggest challenge has been to keep grounding myself and reinforcing my mental work, not getting ahead of myself and being in the moment. After I pulled a gap in the F1 Academy Championship, to help maintain the performance I worked a lot on the mental side, re-setting every weekend and not having expectations going into the next.



Robbie Sandford

Born: Caerphilly, 3rd January, 2006

Competes: 2023/24 MGJ Circuit Rally Championship; Welsh National Rally Forestry Championship; Cotswold Stage Rally Championship; TCS Plant Rally Challenge, plus the Epynt Rally and Rali Ceredigion.

Academy Programme: Co-Driver

Recent Results:
 Castle Combe Stages – 15th;
 Rali Ceredigion – 46th;
 Mewla Rally – 6th;
 Fairfield Merlin Stages Rally – 29th;
 Tour of Epynt – 38th

What is your earliest memory of motorsport?

I remember a RallyDay at Castle Combe, where I met WRC stars including Petter Solberg and got to see modern Rally cars and Group B cars including the Audi Quattro, RS200 and Metro 6R4. I spent a lot of time with my dad watching Rallies on tarmac and in the forests around the UK, some of which I have now been able to compete on.

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

Being the 'chase car' navigator for last year's Mille Miglia road race in Italy, which involved reading route books to keep ahead of one of the competing vehicles and managing logistics with other members of the team. Attending and participating in lots of different motorsport events has allowed me to create a network of useful contacts which have provided unique opportunities like that one.

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

Missing the Hills Ford Rally this year. It was a round of a Championship I was leading and just a day before it, I was struck by a sudden illness that left me drained and unable to compete. I was devastated watching my fellow competitors take the starting line, knowing I was unable to defend my lead.

What has been the biggest break?

Two standout opportunities come to mind. One is competing with Scott Williams Motorsport at Rali Ceredigion this year. Achieving a creditable finish in such a prestigious event was a real highlight. The other was joining the M-Sport World Rally Team on the Acropolis Rally in Greece. I was part of the gravel crew, taking road surface and atmospheric temperature readings for the team to inform tyre choice. Being part of such a skilled team taught me the importance of precision and communication in Rallying.

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

I aspire to develop my co-driving skills, gaining experience and knowledge to compete at the highest level and hope to achieve this within the next five years. Next year, I would like to compete in a national championship such as the Protyre UK Asphalt and Forestry series, to challenge myself against some of the most famous rallies in the UK, and to compete on the five-day Roger Albert Clark Rally.

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

I have been fortunate to be mentored by people who have competed at the very highest level – Nicky Grist, Seb Marshall and Paul Spooner – their guidance has been invaluable. I am also very grateful for the career advice and support that M-Sport Team Principal Richard Milliner provided during the Acropolis Rally.

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

Understanding the crucial role of a co-driver and how professionals fulfil it with precision and teamwork. Seeing their communication techniques, pace note strategies and ability to adapt under pressure has significantly improved my focus and decision-making before and during rallies. I have become more proficient at anticipating challenges, which allows me to provide better support and guidance to the driver.

What has been the biggest challenge in 2024?

This season I have travelled across the UK to compete in a diverse range of events, meeting some outstanding drivers and competing in various cars, adapting to different handling and performance characteristics, and managing tricky weather and complex terrain.



Images: Robert Borowik Media

Gracie Mitchell

Born: Middlesbrough, 26th February 2007

Academy Programme: Enhanced DiSE

Competes: FunCup Endurance, Ginetta GT, and C1 Endurance Championships

Recent Results:

Ginetta AM Class, Donington – 3 x 3rd;
 C1, Silverstone – 14th;
 FunCup Endurance, Brands Hatch – 8th (4th in Class)

What is your earliest memory of motorsport?

When I first tried out driving kart at my local track, Teesside Karting. Having sat with my dad in a twin-seater on holiday, it was instantly something that sparked my interest.

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

Being selected onto the Motorsport UK course in Loughborough. Merging my education with my racing has extended my knowledge and that will really benefit me in my career.

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

I don't believe I have had any major disappointing moments because motorsport can be so unpredictable, all you can do is learn and not give up. This year I have been fortunate to receive support that has allowed me to race in several different categories, but it is tough to find enough funding to commit to a full season in a championship, which is what I am aiming to do in 2025.

What has been the biggest break?

Getting the chance to test and race the Ginetta GTP, which all came about thanks to Ginetta, Shaun Goff from Optimum Motorsport, my family and all those who have helped out. To finally try out a proper race car with the track control and ABS was a dream and I loved every second of it.

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

To make a career out of motorsport as a driver. My goal is to compete in the F1 Academy Championship before I am 25, but ideally within the next three years.

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

Fernando Alonso. He has so much experience in F1 and other categories. He would have the most knowledge about all areas of motorsport as he has been there and experienced it.

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

The importance of nutrition and knowledge of the types of foods we should be eating as drivers to maximise our health for performance. I have also taken a bigger interest in the mechanical aspects of motorsport through motor vehicle practical courses and that has helped me develop my understanding of the cars.

What has been the biggest challenge in 2024?

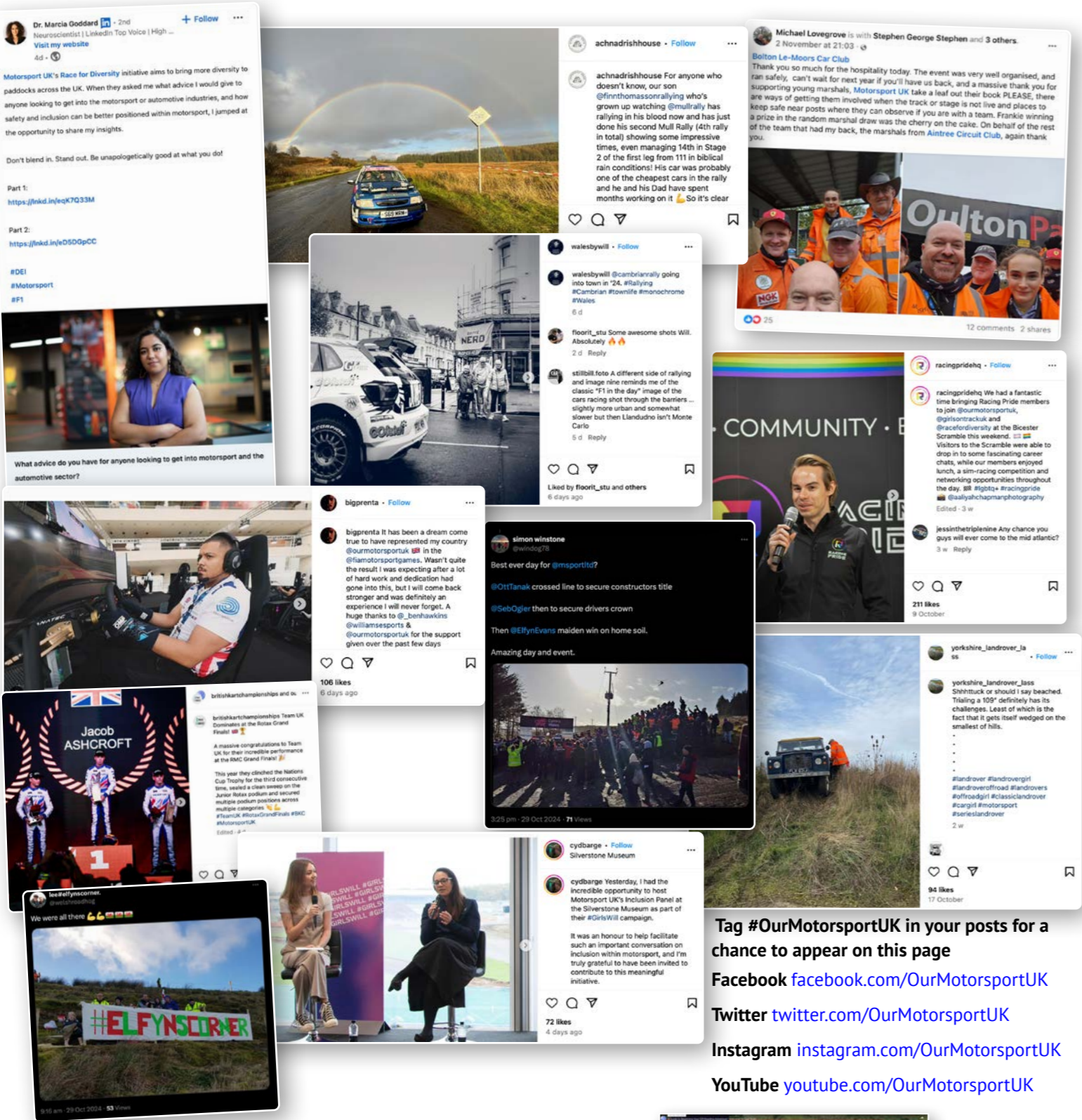
This is my first season in cars, and it has been a huge learning experience with so many things achieved. I still am still pushing to find the funding to not only compete a full season but to continue my career. However, I strongly believe it will all fall into place because of how helpful and welcoming the motorsport world is.



Highlights from the past month on social news feeds

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



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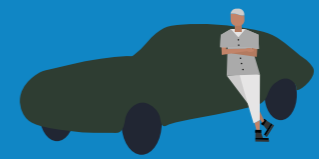
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Ulster Automobile Club – 100 not out

The Ulster Automobile Club (UAC) celebrates its Centenary next year. Here we present its prestigious history, events, and some of the motorsport legends it has helped create



Originally formed as the Ulster Automobile Sports Car Club (UASC) in 1925, the UAC has run many of Northern Ireland's most legendary motorsport events. The RAC Tourist Trophy races at Dundrod, the Ulster Trophy races, the Circuit of Ireland International Rally, plus the Ballybannon and Craigantlet Hill Climbs, are all stories of its success, and the chronological history of how the Club has developed offers some fascinating context ahead of next year's celebrations.

1900 to 1930

The first Hill Climb at Ballybannon took place more than 20 years before the UASC came into being, run as part of the Irish Gordon Bennett Race – promoted by the New York paper magnate. It was held on closed roads in Castlewelling, close to Newcastle and the Mourne Mountains, in 1903. Ten years later, on 2nd May 1913, the first Hill Climb at Craigantlet was held – now the second oldest Hill Climb venue still in use – in the outskirts of Belfast.

The opening of the Northern Ireland Parliament by King George V and Queen Mary in 1921 then led to the introduction of the Motor Vehicles Road Races Act on 10 June, 1922. That allowed the permitting of motor racing on closed roads in Ulster and, soon after, ambitious plans were hatched by Harry Ferguson – the Chairman of the Sports Committee of the Motor Trades Association – and several other members of the organisation to hold an International Motor Race on the 22-mile Clady Circuit between Crumlin, Antrim and North Belfast.

The event, which was proposed for September 1922, failed to come to fruition due to widespread political unrest and the outbreak of civil war in the South of Ireland, and although the first Ulster Grand Prix was held on the Clady Circuit, on 14th October 1922, it was run for motorcycles only. Two years later, a special committee of motor agents and private owners made another attempt to run the first Ulster Car Grand Prix, but when Stanley Pyper – a director of Stanley Motor Works in Belfast – was killed in an accident, with his

mechanic Charles Conquer escaping unhurt, the race was delayed again, this time until June 6th 1925.

During the remainder of 1924, several meetings were held to discuss the creation of a motor car organisation for Ulster, to be run as a potential branch of the London-based Royal Automobile Club. On 11th September 1925, several gentlemen met in Chichester Street, in Belfast – initially to discuss plans for a Hill Climb at Ballybannon in County Down. By the end of the meeting, the UASC had been formed. The Club was subsequently affiliated with the Royal Irish Automobile Club (RIAC) in Dublin and the Hill Climb the meeting had originally been gathered for was run just under a month later, on 3rd October, with a field of 63 entries.

The following year, in 1926, the Club created and ran the Magilligan Strand Races, which were held on a seven-mile stretch of beach in County Derry / Londonderry close to Downhill, the home of local North Coast landmark Mussenden Temple. Like Ballybannon, the races, which were held on 1st May, were successful mainly because most of the officials were experienced at running motorcycle races on behalf of the Ulster Motor Cycle Club and Motor Cycle Union of Ireland. The UASC returned for a further set of races on 17th July, attracting around 5,000 spectators, and during the following years Hill Climbs were held at Ballybannon, Craigantlet and Red Brae (near Carrickfergus) in addition to the races at Magilligan, while UAC founding members Wallace McLeod and Harry Ferguson were responsible for bringing the Tourist Trophy Race to Ards in 1928.

1931 to 1945

In August 1931 the UASC organised the first Ulster Motor Rally, using a similar format to the Monte Carlo Rally. This event was the forerunner of what is considered to be the second oldest rally in the World, the Circuit of Ireland International Rally, and was part of the Ulster Motor Week, which was created by Wallace McLeod, a UASC founding member and motoring correspondent for the Belfast Newsletter.

At the following year's UASC AGM, the word 'Sports' was formally removed from the name, resulting in the current badge and title, and the newly-named UAC became very active in its first year. Once again, the Ulster Motor Week proved a huge success, with the Craigantlet Hill Climb on Saturday 13th August, followed by the 750-mile Ulster Motor Rally on the Monday and Tuesday, TT practice on the Wednesday and Thursday – with the Concours D'Elegance in Bangor on the Wednesday afternoon, and a motor ball on the Thursday evening – and the TT closing things off on Saturday 20th August.



The Ballybannon Hill Climb in 1925

RIAC archive





Autotest run in the Harland and Wolff shipyard where Titanic was built



Robin McKinney was Clerk of the Course for the Circuit of Ireland International Rally in 1961, and introduced the concept of special stages on closed public roads. He won the event in 1955 and 1956 driving factory-prepared Triumph TR2s.

In 1934, the Club organised the County Down Trophy Race, introducing grid starts to Ireland for the very first time. The triangular course, located near Donaghadee, was just under four miles in length and its 30 laps resulted in a race distance of approximately 114 miles. Ulster's public roads have been home to the Royal Automobile Club (RAC) International Tourist Trophy Races held over the Ards Circuit just outside Belfast between 1928 and 1936. The races were organised by the Ulster TT Race Committee which included representatives from the RAC and quite a few UAC members.

The UAC were also heavily involved in the background of these events, providing personnel, organising publicity, producing newspaper articles and raising money by way of dinner dances in the Plaza ballroom in Belfast, with Junior TT children's pedal car races as part of the entertainment. Archive footage can be found [HERE](#).

1946 to 1956

The first British International races after World War Two were organised by the UAC, when the second International Ulster Trophy Races were held at Ballyclare in 1946. The International Ulster Trophy was won by Prince Bira of Siam in an ERA. Dundrod Circuit, on the outskirts of Lisburn, southwest of Belfast, then hosted the Ulster Trophy Grand Prix for Formula One and Formula Two cars from 1950 to 1953.

The 1951 event was the highlight of these Ulster Trophy Races, attended by the then Queen and her daughter Princess Margaret – in place of her father King George VI who was then in failing health – with the royal guests touring the course between races. The winner that year was F1's reigning



A trio of UAC members – Ronnie Adams, Frank Biggar from Dublin and BBC News Motoring Correspondent Derek Johnston – won the Monte Carlo Rally in 1956. Derek's son, Colin, is now on the Club's Council.

World Champion, Giuseppe Farina, in his Alfa Romeo, setting the fastest lap at 4 minutes and 44 seconds (approximately 94mph). Two years later, in 1953, future F1 World Champion Mike Hawthorn took home the Trophy driving his factory Ferrari Tipo 500.

The RAC Tourist Trophy Races – which were entirely separate events for racing sports cars – were also held at Dundrod in September, from 1950 until 1955 (except in 1952) and while they were officially organised by the RAC, much of the organisation was carried out by the UAC. The first two races in the series were rather disappointing entry wise, largely ignored by the continental drivers and factories. However,

Courtesy of Esler Crawford Photography



Paddy Hopkirk and Terry Harryman won the Circuit of Ireland Rally in 1967. Harryman went on to co-drive with Ari Vatanen, and is a former Chairman of the UAC.

the 1952 race was cancelled, the RAC handed the complete race organisation to the UAC for 1953, and things started to change. The race was included as the sixth round of the World Sports Car Championship, held just six days after the 1000km Nürburgring event, and sitting on the calendar alongside the legendary Le Mans, Targa Florio and Mille Miglia road races.

At that time, the top Grand Prix drivers also contested sports car events and the 1953 event – the 20th running of the RAC Tourist Trophy – was won by Peter Collins and Pat Griffiths in an Aston Martin DB3S. In 1954 and '55, the late-season scheduling saw the Championship reaching its climax at Dundrod, with the world's best battling it out, two drivers per car, for more than 80 laps and seven hours of drama. Legendary racing marques included the silver Mercedes, red Ferraris and Maserati's and green Jaguars and Aston Martins, while drivers included F1 legends Juan Manuel Fangio and Alberto Ascari – who between them had won every F1 Drivers World Championship title from 1951 to 1957 – alongside sports car specialists such as veteran silver fox Piero Taruffi, dashing young Eugenio Castellotti, fiery Frenchman Jean Behra and British drivers Stirling Moss and Mike Hawthorn. A local hero named Desmond Titterington shared the lone factory-entered D Type Jaguar with Hawthorn in 1955, and challenged the almost unbeatable three-car Mercedes team until the car cried enough with a few laps to go, handing victory to Moss in the 300SLR.

Many historians would regard those last two UAC-organised TT races as the greatest motorsport events ever held in Ireland. Indeed, some regard them at least on a level of importance, at the time, with the British Grand Prix. Sadly, however, the Golden Jubilee year of the Tourist Trophy in

1955 was the last time Dundrod hosted a motor race. Three drivers perished that day in fiery accidents and with the cars getting larger and faster – the fastest topping 150mph – the RAC deemed the narrow real road course, with its challenging high-speed corners and undulations mostly lined by high grass banks, too dangerous for motor racing.

1957 and beyond

As time moved on, the UAC continued to promote high profile and local races but also began to organise other motorsport events such as Autotests, Sprints, Hill Climbs, Targa Rallies, Special Stage Rallies, Trials and more. During the 1960s and 70s, the UAC held race meetings at Bishopscourt Circuit, Downpatrick, approximately 21 miles south of Belfast. The three-mile course took in half of the main runway and then ran around the perimeter roads for the remainder of the lap. Races were also run on temporary courses at RAF Long Kesh, Lisburn and Cluntoe airfield in County Tyrone.

The first race held at Bishopscourt, in September 1962, was for 1172cc side-valve Ford Specials and was won by local racing car constructor John Crosslé. Malcolm Templeton took the Champion Trophy for Formula Junior cars in his Lotus, beating the Gemini of John Pollock, who recorded the fastest lap with a 91.37mph average. In 1963, the UAC revived the legendary 1950s Ulster Trophy race, raising Bishopscourts Racing Circuit profile considerably. In the 1966 event, Tommy Reid broke the 100mph barrier when he set a course average of 100.75mph in a 4.7-litre Crosslé-Shelby Ford Cobra.

Hill Climbing has played a major part in the Club's history and upwards of 20 top British Hill Climb Championship contenders, some of whom have been seen flying up the famous Craigtlet hill, approaching the final corner at over 150mph. There is a strong contingent of local drivers who give a very good account of themselves over the 1460-yard climb, with some of the machinery accelerating faster than an F1 car off the start line. Events have also been run at Knockagh, close to Carrickfergus, all well supported by local competitors. The Club also runs a Targa Rally known as the 'It's Not The Boxing Day Rally' – many years ago it was held on Boxing Day, but due to changes in the law related to hangovers, it was moved to the 27th! The fun event attracts a strong field, keen to get involved, shake off the turkey and get some fresh air.

Autotests and Sprints have also been used to present opportunities for young Club members to begin their motorsport career, alongside seasoned veterans honing their driving skills. The UAC run a Championship Autotest in March, and an October Sprint, which has produced some stunt drivers and very talented racing drivers over the years.



Circuit of Ireland International Rally

The Ulster Motor Rally began life as a 750-mile 'jaunt around Ireland' and was won by Jimmy Mc Caherty, accompanied by Winslow Trimble, in an Austin 16 Saloon. The event was a descendant of the car section of the Irish end-to-end motorcycle trial first run in 1928 and was the first of its kind in Britain or Ireland. Based on the Monte Carlo Rally, it had five starting points – John O'Groats, Land's End, Dover, Belfast and Bantry. The 77 entrants had to pass multiple route checks and complete 500 miles to qualify as finishers. The 'sting in the tail' was that the last 24 miles was a regularity test, which had to be completed at an average of 24mph.

The 1931 event involved Donald Healey, shortly after his win on the Monte Carlo Rally and producer of the legendary Healey sportscars, and during the next five years the UAC enhanced the test for man and machine. By 1936, the event was titled the Circuit of Ireland Trial and had been extended to 1,089 miles, starting and finishing in Bangor, County Down, having visited Killarney in the deep South; Clifden in the far West; and followed a route around Ireland close to its coastline.

The 1936 event was won by Basil Clark and Ronnie Adams – who was 17 at the time and home from boarding school – in an Austin 16 Kempton Saloon. Over the next 19 years the Trial was suspended from 1940 to 1945 during World War Two, and again in 1948 due to petrol rationing. During this time, Chris Lindsay won the 1949 event on his own in a Ford Nufor Special, an achievement which has never been repeated.

The winner of the 'Circuit' in 1955 and 1956, Robin McKinney, was Clerk of the Course for the Circuit of Ireland International Rally in 1961 and introduced the concept of special stages on closed public roads – and was Club president for over 30 years. This was initially only in the Republic of Ireland, but from 1965 it was extended to stages in Northern Ireland. In the interim, one of the most famous rally drivers in the world, Paddy Hopkirk, won the Circuit of Ireland Rally, the first of his five triumphs, three of which were alongside co-driver Terry Harryman, who also sat with Ari Vatanen and is a past Chairman of the UAC.

In 1958, the Circuit began to attract high quality sponsorships and went on to be backed by companies including Benson & Hedges, Rothmans, Bank of Ireland Finance and the Automobile Association. Adrian Boyd, with navigator Maurice Johnston, won the 'Circuit' in 1960 driving an Austin Healey Sprite at just 19. The brother of Derek Boyd, also an accomplished rally driver, he returned to first place on the podium again in 1971 in a Ford Escort Twin Cam with another famous name in Irish motorsport, Beatty Crawford, the brother of award-winning photographer Esler Crawford. Adrian also competed in a Renault Alpine during the late 1970s which he had restored. Rosemary Smith, one of the few professional lady drivers who duelled with Stirling Moss' sister, Pat Carlsson, was ably navigated by the wife of Frank Biggar, who was the joint winner of the 1956 Monte Carlo Rally. And on the 1978 event, Markku Alen famously commented that the Circuit was "a harder rally than any round of the World Championship."

During its 93-year history, it has been a round of the British and European Rally Championships attracting many of the world's top manufacturer teams and drivers, as well as many famous local competitors. It has been won by Jimmy McRae seven times, with Paddy Hopkirk taking five wins and Roger Clark, Billy Coleman and Russell Brookes three each. Other high-profile entrants have included Chris Sclater, Markku Alen, Hannu Mikkola, Per Eklund, Jan Henriksson, Ari Vatanen, Pentti Airikkala, Cathal Curley, Brian Nelson, Billy Coleman, the McCartney brothers, Malcolm Wilson, Rosemary Smith, David Richards, Bertie Fisher, Derek McGarrity, Adrian Boyd. Colin McRae, the first British World Rally Drivers Champion in 1995, won the event in 1991 age 22, and Craig Breen was another famous winner. Both were taken too early and are sadly missed by so many.

In the 1980s, Rodney McComb established an event called the UAC Circuit of Ireland Retrospective. This Rally took place over open public roads, replicating the style of the events held in the 1950s and included night navigation, Autotests

and regularity sections. The popular event started and finished from a different place each year and utilised many of the classic Circuit stages.

The Circuit of Ireland International Rally has survived the 'troubles', foot and mouth disease, freak weather, as well as financial ups and downs. For a variety of reasons, it was 'slimmed down' to two days – mostly to meet new competition rules issued by the FIA and Motorsport UK. Allied to developing technology and increased safety requirements, many of the classic stages were not well-suited to the 21st Century without creating artificial chicanes and other modifications to ensure average speeds remain 'below the bogey' – the time set by organisers for competitors on each special stage.

The Club was a founding member of the Tarmac Rally Organisers Association (TROA) which was set up to promote and organise International Rallies in Ireland. The UAC is still organising and promoting the Circuit at Easter every year, now with increased collaboration from other motor clubs in the province, which is yet another innovative approach to motorsport management. The organisers are all looking forward to a special event between 18th-21st April in 2025 during the Club's 100th Anniversary.

>>>>



The first Circuit of Ireland route from 1936 followed the outline of the coast

The first Circuit of Ireland route in 1936. It followed an almost exact outline of the coast.



Images: Newspress

Colin McRae won the Circuit of Ireland Rally in 1991 – four years before becoming World Rally Champion. Craig Breen won the event in 2015



Craigantlet Hill Climb

Craigantlet Hill Climb is a founding round of the British Hill Climb Championship in 1947 and is still running annually in May. Harry Ferguson (of tractor fame) set the first fastest time in a Vauxhall 25hp at an average speed of almost 38mph, but the current record is now just shy of 78mph. The course, which has been shortened and slightly realigned during its long history, consists of five corners and two long straights, with many elements of the course named in honour of famous competitors and organisers.

- The start line is named Cathie, after Star Engineering's works driver
- The first corner is a tight right-hander known as Howe, after the 5th Earl Howe
- The next sweeping left-hander is named Straight Hall, after Eddie Hall, one of only two men to have competed in every running of the Ards TT
- The next tight right-hander is Hadley, after Austin Motor Company Number One driver Bert Hadley
- May's Cross is named after Thomas Raymond Mays, who won the first two British Hill Climb (BHC) Championships in 1947 and 1948
- The first fast straight is named Cairns, after Bob Cairns, who was Clerk of the Course for more than a decade
- Another sweeping left-hander is named Allard, after Sydney Herbert Allard, the founder of the Allard car company and winner of the 1949 BHC
- Wharton Straight is named after Ken Wharton, the BHC winner every year from 1951 to 1954
- The final sweeping right-hander, where the old road joins the new one, is known as Pringle, after John Pringle, who held many hill climb records all over Ireland.



The Club organised celebrations for the 100th Anniversary of the Road Races Act in 2022, held at Mount Stewart, a world-famous National Trust Property on the Ards Peninsula. Children from the age of three to nine participated in pedal cars races, their energy and enthusiasm creating a set of highly charged battles while having great fun.

In 2020, the Club introduced its Future Champions programme, donating £500 each to four young members to help them progress their motorsport careers. Adam McMullan and Ben McKee are now rapidly rising through the ranks of Autotesting; Dan Harper is currently competing as part of the BMW Junior Team and is a past Porsche Carrera Cup Great Britain Champion. William Creighton and Liam Regan won the Junior British Rally Championship in 2022, and were crowned WRC Junior Champions in 2023. In 2022, the programme was extended to give £500 each to four women club members, Kathy McDade, Emma Campbell, Katherine Donnelly and Amy Hawthorne – all of whom have made significant progress in their disciplines of hill climbs and sprints.

The UAC is now one of the larger motor clubs in Ireland, with its membership extending to six of the seven continents and including famous names such as ex-F1 driver John Watson, seven-time Circuit of Ireland winner Jimmy McRae

Junior UAC members William Creighton and Liam Regan won the Junior British Rally Championship in 2022, and were crowned WRC Junior Champions in 2023



In the 1980s, many of the Club's members were recruited to test drive John De Lorean's DMC-12 on the purpose-built track beside the factory in Dunmurry, just outside Belfast, as well as on the public roads.

and Terry Harryman, a former world-class navigator with Paddy Hopkirk, Ari Vatanen and many others. The Club continues to innovate, create and inspire, based on the raft of experience built from its historic past. This results in a wide range of high-quality events which are world renowned, and which the Club will be giving an extra sparkle in 2025 to celebrating its special anniversary, while also looking towards a strong and successful future. 🌀



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For details of the Ulster Automobile Clubs centenary events and activities see www.ulsterautomobile.club

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2024 season

Many **Motorsport UK Championships** reached their conclusion in October. Some saw dramatic season-ending finales, with a few won with rounds to spare. Here are some of the numbers behind another incredible season of competition.

10

The number of different race winners in the 2024 British Touring Car Championship, with Jake Hill taking eight and runner-up Tom Ingram securing six.

51

The number of F1 races this year's British Grand Prix Marshal Award winner Ian Redhouse has been involved in since he began marshalling at the age of 14.

14

The number of victories Matthew Ryder secured on his way to winning the British Hillclimb Championship – including eight consecutive wins towards the end of the season.

5

The points gap between champions Rob and Ricky Collard and second-placed Alex Martin and Sandy Mitchell in the GT3 class of the 2024 British GT Championship.

8

The points advantage Seb Perez holds over Mark Higgins in the British Historic Rally Championship, which concludes at the end of November.

4

The number of remaining rounds when Chris Jones became 2024 British Sprint Champion.

927

The combined points collected by stand-out drivers Andy Robinson (508) and Bobby Wallace (419) during their duel for the title in the British Drag Racing Championship.

34

The title-winning margin of Peter Erceg, Marcus Clutton and Hugo Cook, who won every round of the British Endurance Championship.

8

The number of female drivers that participated in the ROKiT F4 British Championship this year – including the series' first ever female race winner Abbi Pulling.

Learn more about all the British Championships [HERE](#) and get ready for 2025!

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WHAT'S ON

The Wyedean Stages

16th November, Forest of Dean,

The final two rounds of the Reis Motorsport Insurance Motorsport UK English Rally Championship heads to the Forest of Dean for the Wyedean Stages in mid-November, and then to the Lake District for the Grizedale Stages in December. Elliot Payne leads Matthew Hirst by just four points in the Championship, but Hirst has won the last three Wyedean Rallies outright. Plus, there are also several other drivers who are in the Top Ten from just four scores – Ben Jemison, Russ Thompson, Lewis Hooper, and Nigel Jenkins – any of which could prevail by the end of the season!

www.wyedeanstages.co.uk



Rally Anglo Caledonian

23rd-24th November, Carlisle and Lockerbie, Scottish Borders

The championship-deciding final round of the Fuchs Lubricants British Historic Rally Championship takes crews into the forests on both sides of the England and Scotland border, at the Anglo Caledonian Rally. The two-day rally offers two-point scoring opportunities and up to five contenders vying for the coveted title. Seb Perez in his Porsche is in the box seat for the crown, with Mark Higgins in the popular Triumph TR7 V8 breathing down his neck.

The Scottish Sunday leg of the inaugural Rally Anglo Caledonian will be the final round of this year's Asset Alliance Group Scottish Rally Championship, the reserve event coming into play after the cancellation of Round 6 of the published calendar. With the Overall Champions now confirmed, the spotlight will be on the battle throughout the field for the overall runners-up spots, the Albyn Garage Challengers, the G & M Mechanical Services Two-Wheel-Drives, in addition to several of the classes.

<http://racrmc.org/rally-anglo-caledonian/index>



Russ Orway



AF Motorsport Media

Isle of Wight Car Club Autotest

24th November, Fort Street, Sandown, IoW

The Fort Street Car Park Autotest November is the concluding round of the Isle of Wight Car Club Autotest championship, with several drivers still able to take both the overall and sealed surface crowns. Open to any Association of Central Southern Motor Clubs (ACSMC) affiliated club members, this could be the last chance to scratch the motorsport itch before winter arrives. Advance online entries only, and entries close at midnight on the Wednesday before the event.

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



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A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS

Johnston Trial

24th November, Eaton, Leicestershire

The Johnson Trial is the penultimate event of the Sporting Trials season and always offers an exciting challenge for competitors and great viewing for spectators. Located between Melton Mowbray and Grantham, the Trial has been run in sun, snow, wind and rain, in the traditional end-of-November slot, with the wide grassy banks presenting challenges for all competitors.

www.sportingtrials.co.uk/calendar/view/the-johnson-trial



Pigs in Blankets 12 Car

5th December, Bicester Village Park & Ride car park, OX26 1BT

South Oxon Car Club is running the seventh and final round of its annual 12 Car Championship (Sponsored by Pallas Connections). The rally starts at Bicester P&R and uses a mix of classic and new lanes heading toward the Chesham area, before heading back to the finish at Oxford Services. The event is running on the RallyApp, so it is hoped to be able to present both event and provisional championship results at the event finish. The route is around 65 miles of lanes, presenting crews with a navigational and driving challenge.

<https://southoxoncarclub.co.uk>



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Month Photography

Fox Navigational Rally 12 Car

7th December, Blairgowrie, Perthshire

Starting and finishing in Blairgowrie, this 85-mile navigational rally will provide an opportunity for crews of all experiences to take part. Along with the usual classes for experts and experienced entrants, the Saltire Rally Club focuses on providing simple straightforward navigation to the novice crews. In addition, a Beginners Class with marked maps is available for those who wish to find out more about navigational events or practice timing.

<https://motorsport.scot/organiser/saltire-rally-club>



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Gary Pitner Photography

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DRIVEN BY RACING

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

Motorsport UK Pirelli Welsh Rally Championship



Matthew Hirst put his hopes of a record-breaking fourth Motorsport UK Pirelli Welsh Rally Championship title right back on track after a dominant performance on the Visit Conwy Cambrian Rally. Co-driven by Declan Dear, they reached the midday service with a Pirelli Welsh lead of over a minute – and the Cambrian Rally Interclub Rally win and maximum Pirelli Welsh points followed. Russ Thompson and Stephen Link were best placed to pounce should Hirst make a mistake, picking up second-place Pirelli Welsh points. Iwan Roberts Jnr and Daniel Jones completed the Pirelli Welsh podium, earning Jones the Two-Wheel-Drive co-drivers' title.

Latest Championship Positions

Drivers	Points	Co-Drivers	Points
1st Russ Thompson	112 points	1st Stephen Link	114 points
2nd Matthew Hirst	109 points	2nd Declan Dear	111 points
3rd James Giddings	103 points	3rd Aled Davies	104 points

5 Nations British Rally Cross Championship



Former circuit racing and rally ace Ian Barrett claimed a first-ever rallycross podium talking victory in the penultimate round of the Motorsport UK British Rallycross Championship 5 Nations Trophy at Lydden Hill. Julian Godfrey and Tristan Ovenden completed the podium. Then on Sunday, for the final round, it was Oliver Bennett taking his third career 5 Nations BRX win upon his return to the series. John McCluskey finished second, defending throughout from Godfrey, to secure second in the drivers' championship. Meanwhile Steve Hill overtook Ovenden through joker strategy and claimed third overall in the standings.

Final Championship Positions

1st Patrick O'Donovan	157 points
2nd John McCluskey	140 points
3rd Steve Hill	122 points

Motorsport UK Sporting Car Trials Championship



Thomas Bricknell continues his great run of results winning the Mercian Sporting Trial in a close battle between Josh Veale and Matt Sharp on the slippery Warwickshire slopes. Bob Packham put in some excellent climbs in his live axle Kincraft to come sixth overall, and first live axle ahead of Julian Fack.

Latest Championship Standings

1st Thomas Bricknell	148 points
2nd Richard Sharp	112 points
3rd Matt Sharp	106 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Chris Jones became the sixth different British Sprint Champion in six years, with four rounds to spare with an emphatic display of committed driving all season wringing every drop out of a 998cc Force TA against much larger capacity opposition. The battles have been very close, with multiple types of cars covering the top few positions by less than a second over the two-mile runs. 2023 champion Pete Goulding in an EcoBoost had to settle for second place, and John Loudon, also in a Force, made it to the podium for the first time. The Woodford Trailers British Sprint Championship runs sprints across all the home nations and is the pinnacle of sprinting in the UK.

Final Championship Positions

1st Chris Jones	750 points
2nd Pete Goulding	734 points
3rd John Loudon	687 points

Asset Alliance Group Motorsport UK Scottish Rally Championship



74 crews lined up to contest the A.M. Phillip Trucktech Snowman Rally, the penultimate round of the Scottish Rally Championship (SRC). Taking their first SRC win as a team, John Wink and Neil Shanks bounced back after retirement on the Grampian Rally. Second after two stages, they made their move in Stage 3, with a four second lead. Extended to nine seconds on Stage 5, they held the lead to the finish. Scott Beattie with Emily Easton-Page as navigator started steadily and were up to second place with one Stage to go. Jock Armstrong and Owen Paterson were in third going into final test, but a spin and stall kept them third place.

Latest Championship Positions

Drivers	Points	Co-Drivers	Points
1st Euan Thorburn	145 points	1st Keir Beaton	136 points
2nd Mark McCulloch	126 points	2nd Michael Hendry	128 points
3rd Ian Forgan	105 points	3rd Paul Beaton	115 points

Probite British Rally Championship



Chris Ingram and co-driver Alex Kihurani clinched the Probite British Rally Championship title with victory at the Visit Conwy Cambrian Rally. Ingram piloted his Toyota GR Yaris Rally2 across the demanding North Wales stages with precision, keeping his nerve during a rally-long battle with three other title hopefuls. William Creighton and co-driver Liam Regan were also fighting for the rally win and 2024 title, and came home second on the road and in the standings. Osian Pryce and co-driver Rhodri Evans completed the podium.

Final Championship Positions

1st Chris Ingram	132.5 points
2nd William Creighton	115 points
3rd Osian Pryce	100.5 points

British Cross Country Championship



Paul Rowlands survived a dramatic final British Cross Country Championship (BXCC) double-header weekend to win the 2024 title by just one point. Aston Cox was second after taking a final round win, despite having to use a different car after breaking his own during round five. Jason Rowlands won round five to wrap up third overall in the championship.

Latest Championship Positions

1st Paul Rowlands	324 points
2nd Aston Cox	323 points
3rd Jason Rowlands	318 points

British Truck Racing Championship



For the ninth successive season in Division 1 Ryan Smith has retained his title to become a nine-time champion, putting him closer to the all-time record of ten, held by Stuart Oliver. Arriving at Brands Hatch as an unstoppable force, Smith took all five race wins and claimed the 2024 title. In Division 2, John Powell and Simon Cole went head-to-head, and with Powell grabbing a handful of podiums it was enough to secure the title.

Final Championship Standings

Division One			Division Two		
1st Ryan Smith	629 points	1st John Powell	541 points		
2nd Dave Jenkins	502 points	2nd Simon Cole	510 points		
3rd Steve Powell	485 points	3rd Paul Rivett	354 points		



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The Parting Shot

Rallying legend Stig Blomqvist celebrated the 40th anniversary of his 1984 World Rally Championship win by competing in the Visit Conwy Cambrian Rally last month, which also hosted the final round of the Probite British Rally Championship.

The Mini ran on Carless Hiperflo ECO98 R70 sustainable fuel – a direct replacement for Super Unleaded which reduces greenhouse gas emissions by 50 per cent.

For 2026, Motorsport UK is proposing to mandate that all specialist racing fuels contain a minimum of 50 per cent sustainable content with a roadmap to 100 per cent fossil-free racing fuels by 2030. Click [HERE](#) to view the consultation.



Photos: JEP