

OILY RAG

Automotive & Classic News



April 2022

RICKY COLLARD
"I feel like its my time
now and BTCC is
where I want to be"



INSIDE:

**New British F4 Season - All The
Cars Powered By Motul**



**Exclusive: We Chat to Unique
Racing Legend Callum Lockie**



**Three New Rally Championships
Come on Board**





Welcome

Witham Motorsport is part of the Witham Group and is used to capture our involvement in many different motorsport industries throughout the UK and abroad. As manufacturers of lubricants and paints since 1921, the Witham Group has evolved an impressive track record of quality products and services for on and off the racetrack.

We love all things racing and cars and are heavily involved in supplying and supporting drivers, race teams, engine manufacturers, distributors, workshops, garages, dealerships and every day customers with products from across the ranges of Motul lubricants and Qualube - our own brand - whether classic and vintage vehicles or the very latest in engine or racing technology.

Motul is our ground breaking global lubricant partner who, over the past 160 years, has been first across the line with mono grade and synthetic lubricant technology and unrivalled performance. Specialising in synthetic racing oils, and ester core technology, Motul has grown in the UK to become the chosen lubricant partner of many engine manufacturers and automotive racing sports teams, distributors, online retailers, garages, workshop and of course individuals and end users who want to put the right oil in their vehicles.

The partnership with Witham Motorsport and Motul means that our customers have access to the best technical lubricant advice and product range available. From high performance 300V Motorsport lubricants to reliable top quality classic oils, coolants, brake fluids, transmission fluids and a comprehensive range of high-quality car cleaning products, We are proud to be the lubricant sponsors for many successful race teams and drivers in the UK and enjoy strong relationships with UK automotive media and classic car clubs. We attend many car shows and race events throughout the UK, from being the headline sponsor at Goodwood Revival to Silverstone Classic, BTCC championships, British F4 Championships, MSN Rally, Motorsport Days and many more. We are passionate about quality, and how using the right oils and fluids can help make a real difference to vehicle performance.

People and service as well as quality products are at the heart of what we do. We are on hand to help and advise on lubricants and many other products for garages and workshops and offer competitive trade accounts or an online shop with first-class delivery for direct customers. We hope you enjoy this read which gives you all our latest Motorsport news and stories.



To get in touch with Witham Motorsport about our products and services or to have a chat, please contact:

☎ 01353 723373 ✉ motul@withamgroup.co.uk 🌐 withammotorsport.co.uk



ALL GEARED UP FOR 2022 OUR BUSIEST UK MOTORSPORT SEASON YET!



We are gearing up for a season of incredible variety across a wide range of different motorsport disciplines throughout the UK in 2022.

Our exciting 2022 programme supports British motorsport from grass roots levels all the way through to the UK's top championships. With Motul's premium quality oils and lubricants, care and maintenance products. Motul's motorsport partnerships are fundamental to the development of its products and relationships with car manufacturers and engine builders – helping test and give feedback on performance.

Driving Ambassadors and Racing Teams, all using Motul products, will be racing in a wide range of British Motorsport competitions including the BTCC, F4, MSN Rally Championships, Pro Drifting UK, Mini Miglia Championship, Citroen Endurance and at Motul Partnership key events such as the Silverstone Classic and Goodwood Revival.

Motul's motorsport partnerships are fundamental to the development of its products and relationships with car manufacturers and engine builders – helping test and feedback on performance. Motul and their growing list of drivers and partners have already enjoyed great success in the UK over the past season. For 2022 the list of new ambassadors for Motul include Andrew Jordan and JRT, Classic stars such as Callum Lockie, Andy Ace Harrison and Patrick Watts, Rory Butcher and Ricky Collard and the team of Speedworks BTCC drivers, JHR Developments and the mandated oil partner for the British F4 series, as well as Olly Silcock, Pro Drifting, Roskill Motorsport and Tom Llewellyn in various British Rally Championships to name but a few.

Motul have plans for more even more exciting involvement in Motorsport this year, including events and involvement in Motorsport Days Live, Silverstone Classic, Goodwood Revival, M Sport MSN Rally Championship & Protyre Asphalt Rally Championship.

As well as supporting drivers and teams on the race track, Motul and Witham Motorsport also support garages and workshops and their technicians who care for and prepare the cars both in racing and general automotive vehicle servicing. With an exciting package of high quality products, cleaning ranges, technical support, garage and clothing merchandise and new environmental bio clean parts cleaner, prompt delivery and marketing support looking forward to the year ahead.

Andy Wait – Business Development Manager for Motul UK said – “Motul's reputation in the UK Motorsport arena is growing from strength to strength. We are immensely proud and excited to be involved in such a wide variety of Championships and have such special support from such an amazing collection of top end drivers and teams.”

Richard Scarbrough, Sales Director from Witham Motorsport added “We are forging ahead to help grow our presence and product penetration in the UK automotive racing world. We are delighted to be working with our ambassadors and teams. From Classic racing to high tech performance, engine builders to powerboat racing, the 2022 season promises to be a very exciting year ahead.”

NEW BRITISH F4 SEASON - ALL THE CARS POWERED BY MOTUL



F4 EVOLVES FOR 2022 AND MOTUL IS ONCE AGAIN SERIES OFFICIAL LUBRICANT PARTNER

The 2022 season is one of huge significance for the ROKiT F4 British Championship certified by FIA. With an all-new car and engine combination, this important first rung on the ladder of single seater racing for many aspiring F1 drivers will be faster and even more exciting than before. One of the constants from 2021 to 2022, however, is Motul, who are again supplying the critical engine lubrication for the whole series.

This new era in the championship's history has new organisers in Motorsport UK and a new title sponsor in ROKiT, together with a brand-new chassis and a brand new engine. The latest generation F4 car has features a Tatuus T-421 chassis, complete with state-of-the-art safety features such as a Halo-style cockpit protection device, reinforced side anti-intrusion panels and on-board safety signalling systems. The new engine comes courtesy of Abarth, the brand that has long been responsible for fast FIAT-derived motor cars.

INNOVATIVE APPROACH TO LUBRICATING NEW UK F4 ENGINE

The 1.4 litre turbocharged, Abarth 414-F4 dry sump four-cylinder engine produces around 160BHP and will be lubricated by Motul 8100 X-Power 10w/60, which has been introduced as the controlled engine oil within the regulations, and which will be used consistently with all of the cars in the championship throughout the 2022 season.

Like most of Motul's lubricant range, 8100 X-Power owes much to Motul's motorsport heritage and its using the heat of motorsport competition to help develop and test its new product, however, unlike Motul's legendary 300V - the world's first fully synthetic car engine oil - the 8100 range is designed for everyday motoring.

The introduction of Europe's most successful chassis-engine combination in recent times to Britain's version of FIA Formula 4 presents a fresh challenge for the championship's technical department, who have worked in partnership with renowned engine supplier and tuner Neil Brown Engineering since 2018.

"We are delighted to be the mandated motor oil for the Rokit British F4 Championship certified by FIA and are excited to be bringing Motul 8100 X-Power to the series," explained Richard Scarbrough, Sales Director of Witham Motorsport, distributors of Motul products into the UK Motorsport sector.



"It is of course, a slightly unusual move to have a passenger car oil in a race series, but we hope it will show everyone that if 8100 X-Power is capable of lubricating these fantastic race cars, with all the extreme demands that a race series brings with it, then it is more than capable of handling anything during everyday road use. We are also very pleased to be working once again with Neil Brown Engineering, with whom we have established a close rapport in recent years."



F4 TECHNICAL PARTNERSHIPS TO HELP SHOWCASE DRIVER ABILITY

As well as providing support at each of the 10 high-profile British Touring Car Championship events to teams and drivers, Neil Brown Engineering (NBE) are also responsible for engine equalisation at two key points in the year, as well as monitoring performance in-season to help deliver a level playing field for all competitors. The well-established relationship between Motul and Neil Brown also has a positive impact on the work that NBE conduct alongside the championship's technical and scrutineering teams in order to ensure parity of performance between all cars - meaning that driver ability is the prime determining factor in achieving success in the series.

"The window we operate in for parity of performance on the engines in ROKiT British F4 is exceptionally tight – on a performance graph, no two individual competitors are discernible from one another," explains NBE Workshop Manager Wayne Mathurin, *"Obviously a new car and a new engine throws up new challenges, but Motul's products provide exactly the performance required to maintain parity to such strict limits. "Away from British F4, we use their products extensively in our workshop, so we're confident they will give us everything we need to maintain the same industry-leading engine equalisation programmes."*

"We are pleased to welcome Motul on board as the Official Lubricants Partner to ROKiT British F4," said Hugh Chambers, Motorsport UK's Chief Executive Officer. *"Our vision is to build Britain's FIA Formula 4 series into a global leader at this level of the sport, and at the bedrock of that ambition is a strong technical infrastructure, both in terms of scrutineering and the quality of the components and products that we use."*

WE EXPAND MOTUL LUBRICANT SUPPORT PACKAGE WITH JHR DEVELOPMENTS



Motul is also pleased to have extended its support for the 2021 F4 championship winning team, JHR Developments. Last season, the Derbyshire-based team, founded and run by Steven Hunter, became the first to take all three F4 titles in the series - Drivers and Rookies championships with Matthew Rees as well as the Teams' title.

This year, the team cars will feature more prominent Motul branding, and the JHR stable is running three drivers: former Australian karter, Noah Lisle, as well as F4 returnees, Georgi Dimitrov and Joseph Loake - both of whom were race winners in 2021 and are expected to feature prominently this year.

The 2022 ROKiT F4 British Championship certified by FIA kicked off at Donington Park and runs through to Brands Hatch over the weekend of October 7-9. Action from the series will broadcast live and free-to-air on ITV4 throughout the season.

NEW TEAM WITH NEW AMBITIONS FOR THIS YEAR'S EXCITING HYBRID BTCC SEASON...

KwikFit

BTCC

We are so pleased to confirm our continued relationship with Speedworks Motorsport for the seventh year in the BTCC. This year the Team will be running 2 Toyota Racing UK Corolla's Cars In the 2022 Championship and Witham Motorsport has been once again at the forefront of activating Motul's involvement in the partnership. This year the team's driver Rory Butcher is joined by Ricky Collard and the new duo look forward to a season of great performance with their sights on more silverware, after an impressive season in 2021.



Ricky Collard

Rory Butcher



The new 2022 Speedworks Toyota Corolla

SPEEDWORKS
MOTORSPORT

Motul has long been involved in the country's premier motor racing series, via Witham Motorsport and is looking for continued success with the Toyota team, after they secured three victories and three podium finishes in last year's series.

Motul's expertise in developing new lubricant solutions for both motorsport and general automotive lubrication has few equals and Motul was the first company to bring a dedicated range of Hybrid engine oils to the market. This year's BTCC features new Hybrid engine technology, so it was fitting, therefore, that Motul was involved in the development of the new engines, providing lubricants for the testing programme for this new and more sustainable generation of BTCC racer - as seen on this latest Toyota.

Last year's team leader, Rory Butcher, piloted the red and white, Motul branded Toyota Corolla GR Sport to its best results, and over the second half of the campaign in particular, the Scot was a regular contender for honours. The 35-year-old Kirkcaldy born ace - like Speedworks, a former BTCC Independents' Champion - will return to the fray in 2022 as he spearheads the TOYOTA GAZOO Racing UK charge alongside newly-announced team-mate Ricky Collard.

Although much of his motorsport career has been based around GT Racing, Ricky Collard is no stranger to BTCC, having substituted for his father Rob, in the factory BMW team in 2018 for a number of races, which included a podium finish, so hopes are high of a strong overall team performance for 2022. We are thrilled to have interviewed Ricky about his season ahead and the full article and video is on page 24.

"It is great to have Motul with us once again as our lubricant partners. Their provenance in motorsport is exceptional, their technical expertise is cutting-edge and the quality of product an absolute given," enthused Christian Dick, Team Principal, Speedworks Motorsport. "We look forward to them being actively involved with us throughout the season and, hopefully, to challenging once again both for race wins and championship success."

Motul supplies a number of teams in the BTCC race paddock - including being the officially mandated lubricants supplier again this year for the ultra-competitive F4 single seater series that forms part of the BTCC race weekend.

Witham Motorsport will once again be at the forefront of activating Motul's motorsport programme in the UK and they, like everyone else at Motul, are eagerly anticipating the start of the BTCC season as Sales Director, Richard Scarbrough, explains. "The BTCC is one of the key pillars of Motul's UK Motorsport activity - which this year is wider than ever before. Speedworks is an extremely professional and competitive outfit with which to partner and we are delighted to be with them again this season. We are, looking forward to our strongest activation yet of our relationship with TOYOTA GAZOO Racing UK and, indeed, to further strengthening Motul's presence amongst the motorsport community in the country as a whole in 2022."

Rory Butcher and Ricky Collard getting ready for the 2022 BTCC



Every BTCC race meeting will once again be broadcast live on **itv4** and the new season kicked off at Donington Park over the weekend of April 23-24.



NEW RALLY CHAMPIONSHIP PARTNERS



Witham Motorsport has been delighted to partner with some exciting new Rally Championship events this year. Over the winter we arranged that via us, Motul to become the new Motorsport News Circuit Rally Championship (MSNCRC) official Lubricant Partner. The new partnership meant that MSNCRC competitors will have access to the best technical lubricant advice and product range in the UK, including engine oils, gear oils, brake fluids, coolants, care systems and much more.



Witham Motorsport was on-site at every round supplying oil products as well as our full fantastic product range in a one stop shop. Darren Spann, Championship Manager, enthused; "I'm delighted that thanks to both Witham Motorsport and Motul, we are able to provide high quality motorsport products on Championship events. As a past competitor, I know the benefits of a reliable high-performance lubricant. For me, Witham Motorsport range of oil and lubricants which includes Motul's fantastic offering, ticks every box for discerning teams and drivers."

Congratulations were given to one of our customers and key teams Roskell Motorsport who went on to win the 2021-22 MSN Circuit Rally Championship at the final stages took place at Cadwell Park on the 3rd April, where Neil Roskell and co-driver Andrew Roughead finished in position 3, but won the overall championship by 1 point in their Ford Fiesta R5.

We are proud to supply the Roskell Motorsport Team with Motul oils for their race events and look forward to more success together this year.

See Darren Spann tells us more about the MSN Rally Championship
To watch the video press play on the image or visit:
<https://vimeo.com/702846196>



See Neil Roskell at the winning event and hear what he has to say about Motul and Rally Championships this year: To watch the video press play on the image or visit: <https://vimeo.com/702843037>



PROTYRE MOTORSPORT UK ASPHALT RALLY CHAMPIONSHIP 2022

We were also pleased to announce that through us, Motul have partnered with the BTRDA Protire Asphalt Championship, consisting of 7 rallies throughout the Country. This Rally Championship utilises closed roads as opposed to using Motor racing Circuits as used in the Motorsport News Rally Championship. This top-quality field contest saw the championship get underway at the famous mid Wales military range roads in Epynt. This series is a great new addition to our presence and success in the world of rallying and we will be supporting both Roskell Motorsport and Tom Llewellyn with Motul products and lubricant advice throughout this Championship.

Meet rising rally star Tom Llewellyn - pictured right - the son of double British Rally champion David -has rallied for the past three years in the all-asphalt Junior 1000 Championship. This year he is now competing in the Protire Motorsport UK Asphalt Rally Championship and recently came 3rd in the first round of the Pirelli Ravenol Welsh Rally Championship.



To complement our hattrick of Motul support in Rallying, Ovenden Motorsport Ltd will field a two-car team in the Motorsport UK British Rallycross Championship 5 Nations Trophy this season, with former Supernational champion Tristan Ovenden racing in the headline Supercar category and 15-year-old Will Ovenden competing in Junior RX. We are delighted to be supporting Ovenden Motorsport and the family in this exciting championship and wish them great success in the season ahead.



HISTORIC RACING

ANDREW JORDAN - MINI MIGLIA CHALLENGE

Former BTCC champion turned historic racer Andrew Jordan, together with the Jordan Racing Team, continues their relationship with Motul in 2022. Andrew won the National Mini Miglia Championship last year, decorated in Motul livery, and will compete to try and do the same this year.



ANDY ACE HARRISON ACESPEED MOTORSPORT

Andy Ace Harrison will be competing in Historic racing and rallying events throughout 2022 including Historic Rally Car Register and HRDC races. Andy also owns 'Acespeed Historic Motorsport' who specialise in the preparation of classic race cars, particularly classic Minis.



CALUM LOCKIE

Calum Lockie has won multiple championships including British GT and various British Endurance Championships. To date, he has contested seventeen 24 Hour races including Le Mans, Daytona, Nürburgring, Zolder and Silverstone. This year, he will be competing in various historic racing events in the UK and abroad.



ENDURANCE RACING PATRICK WATTS – CITROEN C1

Former BTCC driver, multi race champion. Now competing in various historic events and running PW Racing, doing exclusive car builds for major historic meetings. Citroen C1 teammate with daughter Aimee.



DRIFT PRO CHAMPIONSHIP RACING OLLY SILCOCK

10 year veteran of the British Drift Championship, having podiumed at individual events across the years, as well as a 2nd place in the Pro Championship in 2014, and 4th place in the Pro Championship in 2020 in his Nissan PS13.



BRITISH TRUCK RACING JP RACING

JP Racing owner and driver John is competing in the British Truck Racing Championship in a DAF truck in division 2. He has already firmly established himself as a serious competitor with multiple wins and fastest laps over the years, resulting in him securing 2nd place in the 2016 British Truck Tracing Championship, 3rd place in 2018 and 2019. They are hoping to make a mark on the 2022 championship.



TIME ATTACK TEGIWA RACING

Luke Sedzikowski will be racing his Motul-backed Honda NSX in the Time Attack Pro Class this year. Luke is also the director of Tegiwa Imports who specialise in performance car parts which he uses to build and race with.



POWERBOAT FORMULA RACING TEAM ENFORCER 922

Having previously raced with his brother as navigator, Nick is excited to welcome Michelle Murray for her first full season's racing with 922 Enforcer this year.

Nick has been racing in various powerboat formulas for approximately 15 years and Michelle has raced in another series for one season, now joining Nick in OCRDA (Offshore Circuit Racing Drivers Association).



"We're so proud to be involved in such a diverse range of motorsport this year and wish all our drivers, teams, clubs and partners a successful season ahead." Richard Scarbrough - Sales Director



POWERED BY MOTUL



Witham Joins Forces With The Mini Cooper Register

We are delighted to have recently arranged a new lubricant partnership with the Mini Cooper Register.

The Mini Cooper Register was founded in 1986, not just for owners of minis, but enthusiasts as well, all wanting to share in the Cooper's rich history, from race and rally successes, to being the car of choice for many of the '60s coolest trendsetters.

The introduction of the Rover Cooper in the 1990s and BMW's new MINI for the 21st century have further extended the club's membership and created fresh interest in the increasingly rare and valuable original Coopers. A year-round calendar of events offers lots of opportunities to use or show off cars and to meet other members. The highlight of the club's calendar is the National Mini Day, held annually at the National Motor Museum at Beaulieu in Hampshire, an event that attracts thousands of Cooper fans and their cars. This year the event takes place on 12th June and Witham Motorsport are delighted to be attending and support this event at the wonderful Beaulieu museum, at which Motul already has a new lubricant partnership deal with.

Among the guests who regularly attend our Beaulieu show are honorary club members who helped create and build the Cooper legend: rally and racing drivers and the engineers who helped them achieve those giant-killing victories. It promises to be a great day for all mini and car enthusiasts.

Robert Young – Chairman of the Club said: "MOTUL oil and car care products will be provided by UK lubricant distributor Witham Motorsport and will allow our members to have access to the best technical lubricant advice and product range available. From high-performance 300V Motorsport lubricants to reliable top quality classic oils, coolants, brake fluids, transmission fluids and a comprehensive range of

high-quality car cleaning products. Motul is a global lubricant manufacturer, specialising in synthetic racing oils, together with classic motor oils and has become the chosen lubricant partner of many engine manufacturers and automotive racing sports teams, distributors, online retailers, garages, workshops - and of course now to our club members who want to put the right classic oil in their vehicles. Motul is supporting many teams in international competitions along with supporting events such as the Goodwood Revival and Silverstone Classic.

Witham Motorsport is part of The Witham Group who have been trading since 1921 as lubricant manufacturers and have been distributing MOTUL products and motorsport lubricant technical advice since 2015, to customers and a whole range of drivers, clubs and racing teams."

Thomas Reader, the Associated Operations Director at Witham Motorsport said "We are extremely proud to begin our partnership with the Mini Cooper Register and look forward to supplying the members with our high-quality products for their treasured cars".



MCR Members will be able to receive favourable discounts of 20% off all Witham Motorsport products either online or via the telephone and a special visit to their manufacturing plant will be planned soon. Any technical advice is only a phone call away. We very much welcome the valued partnership with Motul products and providing a great new range of products to the club.

300V RANGE NOW IN STOCK!

Whether in racing or on the road, one name has been synonymous with success for 50 years: MOTUL 300V. Since 1971, this product range has been associated with numerous successes in motor sports on all race tracks in the world.



IMPROVED PERFORMANCE

New MOTUL 300V Racing Engine Oil improves engine performance by reducing internal friction.

INCREASED RELIABILITY

MOTUL 300V protects the engine without compromising performance by reducing component wear and providing high shear stability for maximum oil film resistance.

SUSTAINABLE

MOTUL 300V consists of new organic base oils made from non-fossil, renewable materials.

IMPROVED COMPATIBILITY

MOTUL 300V meets the requirements of all users under a variety of modern engines. The range is being hailed as a true "treat for the engine".



THE 300V PRODUCT RANGE AT A GLANCE...

There are 12 viscosity options in the range sitting within 3 dedicated categories:



POWER

The POWER range includes the low viscosity grades available from 0W-8 to 5W-30, delivers maximum performance and is suitable for engines subject to low oil-fuel dilution. 0W-16 / 0W-20 / 0W-30 / 5W-30



COMPETITION

The COMPETITION series includes our medium viscosity grades, available from 0W-40 to 15W-50. It offers the best compromise between performance and reliability and is suitable for engines exposed to medium oil dilution. 0W-40 / 5W-40 / 10W-40 / 5W-50 / 15W-50



LE MANS

The LE MANS series consists of our high viscosity grades available in 10W-60 and 20W-60. It offers maximum reliability and is suitable for engines exposed to high oil-fuel dilution. 10W-60 / 20W-60



For more information or to order the new 300V products please contact our motorsport depot on: 01353 723373 or visit our website: withammotorsport.co.uk

NATIONAL MOTOR MUSEUM CHOOSES MOTUL AS ITS NEW LUBRICANT PARTNER

Beaulieu



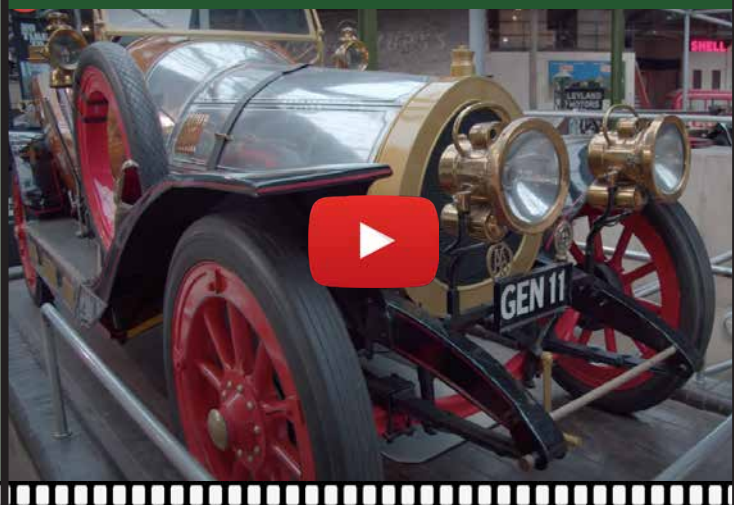
Motul is delighted to announce that it has rekindled its relationship as lubricant partner of Beaulieu, the home of the National Motor Museum. Motul will support the museum's collection of almost 300 vehicles, supplying lubricants and related fluids. The unique collection ranges from legendary F1 cars and land speed record breakers, to incredible examples of pioneering and historically important vehicles.

A MATCH MADE IN HEAVEN BETWEEN TWO PREMIUM BRANDS

"We are really excited to be working with our country's National Motor Museum again," said Motul UK's Andy Wait. Beaulieu has an incredible variety of vehicles, road cars, competition vehicles – including land speed record machines, motorcycles, vans, and commercial vehicles, stretching back from the very earliest days of motorised transport, right through to the current day. It is testimony to the breadth and depth of Motul's product range that we are able to cater for so many of the wide range of vehicles they have on site – and we relish the prospect of developing our relationship with Beaulieu."

Motul has long been at the forefront of lubrication innovation in the automotive industry, having been responsible for the first multi-grade engine oil, Motul Century, and the first semi-

See this amazing video here of the earliest motor carriages to classic family saloons, the world-famous National Motor Museum has one of the finest collections of cars, motorcycles and motoring memorabilia in the world. To watch the video press play on the image or visit: <https://www.youtube.com/watch?v=PokUmObgaOI&t=31s>



synthetic and first fully synthetic motor oils – Motul Century 2100 and Motul 300V, respectively. It has a history of producing lubricants that pre-date the arrival of the motor car by more than 30 years, so it is fitting that Motul products will now be showcased through their use on a variety of vehicles that span the entire history of the motor vehicle.

A MATCH MADE IN HEAVEN BETWEEN TWO PREMIUM BRANDS 300,000 VISITORS, YEAR AFTER YEAR

Beaulieu averages more than a third of a million visitors a year and boasts not only the National Motor Museum itself but also various other related displays such as the James Bond "Bond in Motion - No Time To Die" and some of the iconic Top Gear vehicles.



300,000 VISITORS, YEAR AFTER YEAR INNOVATIVE AND GREEN TECHNOLOGY, EVEN FOR OLD-TIMERS

Motul is also installing its recently launched BioClean parts washing system into the Beaulieu workshop. The system does away with the harmful solvents usually used to clean dirty automotive parts and replaces them with an all-in-one efficient, environmentally friendly parts cleaning system that consists of a washstand and a water-based cleaning fluid that gets its cleaning power from natural bio micro-organisms. BioClean retains its level of performance over a much longer period of time than a standard cold-water parts cleaning system and will help Beaulieu move forward sustainably.

INNOVATIVE AND GREEN TECHNOLOGY, EVEN FOR OLD-TIMERS DELIGHTED WITH THE NEW LUBRICANT PARTNERSHIP

"We are delighted to have secured Motul as our new lubricant partners at Beaulieu," explains Beaulieu's Chief Engineer, Doug Hill. "Motul has consistently been at the cutting edge of lubricant and automotive technology and has a history that's second-to-none – but it is always looking to the future. This is very important for us, and we look forward to moving forward with them as partners and making full use of what they have to offer." Them as partners and making full use of what they have to offer."



For more information about Beaulieu and all the attractions, please visit: beaulieu.co.uk

TRUST, INTEGRITY AND RELIABILITY: **WHY HONDA UK & MOTUL JOINED FORCES**



Two of the biggest names in motorcycling, Honda UK and Motul, have entered into an exclusive partnership. The deal means Motul will supply lubricants to Honda UK race teams in BSB and road racing as well as dealerships throughout the United Kingdom. To tell us more about what this monumental partnership means for both brands and their customers, we caught up with Neil Fletcher, head of motorcycles, at Honda UK.

Why did Honda UK choose Motul products for its UK dealerships and race team?

We genuinely want this to be something that really benefits Motul. I'm really impressed with the enthusiasm and the professionalism of Motul that I've seen so far. It's really impressive. And it's just the kind of partnership we want.

We have got, and have had previously, relationships with Motul. Motul has worked with us before on the Isle of Man TT, for instance. But why this time? I have seen what Motul has done with Dakar and World Super Bike and I was impressed. I thought the branding was really good and there were some really subtle things they did with coverage and other branding elements. But I'm also impressed with the passion behind what they do in motorsport. The Fireblade we race uses Motul oil, so it felt like an obvious next step to consolidate what we do together and work on BSB and road racing. I'm really excited about it.

What is the benefit to your customers of Motul products?

I think the word I would probably use is trust. Our customers trust Honda to work with great people and great products. I have met some of the engineers at Motul and there's always integrity behind what Motul has done, long before the customer experiences it. They will also benefit from Motul's enthusiasm and brand association. Motul is clearly very motivated to be involved in all sorts of motorsport.

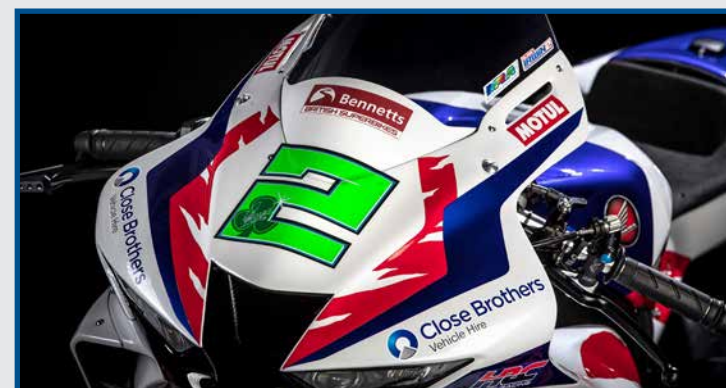
How important is the Motul relationship to Honda UK?

It's really important. We have some great history and heritage already, and that means a lot to us. We're a business that has built long-term relationships with our suppliers and partners. The beauty of the relationship is also the timing, as we welcome the TT and NW200 back and celebrate the 30th anniversary of the Fireblade.



Do you see any similarities in the brand values of Honda UK and Motul?

I do, actually. One thing that might sound a little bit unusual is I see two brands that are traceable back to a family. The origins are clear and still very much lived and breathed. If you look at the way the two brands operate, there's a lot of shared value. From the engineering side, there's real integrity there. I think both brands are very well known for reliability and high-tech performance orientated products. There's a lot of parallels there. I think we're also relatively subtle brands. We're brands that like to prove our work rather than shout about it.



Motul's products are developed on the track. Is this important for your customers and why? And how does this fit with your shared Race to Road philosophy?

There's a famous quote from Mr Honda (that I'll probably get wrong [laughs]) that says: "without racing there's no Honda". That shows you how important racing is. We've raced everything on two wheels, four wheels, marine, even lawnmowers. So the racing heritage and racing future and how it translates to products a customer can buy and use themselves is really important. Knowing that philosophy is shared, and the engineering integrity is there, fits really well.



Motul is also the official partner of Honda UK in BSB and road racing. What impact will Motul's lubricants have in your motorsport activities? And what has been the outcome of the Motul/HRC Race Kit oil for the Fireblade?

Obviously, I hope they're going to make us win [laughs]. That is the desired outcome. But on a serious note, the CBR1000RR-R Fireblade has been designed with Motul engine oil for the race-going version. In that respect, it's a collaborative partnership and we expect that Motul will help us be very reliable in a race situation. If you don't finish a race, you're never going to win it. And if you can't practice in all weathers, you'll never be ready for the grid. We're also using a lot of the Motul Care products because we want to look good on the grid as well. Speaking as a non-engineer, from the integrity of the engineering to making the bike look mint when it's lining up against our competitors is what we're hoping will be the effect.

For Honda UK, 2022 is a momentous year in motorsport, with several milestones. What does it feel like to get back to racing properly again this year with events like IOMTT and NW200 going ahead?

We're so excited. It's been a very difficult environment for racing during Covid. I think the race organisers have been through a very difficult period, too. It's really important that we get back to proper racing with spectators, because the customers are desperate for it. We're running four super bikes in the BSB this year for the first time ever. Partly to develop young riders for the future, but also to hone the existing talents and help develop the Fireblades for other series as well.

With John McGuinness being a shared ambassador of both Honda and Motul, how can this globally renowned icon help promote the joint collaboration in the Honda dealer network and buying public?

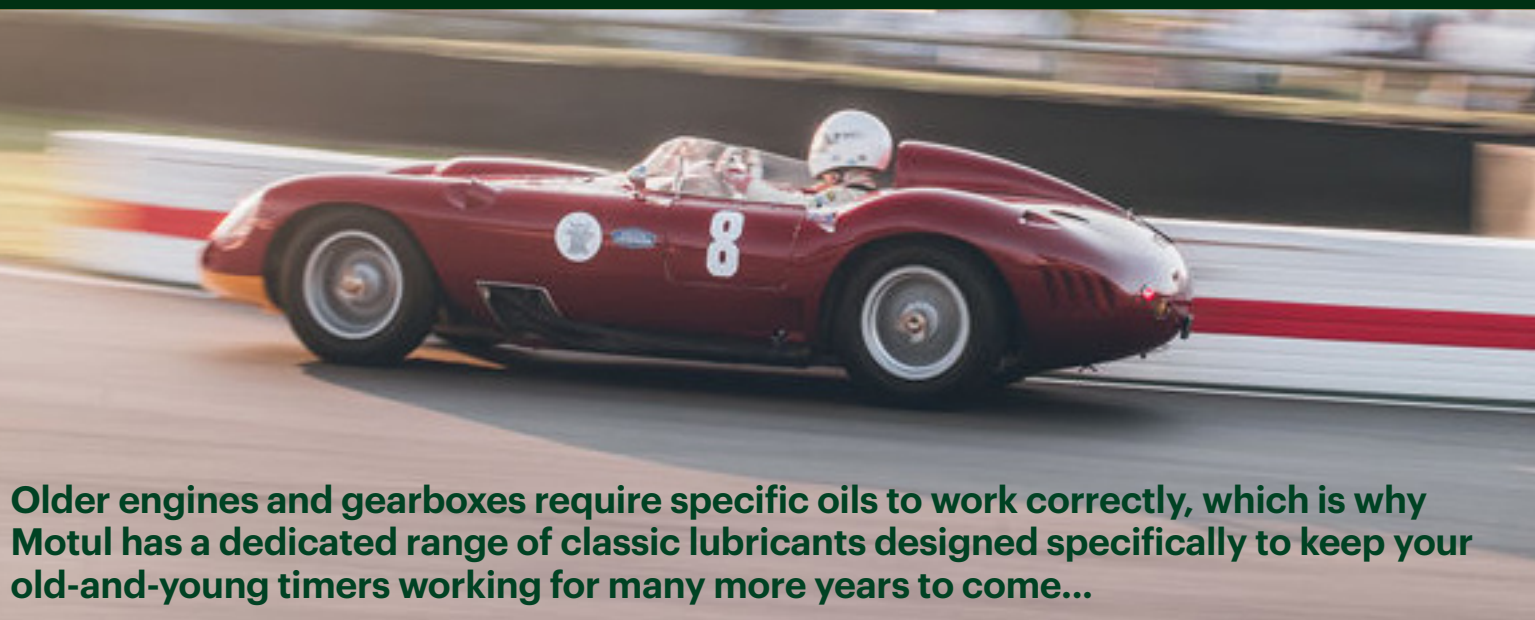
When John talks about motorcycles and racing, people listen. His record is incredible and speaks for itself. His association with Honda and Motul is something people are really interested in, and it's a story that is evolving.



John is also a very approachable person and very easy to talk to and keen to get out there and talk to the fans. Words are one thing, but John also demonstrates it through his action on the track.



WHY QUALITY OILS ARE ESSENTIAL FOR CLASSIC CARS



Older engines and gearboxes require specific oils to work correctly, which is why Motul has a dedicated range of classic lubricants designed specifically to keep your old-and-young timers working for many more years to come...

With nearly 170 years of heritage and innovation in lubrication technology, Motul has become synonymous with reliability and performance in garages and racing paddocks the world over. With products tried and tested on the track – some might say the toughest laboratory in the world – they have helped teams conquer in the dunes of the Dakar and for 24 hours of flat-out racing on the streets of Le Mans. This catalogue of long experience in motor racing has given Motul the edge when it comes to the lubrication of classic cars, from pre-war machines to modern classic super cars.

“THE PERFORMANCE OF MODERN LUBRICANTS HAS CONSIDERABLY IMPROVED THROUGHOUT THE YEARS”

said Baptiste Plaine, Head of Group Communication at Motul. *“Their composition and particularly their formulation additives simply don’t fit some of the historic engines. The special features of old engines require adapted lubricants. The Motul range for historic vehicles was designed respecting those features by using, if necessary, new techniques that provide real advantages. The Classic range provides optimal protection and brings solutions to all purposes: from vehicles that do not run often with longer downtimes to those used in competition requiring full performance from the machine.”*

Motul is actively involved in the classic car community, partnering with a number of high-profile events globally to help owners understand the importance of good quality



lubricants in keeping their classics in good health. Events like the La Carrera Panamericana, Le Mans Classic, Goodwood Revival and The Classic Silverstone.

THE CARRERA PANAMERICANA WINNER

Fercho Urquiza, a winner of the 2021 La Carrera Panamericana driving a 50-year-old Porsche 914, is a long-standing fan of Motul. He said: *“My friends and I always use Motul in all of our vehicles: our race cars, our dirt bikes and our karts, because we legitimately think it’s the best oil in the world. And it’s amazing that we can partner with these amazing brands that we use and love. The engines are constantly revving really high, and we need the best oil that performs in hot temperatures and makes the engines last. It’s a seven-day race over thousands of kilometres and the car really suffers. You need an oil that outperforms everything that’s out there.”*



THE CARRERA PANAMERICANA MECHANIC

Sergio Perez, owner of VP Garage which supports cars during the La Carrera Panamericana, said: *“The technical support team from Motul in La Carrera Panamericana is taking daily oil samples of each car to analyse the data and make sure that each engine is performing properly and using the correct oil. All engines are different. We have three cars with different engines: a Wankel rotary, a big V8 and an air-cooled Volkswagen. They all work at different temperatures, and all are very different from each other, therefore with this data we can make sure that the lubricants that we’re using are the best for each car. This is a plus for us, to keep the cars working at 100% performance. We travel many kilometres a day, from 700 to almost 1,000kms, with constant humidity, altitude, and temperature changes, so having this data and technical support allows us to have our engines working at their top performance.”*



THE CLASSIC RACER

Andrew Jordan, racing driver, ex-BTCC champion and classic car restorer, said: *“Quality is the biggest thing. We look after 40 cars at the minute, which are very expensive and are equipped with very expensive components. You must ensure you are putting the right quality on everything. The engine oil, braking fluids, coolants, everything must be pure, quality stuff. It’s important for performance, but also endurance and longevity. It’s a good thing to have a quick car, but it must also last until the end of the race. The lubricants must look after the engine, the differentials and the gearbox during a whole season. It’s great working with a brand like Motul. We*



like to think we are the best in what we do, and Motul is the best in what they do, so it works very well. Now but also in the future.”

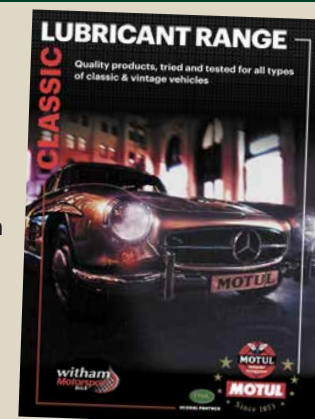
THE CLASSIC AT SILVERSTONE ORGANISER

Nick Wigley, CEO of The Classic at Silverstone, believes Motul’s partnership with the classic car event is a natural fit. He said: *“We are very, very happy to be partnering with an internationally renowned brand like Motul. I think it’s a partnership that has massive synergies. And, of course, we have a huge number of competitors, and a huge number of classic car owners and enthusiasts, all of whom would be potential users for Motul. It’s a great partnership for both of us.”*

2022 CLASSIC LUBRICANT BROCHURE OUT NOW!

Witham Motorsport has created a new handy brochure with everything you need for classic car, whether racing or enjoying treasured classic. From engine oils to, additives, car care products to brake fluids, we even have floor paints to transform your garage or show room.

View our New Classic Brochure Online at: withamgroup.co.uk



SIX LIGHT-WEIGHT SPORTS CAR BRANDS POWERED BY **MOTUL**

Colin Chapman, the founder of Lotus Cars, once said: *“Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere”*. It’s a mantra that has driven many sports car makers since. In a world where bigger is believed to be better, meet the cars that show it’s sometimes best to be small. These are six of the lightest, most focused sport scars you can buy for the road or the track – six cars that share one thing in common: they are all lubricated by Motul products – products proven on the track for the ultimate in performance and reliability on the road.

ARIEL NOMAD

From the Atom, the pared-back sports car that famously rippled Jeremy Clarkson’s face, evolved the Nomad, a car that wouldn’t look out of place on the Dakar Rally. Whether it’s a grassy field or a WRC gravel stage, the Nomad has been designed to cover ground – any ground – fast. Power comes from a 2.4-litre Honda engine with 235hp, but the Nomad tips the scales at only 670kg, meaning every single ounce of that power is used to great effect.

Of the decision to use Motul, Ariel’s parts manager Matt Childs, said: *“Being Honda engines, they are very high revving, which puts a lot of stress on the lubrication. We wanted someone who knew what they were doing when it comes to lubrication.”*



BAC MONO

Passengers = weight. And as we know, weight is the enemy of performance. So, what did BAC do? Design a car with only one seat. The Mono is a no-nonsense road-legal performance car that has been inspired by Formula 3 single-seaters. It’s the closest thing you can get on the road to the full-blown open cockpit racing experience. Designed from the ground up with weight in mind, BAC developed several world firsts in its construction, and uses carbon fibre and graphene to keep the kerb weight down and the power-to-weight ratio up. At only 580kg and with 525bhp/tonne, the Mono delivers a heavyweight punch in a lightweight division.

Why did BAC choose to partner with Motul? BAC co-founder Neil Briggs, said: *“Our requirement was for a very high-performing oil, and that’s what we get with 300V. The Mono is designed for road and track use, so it’s important that the oil performs in every temperature, humidity and environment in each of the 45 countries that we export the car to.”*



CATERHAM 170

The 170 is the smallest and lightest car Caterham has ever built – the distillation of the famous Seven in its most concentrated form. It’s a little fizzing ball of energy, with power coming from a zingy three-cylinder Suzuki engine producing 84hp. But with only 440kg to move, that power is used to great effect on the road.

Speaking about why Caterham partnered with Motul, David Ridley, chief commercial officer at Caterham, said: *“We were looking for a new oil brand that shares the same values as Caterham, which is motorsport, performance, fun, speed and respect for its racing pedigree. When scanning the market, we felt an immediate good connection with Motul, who’s focus on motorsport is very obvious.”*



RADICAL SR1

Any Radical is a lesson in lightweight engineering but the track-only SR1 takes featherweight to a whole new meaning. Weighing in at only 490kg, it’s lighter than the battery packs of some electric cars. That helps the 182bhp Suzuki 1.3-litre motorbike engine sprint to 100km/h in only 3.8-seconds.

Mark Ryhorski, Radical Sportscars’ marketing director, said of their decision to use Motul lubricants: *“It goes back to engineering. We think your product works well with our product. And about half of our product range are Suzuki Hayabusa-based engines. We like the fact that you guys are very motorsport oriented. Our product is ultimately a motorsport product. So, we’re all operating in the same world.”*



VUHL 05

VUHL is the only non-British car brand on the list, hailing from Mexico. Its first car is the VUHL 05, a road-legal supercar engineered using aerospace technology to make it as light and rigid as possible. Weighing only 655kgs (and even less in R form), the 05 maximises the potential of the 2.3-litre turbocharged Ford engine, producing 360bhp and getting from 0-100km/h in just 3.7-seconds.

Iker Echeverria, co-founder of VUHL, said: *“The name and prestige of Motul is very important for us and to have a big manufacturer giving us this support. Motul has a great presence in racing and is globally known. We’re very similar companies, too. We didn’t want to work with a big corporate structure, but with a company that was nimbler. Motul is very agile in the process and that is something that is really important.”*



ZERO MOTUL EDITION

The Motul-Edition GBS Zero features a host of Motul-inspired design features unique to this partnership but, even more than this, the whole build features Motul involvement. GBS is proud of its in-house engineering capabilities and manufactures the vast majority of components from scratch, using Motul throughout the various processes. From its machining of metal billets through all of the necessary turning, drilling and assembly processes to the first fill of all lubricants, as the final part of the car’s journey to finished automobile, Motul products have been used throughout.

Richard Hall, GBS Co-Founder said: *“At GBS, we want to be seen as the leaders in what we’re doing and making the best cars. And Motul is world-renowned for making the best fluids in motorsport and on the road. So, it was a really nice synergy between the two companies.”*

We stock Motul and put it in all our cars and recommend it to our customers. But we have to educate our customers. Many don’t understand the importance of fluids, but once they see the benefits, it’s a no-brainer”



RICKY COLLARD

"I feel like its my time now and BTCC is where I want to be"



I'm Ricky Collard, I race for Toyota Gazoo Racing UK. So as many of you may know, it's no secret that my dad used to race in British Touring Cars, I've grown up around the paddock ever since I was 3-4 years old, been dragged around the country supporting my dad. So now its his turn to be dragged around the country supporting me! That's what got me into motorsport, my granddad raced as well, he was a World Champion in hot rods. So I've had a good stable to be brought up in, my family have been really helpful and supportive obviously, I feel like its my time now and British Touring Cars is where I want to be.



Could you give us in insight in the BTCC?

The BTCC is the wildest, craziest racing you've ever seen. You're going to see a lot of action, a lot of chaos, it's awesome, makes good TV. Personally, I think this is one of the most difficult championships, it's great that I've got previous experience from multiple other championships around the world – maybe I'm an old head on young shoulders. But I do think that this is one of the hardest championships, I love the fact that the racing is so close, that we still have proper gear shifters, we heel and toe, blip the throttle, the spectators can get so close to the action too. It's what makes British Touring Cars unique. It's going in the right direction as well with sustainable fuels and hybrid systems, it's a really good championship to be in at the moment.



What can fans expect from BTCC this season?

The fans can expect a lot of action, I want to be in the action, so please back and support me, but its going to be all about close racing and for sure its going to be entertaining.



Name three things that will happen this season?

It's going to be carnage, there's going to be chaos, but hopefully I can give you guys something to cheer about and I can give you guys this win that Toyota Gazoo UK really deserve.

What are you objectives for this year?

My objectives for the year are, if I'm honest, just to go out there and have fun. I am so relaxed, I have no expectations, but this is one of the hardest championships, not just in the country but in the World. My ultimate objective is just to have fun, learn the new FWD touring car, learn how the race craft works, yes I've already had a podium in BTCC and

started on the front row but this is a new challenge for me. The level has increased as it does every year so for sure I want to get podiums, for sure I want to win, I'm not here to make up the numbers, but I am going to go out there every time, put my helmet on and have a smile on my face while racing.

Who's going to win the most races in 2022?

I would love for it to be me, between myself and Rory Butcher we're going to give it a hell of a ding-dong to be at the front. It's a million-dollar question, so I have no idea that's what's great about touring car racing.

How does Motul's backing help this year?

I'm super grateful that Motul are back for 2022, they've really helped me in securing the drive for 2022 as well. I'm a massive believer in their products, I actually race Motocross bikes as well, so I use Motul oils in all my bikes. Having them in the car and branded on the side of the car, shows what a great product it is, and to have them on-board I'm hugely grateful for.



The Motul products are essential for the British Touring Car. We have to use the highest grade oil, whether that's with the lubrication or the oil for the engines, and Motul are the ones that work to the highest standards. Like we say we use them in the touring car, I use them personally on my Motocross bikes as well, so we all know that they are a good product, a well-known brand and it's a pleasure to use their products.



Does joining Speedworks Motorsport come with any expectations?

The reason they've always been at the front is because they're a great team. To join the alliance with these guys is an absolute honour. I do believe that we will get there, I will get there. The car is a proven product, so I just want to show the potential of what Speedworks are doing behind the scenes because it is great. I'm trying everything I can and I believe together we will get there!

See how Ricky Collard ventured into BTCC and what makes British Touring Cars so unique!
To watch the video press play on the image or visit: <https://vimeo.com/702838156>



SPEEDWORK'S RORY BUTCHER:

“Having Motul Products Inside Our Engine And Gearbox Gives Me The Confidence To Push Them To Their Limit”



Rory Butcher has re-signed for team Speedworks/Toyota Gazoo Racing UK ahead of this weekend's inaugural round of the British Touring Car Championship at Donington Park. Driving a Motul lubricated Toyota Corolla, Rory has high hopes for this year after an incredible season with the team in 2021. Here are his thoughts ahead of lining up on the grid this weekend.

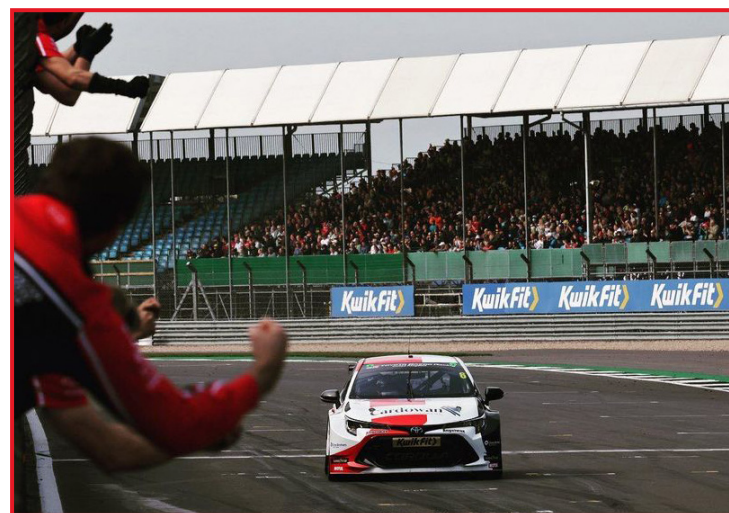


HOW DOES IT FEEL TO BE RETURNING TO THE TEAM FOR YOUR SECOND YEAR, RORY?

I'm absolutely delighted to be returning to the BTCC for my fifth full season in the championship. To be coming back with the same team and car is a 'first' for me, and that continuity can only be positive – especially as we head into the new hybrid era, with all the changes that will entail. Not needing to gel with different people or a different car will be one less thing to have to worry about, and it means we can put everything we've learned together so far to good use.

HOW WILL THIS YEAR'S BTCC BE DIFFERENT FOR YOU?

I made no secret of the fact that it took me a little while to completely get to grips with the Corolla last year; there was a lot to adapt to, but once we 'clicked', we were quick pretty much everywhere, which fills me with a lot of confidence going forward. We know we still have a few areas that need ironing out to fully maximise the car's potential, but we have so much data to draw upon and with the pre-season development we have planned, there's no reason at all why we shouldn't be pushing for wins at every circuit.



YOUR FIRST RACE IS THIS WEEKEND. WHAT'S YOUR STRATEGY FOR 2022?

Considering what we achieved over the second half of 2021 in particular and the experience and knowledge we have gained, the target has to be to hit the ground running at Donington Park in April and then go into the final event at Brands Hatch in October with a fighting chance of taking the title. That will obviously be no easy task in a series as ultra-competitive as the BTCC, but Speedworks is a fantastic team and when we get the Toyota really in the window, it feels like nobody can touch us.

HOW DOES THE COROLLA FEEL NOW THAT IT CARRIES A HYBRID SYSTEM?

Due to its extra weight, the hybrid system will inevitably make the car handle slightly differently and will add another element to the competition in giving us all a bit more to think about strategically and racecraft-wise, but ultimately, I think the best teams and drivers will rise to the top. I'm really looking forward to the challenge.

MOTUL IS ONCE AGAIN A TECHNICAL PARTNER OF THE TEAM. WHAT BENEFITS DO YOU SEE USING MOTUL LUBRICANTS?

Motul is such a well-known brand in our industry and is held in such high regard. We're just super proud to have

them on side of the car and excited to see what else can come from it. The British Touring Car Championship is the perfect place to be and we're so glad to have Motul backing us. I want to push myself to be the best I can be, and I think having the Motul products inside our engine and gearbox gives me the confidence to push them to their limit and know that they're going to last the race and the season.



RACING CHAMP ANDREW JORDAN TELLS US WHY HE USES

P29

MOTUL BIOCLEAN PARTS WASHER IN HIS WORKSHOP



After chalking up championship wins in the BTCC, including the 2013 BTCC Driver's Championship, Andrew Jordan has since gone on to set up a very successful racing car preparation and restoration workshop, JRT Racing, with his father. Andrew recently started using Motul BioClean in his workshop, a new environmentally friendly cleaning solution for garages that saves money, is better for people's health, and is more sustainable than current methods.

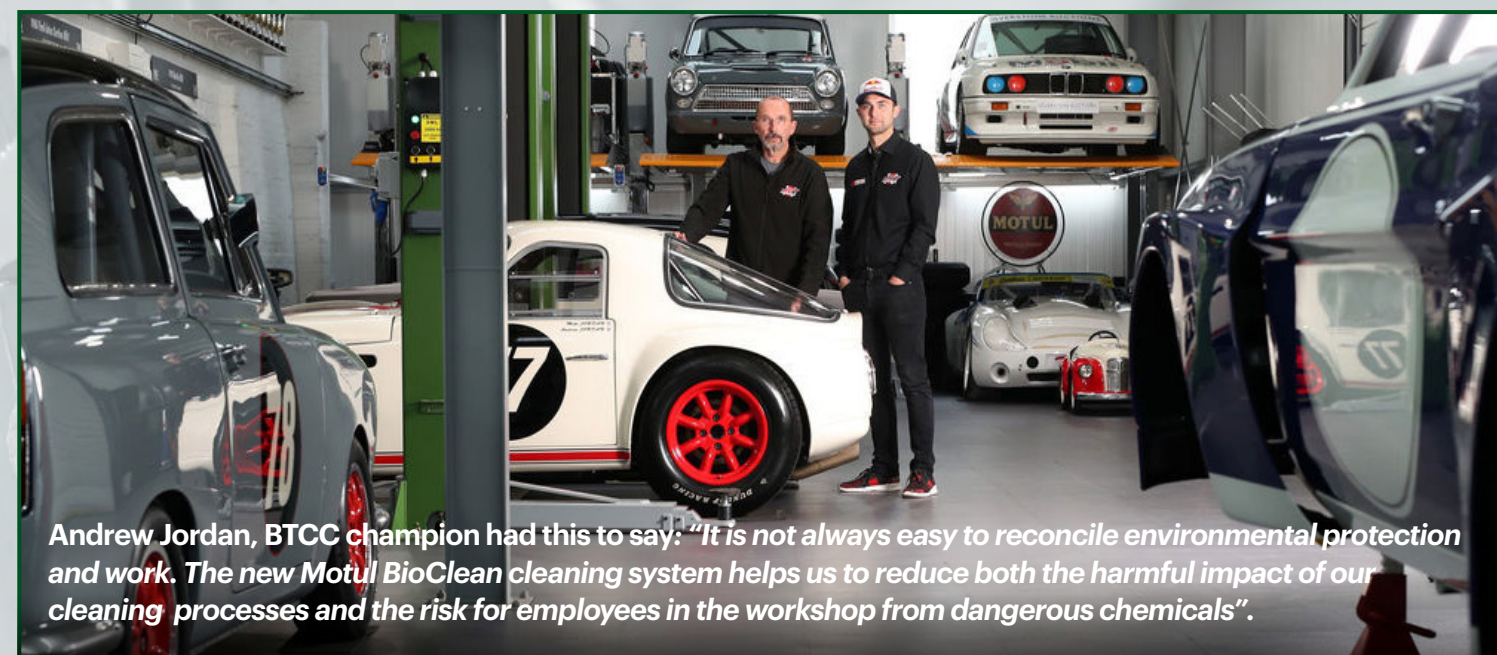
"IT IS NOT ALWAYS EASY TO RECONCILE ENVIRONMENTAL PROTECTION AND OUR WORK"

Andrew stated: "The new Motul BioClean cleaning concept helps us reduce both the environmental impact of cleaning processes and the risk for employees in the workshop from dangerous chemicals. We are pleased that together with Motul we are making a major contribution to the environmental protection and still provide the best performance."



WHAT IS MOTUL BIOCLEAN?

BioClean is Motul's environmentally friendly and efficient parts cleaning system, which can be used in a wide variety of applications such as automotive and motorcycle workshops, manufacturing industrial plants, truck and agricultural machinery workshops, as well as by engine builders and transmission repair shops. Unlike conventional and chemical solvent-based cleaning systems, Motul BioClean is a sustainable alternative that also saves on disposal costs.



Andrew Jordan, BTCC champion had this to say: "It is not always easy to reconcile environmental protection and work. The new Motul BioClean cleaning system helps us to reduce both the harmful impact of our cleaning processes and the risk for employees in the workshop from dangerous chemicals".

WHAT IS IT USED FOR?

Motul BioClean is used for the cleaning and removal of oils, greases and operational contaminations from dirty parts or components. Until now, it has usually been done with chemical solvent-based cold cleaners that are harmful to the environment and people's health, and have significant disposal costs. They can also lead to fire risk due to volatile liquids, a permanent solvent odour in the plant, and the risk of dissolving plastic or paint surfaces.



cotton filter. In the reservoir of the wash stand, microorganisms in the washing fluid then largely dissolve the grease and oil particles and many other substances from the components.



SEE MOTUL'S NEW BIOCLEAN SYSTEM IN ACTION
To watch the video press play on the image or visit:
www.youtube.com/watch?v=EwjWOOSDd9E

SPEAKING ABOUT WHY HE NOT ONLY USES MOTUL BIOCLEAN, BUT MOTUL'S WIDE-RANGE OF LUBRICANTS AND CLEANING PRODUCTS, ANDREW ADDED:

"Involving the right partners in racing is crucial for success. I have Motul branding on my Miglia Mini, and it just seemed like a natural fit for me because we have an exclusive deal to use Motul products across all the historic cars we run. We have 40 historic cars that we operate across various series, and they all use Motul's products. It isn't just a case of putting a sticker on a car: the relationship is so much deeper than that."

If You Would Like To Arrange A Demonstration Or For More Information Please Contact Our Soham Depot On: 01353 723373





HENRI PESCAROLO: “MOTUL MIGHT BE SMALL, BUT IN TERMS OF TECHNOLOGY, IT IS VERY ADVANCED AND LOYAL”

From Formula One to Le Mans, French racing driver Henry Pescarolo has led a glittering motorsport career. It's a career that included 33 24 Hours of Le Mans starts, including four wins, 64 Formula One Grand Prix, a win at the 24 Hours of Daytona, a stint in the Bathurst 1000 and even a foray into the Dakar Rally. After his racing career, Henri couldn't let his love for motorsport end, so he set up Pescarolo Sport, which competed at Le Mans for more than a decade. By his side for most of his career was his loyal partner Motul. We called in to reminisce with Henri.

HENRI, YOU HAVE A LONG HISTORY OF ASSOCIATION WITH MOTUL. HOW DID YOUR RELATIONSHIP COME ABOUT?

Motul has always played a big part in my career, but also my whole life. It was actually Frank Williams who came looking for me when he heard that I was no longer racing for Matra, and he said to me: “I am in the process of creating my own F1 team. If you can join and bring along a budget that would be great”. So, I arrived at Frank Williams with the budget Motul gave me.



HOW WAS IT RACING FOR WILLIAMS AND MOTUL'S FIRST FORAY INTO FORMULA ONE?

Since we had a good season with Formula One, I signed up for a second year backed by Motul at Frank Williams' team. Unfortunately, Frank created a car himself, designed by an engineer, which was quite incapable. This led to a completely uncompetitive car. I ended up regretting taking Motul on this adventure, because even though 1971 was a very good year, 1972 appeared to be a disaster.



WHY DID YOU WANT TO PARTNER WITH MOTUL BACK THEN?

Motul told me that they were going to be the first company to create a new oil, a synthetic oil, which did not exist yet. That was the famous Motul 300V, which was quite revolutionary. It's an oil that everyone has tried to imitate ever since.



AS A PERSONAL SPONSOR, DID YOU WEAR MOTUL BRANDING IN F1?

At the time we only had one helmet for the whole season, whether I raced in Formula 2, Formula 1, or when I drove rallies. I was always wearing the same helmet. It's my famous green helmet, which had a Motul badge on it. In 1972 I returned to Matra but kept my green Motul helmet. Funny anecdote though; the Matra team had a competing oil sponsor. When I was driving at Le Mans, I crossed the chequered flag with a big Motul badge on my helmet while the car was in the colors of a competing oil brand. At the end I was obliged to put a small patch over the word Motul, but you could still tell that it was the Motul logo.



WHAT DID YOU DO AFTER F1?

During your race career as a driver, you don't think at all what you're going to do afterwards. The job of a driver in my time was a bit chaotic. One day I reached the point where I was firing my staff because a network was created at Le Mans to find new drivers and I was the sporting director. For a few years, we trained the new French pilots. At the end of the second year, seeing that I was starting to play the role of team manager, I said to myself “why not create my own team?”. That's when I created Pescarolo Sport. In the beginning, we worked more as an operational team, which means I bought the car from Courage, we put a Peugeot



engine in it, and we drove it. The second year we raced it again, but there was not much of a future doing it like we did. It was at that exact moment I decided to have my own designers design and build a car. That car became the 'Pescarolo'.

PESCAROLO SPORT COMPETED AT LE MANS FOR NEARLY 13 YEARS. HOW WAS THAT EXPERIENCE?

Everything stopped in 2012, unfortunately. But it was a great adventure because, with the help of Motul and the fact we had very good drivers who were the ones we had trained before, I was on the point of being able to beat Audi or Peugeot. So that felt really great.



See this amazing video of Henri Pescarolo re-living his racing career and many years with Motul. To watch the video press play on the image or visit: <https://www.youtube.com/watch?v=MGXAR-JQmz9M&list=RDCMUCXJAZbitGBNFBzCGpJ9sFA>



AFTER SPENDING SO MANY YEARS WITH MOTUL, HOW DO YOU FEEL LOOKING BACK ON THE PARTNERSHIP?

There really is a very long, I would almost say sentimental, partnership between Motul and me. They followed me in all the F1 and F2 formulas. And I really had a lot of fun during the collaboration with this “little oil company”, compared to the very big, global oil brands. Motul might be small, but in terms of technology, it is very advanced and loyal. Your feelings towards a partner are very important.



THE OXFORD UNIVERSITIES MOTORSPORT FOUNDATION... ...ENGINEERING EXCITEMENT!

OUMF, founded in July 2005, is an independent, self funded student initiative which provides 'hands-on' practical experience of motorsport to the students of Oxford University and aims to bridge the increasing skills gap that is threatening all engineering and manufacturing industries in the UK.

Ding Boston, Co-ordinator at Oxford Universities Motorsport Foundation, kindly gives us insight into the core missions and successes of OUMF...



By introducing predominantly engineering students to the world of racing car preparation and component fabrication, as well as team management, OUMF aims to enhance the quality of students graduating into all manufacturing and engineering industries as well as bring new blood into the historic and contemporary racing arenas.

Be it an F1 team or a company making bearings for vacuum cleaners, by teaching students key skills and 'good practice' as well as having fun with a team-based sport, we aim to foster a passion for engineering and high quality manufacturing that will benefit British industry as a whole.

HOW IT ALL GOT STARTED

Many students have no practical background or experience in vehicle engineering and OUMF was formed with the aim to provide complete beginners with a foundation of basic engineering knowledge and 'hands-on' practical life skills. Even now, members have only to be studying any degree in Oxford to join, and to ensure there are no barriers to access, there is no subscription fee and the workshop "shed" is open virtually 365 days a year

A 'simple to understand' 1965 Riley 1.5 classic car was found as a first project, and many skills were learned as it was rebuilt. It was prepared as a competition car in the hope that there might eventually be opportunities for real motorsport experience down the line. With no funding, we had to look to industry for help to complete the project, and soon found sympathetic ears in companies who support us to this day - many of whom have been delighted by the OUMF graduates they subsequently employed.

Numbers grew very rapidly, and activities quickly encompassed design, fabrication, race preparation, even data logging, with the students teaching each other and learning on the hoof. Then in 2008, the Barbados Rally Club heard of our practical initiative, wanted to encourage it,

and invited a team of OUMF students to enter the Riley 1.5 in the SOL Rally Barbados! We got there, the Riley finished well, and the event attracted loads of publicity enabling the OUMF student team to return for this unique rally on 5 further occasions. The great Julius Thurgood effected a sea change on the club in 2010 when he invited OUMF to take part in his newly launched HRDC race series - in the Riley rally car! It was slow of course, but it was a brilliant experience and the club was truly hooked on the excitement of historic motorsport.

RACING IS NOW IN OUR BLOOD!

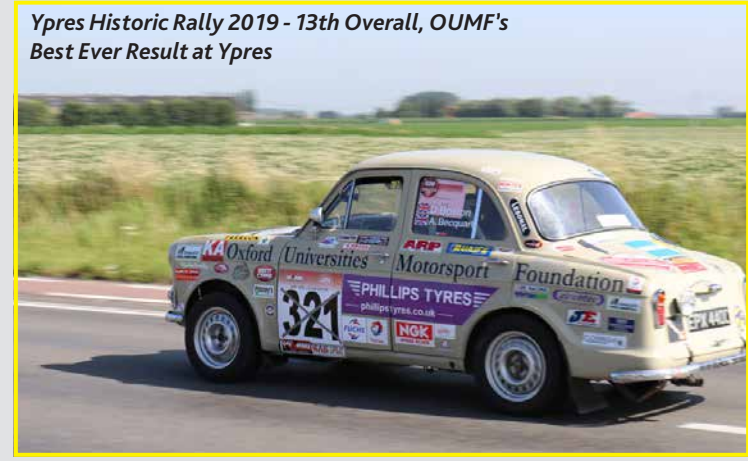


Running as a historic racing team, we now compete in a full range of motorsport events, from circuit races and international rallies to local auto tests navigational rallies and even street lugging!

OUMFMC is a Motorsport UK affiliated club, and, despite the huge problems faced over the past two years, the OUMF students have battled through - always the underdogs, substituting elbow grease and ingenuity for funds - and is now widely recognised as the most successful young team in historic motorsport.

Our 1965 Rally Riley 1.5 has become infamous both on top historic rallies - like the SOL Rally Barbados, the Barbados

Historic Rally Carnival and the IRC GEKO Ypres Rally - but also competed on the race track in the Historic Racing Drivers Club (HRDC) 'Touring Greats' series. The team scored their best ever result at the Sas Pils Classic Ypres Rally in 2018, coming 14th, beating Escort's, M3's, Porsche's and a stunning Lanica Stratos.



Ypres Historic Rally 2019 - 13th Overall, OUMF's Best Ever Result at Ypres

We completed the build of a second, dedicated racing Riley 1.5 in April 2014. 12 years on, and the OUMF team has hardly missed a single HRDC meeting in the Riley 1.5 racer, amassing a large number of class awards and two outright wins. It has also starred in the last three Goodwood Revivals and Jochen Mass drove the car to 11th in the St Mary's Trophy in September 2021. The continuous development ever since has seen the team rise up the order in the HRDC which resulted in the team's first ever class win on circuit in April 2015. The team took its first ever overall win at Thruxton in 2017, beating the mighty Jordan A40.



Jochen Mass drove the Riley at the 2021 Goodwood Revival

The team have taken several class wins and podiums since and raced the Riley at the 2018 Goodwood Revival in front of thousands at the track and watching around the world. OUMF's 'Inca' Alfa Romeo Giulia GT project has appeared with the St Mary's racers at Goodwood Revival 2011, the HRDC at Snetterton, and then achieved a sensational 34th Overall/95, and 2nd in Class on the 2014 SOL Rally Barbados after being exhibited at Race Retro and National Rally Day at Gaydon.

OUMF AIMS TO PREPARE STUDENTS FOR THE 'REAL WORLD'

Despite still having no proper funding, OUMF provides a welcome and unique 'real life' alternative to those disappointed by the ubiquitous Formula Student programmes.

The team aim to achieve ever greater levels of success. The project just completed is a 1962 Sebring Sprite historic race car. The panels needed were kindly donated by British Motor Heritage and Halls Garage, the engine was built with the help of Nick Swift - plus so much other fantastic support from across the industry. The car promises to continue the OUMF success story on track, while giving the next generation of British engineers invaluable practical experience.

Project cars are chosen which inspire, provide plenty of learning opportunities, and give the widest possible end use - from grassroots local events to IRC/FIA international rallies. Coupled with informed learning, which includes factory visits, seminars, shows and talks from some of the heroes and gurus of motorsport, OUMF provides a varied and exciting platform for young enthusiasts to build a solid practical knowledge base.

What's more, OUMF provides a unique arena for students to develop the key teamwork and leadership skills that can only be gained through the crucible of motorsport competition.



OUMF gives students the opportunity for practical learning

Academic institutions continue to reduce or abandon the practical elements of engineering & mechanical courses, thereby short-changing graduates and frustrating those who employ them. All the while the UK motorsport industry - and especially historic racing - goes from strength to strength, but many of the most enthusiastic and knowledgeable players are reaching retirement age.

Consequently, much of their knowledge is being lost forever, along with many vital 'old school' skills, and without keen youngsters to run on with the baton, the age gap is already a big concern, and it is widening fast.

THE OXFORD UNIVERSITIES MOTORSPORT FOUNDATION...

OUMF's long campaign to better prepare students - and especially engineers - for the real world, is well known and widely admired across an industry increasingly disillusioned and frustrated with our broken educational system. Too many graduate engineers leave with a degree and 'tick box' Formula Student credentials, and are found to have no practical 'hours' or race experience of any value, risible 'hands on' skills, little idea of team working, and a lack of the knowledge or ability to apply theories learned in class to real world practice.

OUMF listens to its industry sponsors, and its mission is to try to ensure its members have the fundamental qualities looked for - in work placements or for jobs - to meet or exceed expectations. This is a highly valued aspect of what OUMF does and in recognition of this, we are delighted to be supported with the goods and services of many of the most highly respected companies in the UK.

WITHAM PROUD TO SUPPORT OUMF

One of these is the highly successful Witham Group, led by MD Nigel Bottom, the industry leader in paints and lubricants, with MOTUL being their flagship motorsport brand of lubricants. At chance meeting at the Goodwood Revival a few years ago, he became aware of the OUMF initiative and immediately offered his support. Since that happy day, his generous help has enabled the students to totally transform their rustic workspace. The WOCO two pack epoxy floor paint seems to resist all wear, and has proved to be a bulletproof seal against the dust that previously compromised the assembly of engines and similar components, bringing the added benefits of increased reflected light and almost effortless cleaning. Various other WOCO paints and wood preservatives have also proved invaluable in proofing the exposed old beams and exterior timber cladding of the building, stopping any further flaky deterioration and falling debris, and the need for frequent regular repainting. What a joy!



Woco floor paint transforms the OUMF workspace

It is a universally accepted fact, well understood by OUMF students, that a clean, dust free environment is of paramount importance in the building of a reliable race engine, gearbox or similar unit. Prior to Nigel's kind support with these paints, the team was constantly beset with depressing dirt-related failures. In the period since he came aboard, the team has enjoyed an exponentially improved reliability record, won many trophies, DNF's are extremely rare, and team morale is now on an altogether higher plane.

We have come to the inescapable conclusion that the OUMF team owes a major part of its recent and any future success to Nigel and the Witham Group! As such, we are extremely grateful to him, and profoundly reassured by the mutual interest we share in the better future of the UK engineering industry, coupled with the youthful good health and growth of historic motorsport.



The new OUMF Sebring Sprite race car project

To illustrate this, the latest (and longest, due to COVID) OUMF practical project is the Sebring Sprite historic race car, nicknamed 'Little Bewt' - after its number plate, 838 BWT. It was completed in autumn 2021 after a 6 year build and made its debut at Silverstone GP circuit to great acclaim in the final race of the exciting HRDC 'Allstars' season. It finished 15th Overall and 5th in Class - straight out of the box, and without any track testing. Its performance and stunning looks gained it a column in Autosport magazine, and the students were further delighted to be awarded the annual 'Sebring Sprite Trophy' for best presented car at the National Classic Motor Show at the NEC in November. This accolade was then followed by a great Christmas surprise - an invitation to race the car in the Weslake Cup at the 79th Goodwood Members Meeting in April. The team were stunned when the Sebring qualified 20th, and finished 11th in its first dry race.



The OUMF Riley at Goodwood Revival 2021

MOTUL is a major sponsor of motor racing, including the great events staged at Goodwood. The OUMF students thank Nigel and the Witham Motorsport team with MOTUL for their support in the Weslake Cup, and for his continued enthusiasm and help for OUMF's core mission to enhance the quality of students graduating into all manufacturing and engineering industries, while bringing talented, enthusiastic new blood into the historic and modern racing arenas.

For more information, please visit www.oumf.org or email main@oumf.org

IS YOUR CLASSIC READY FOR SUMMER?

Whether you're a classic engine expert or enjoy just tinkering on your vehicle at home, we've got all the right products for your classic or vintage vehicle. Whatever its age, Motul's range of quality classic oils, greases and brake fluids have been designed specially for older vehicles - and now they're all included in a new handy downloadable brochure, now available [here](#) and on our website.



CLASSIC LUBRICANTS

Engine Oils ★ Brake Fluids ★ Gear Oils ★ Additives



CLASSIC OIL 20W-50
ENGINE OIL



CLASSIC OIL SAE 50
ENGINE OIL



CLASSIC OIL SAE 30
ENGINE OIL



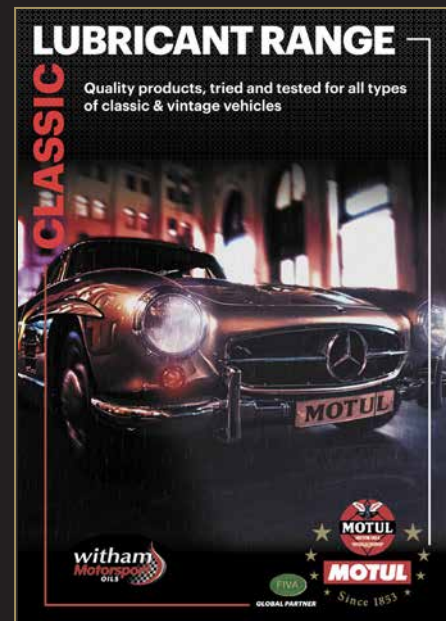
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CLASSIC 80's & 90's
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NEW LUBRICANT PARTNERSHIP WITH THE CLASSIC MOTOR HUB



In its ongoing expansion into the classic car industry, Motul UK announced it joined forces with Gloucestershire's foremost historic motoring centre, the Classic Motor Hub. Situated a couple of miles outside of Bibury, Classic Motor Hub has become a focal point for both four-wheel and two wheel motoring enthusiasts, its mix of facilities making it a must-visit venue for locals as well as those coming from much further afield.

A HOTSPOT FOR OLDTIMER ENTHUSIASTS

Located on a former WW2 RAF fighter base, the Classic Motor Hub features two hangers of cars on display - all of which are for sale. The site also garages cars for collectors and all of these are serviced by a busy workshop, to which Motul will be supplying lubricants and its whole range of MC Care products.

The brainchild of long time Collector Car authority and former historic vehicle auctioneer, Martin Chisholm, the Classic Motor Hub is home to close on a hundred vehicles and it also houses a café, a store, a racing simulator, a members' clubroom and a private restaurant - as well as its own sales and administration offices. The décor throughout is an eclectic mix of decades but it is brimming with fascinating photos, posters, signs and memorabilia, which all help to give the Classic Motor Hub a retro feel, very much in keeping with the ethos of the operation.

The Classic Motor Hub draws individual enthusiasts from near and far, but, with a capacity of 250 visiting cars on the site, it is also extremely busy playing host to thousands of motor club members in a wide variety of activities from simple 'Coffee and Classic' gatherings, through Club Dinners and Treasure Hunts to full blown historic vehicle tours.



MOTUL UK'S ANDY WAIT COMMENTED:

"Classic Motor Hub is a fascinating concept and as soon as we experienced it first hand, it was something that Motul wanted to be part of. We are really excited to be working with Martin and his team. Classic Motor Hub gives us the opportunity to showcase much of our offer, in person, to thousands of enthusiasts every year. Motul has a long history of innovation in automotive lubricants, having been responsible for the first Multigrade engine oil - Motul Century, the first Semi-Synthetic and first fully Synthetic Motor Oils - Motul Century 2100 and Motul 300V, respectively and with the Classic Motor Hub, Motul's products will be showcased in use at the on-site workshop."



MARTIN CHISHOLM, FOUNDER OF THE CLASSIC MOTOR HUB EXPLAINS:

"Our workshop handles an incredible variety of cars and Motul's breadth of range is extremely impressive and its quality is a given. However, Motul brings much more than a supply of lubricant products. They also now have a great range of retro merchandise that I think will sit well in our shop, but more importantly, Motul has a fabulous history and the enthusiasm of those who work for the brand is obvious, and they want to play an active role in our activities, so I think it will all work really well together."



Watch Martin Chisholm explain how The Classic Motor Hub evolved and the passion that drives him... To watch the video press play on the image or visit: <https://www.youtube.com/watch?v=ywyvhV14Quc&t=82s>



CALLUM LOCKIE PROFESSIONAL RACING DRIVER: "Motorsport is very seldom a smooth road"



Calum Lockie is a professional racing driver and driver coach, who has a rich history in British motor racing. Calum has raced in everything from vintage cars through single-seaters, saloons, historic touring cars & Radicals to the thundering 700 bhp Marcos Mantara in which he won the British GT Championship partnered with Cor Euser. He is a multiple British Endurance Champion and in 2004 he competed at Le Mans in the first-ever Diesel powered Sports Prototype LMP1 car. To date, he has contested seventeen 24 Hour races including Le Mans, Daytona, Nürburgring, Zolder and Silverstone and we are most proud, that through Witham Motorsport, Calum is now an Ambassador for Motul. We were lucky to recently interview Calum in his prized trophy room to tell us more about his amazing driving career so far...

PLEASE COULD YOU INTRODUCE YOURSELF FOR US CALUM?

My name is Calum Lockie, I'm a professional racing driver and race driver coach and a director of Gold Track Driving Club, who run track days.

COULD YOU GIVE US AN OVERVIEW OF YOUR RACING CAREER?

It might be easier to say I've won 17 championships and series. The most important one probably being the British GT Championship in the Marcos Mantara.



Fantastic beast of a car, the last time I drove it, it was running 720Bhp. A very exciting thing to drive. Also did the Daytona 24 Hours twice in it.

Then I won the FIA Masters Historic Sports Car Championship in a Chevron B8, and that was fantastic because we got invited to St Petersburg for the FIA World Awards dinner, a really amazing experience. I won the Britcar Championship 7 times, in various different cars; Ferraris, Moslers, BMWs.

The Continental trophy in the 1938 Maserati Grand Prix car, three times on the trot. Last year I won the GT and Sports Car Cup in the Morgan SLR, which was a Class 2 car and we won it overall.



I also won a championship in the Historic Touring Car Championship in a Ford Falcon, and a BMW 2002TI. I think that's about all, I kind of lost my way with them all! (Laughs).

WHATS THE BIGGEST CHALLENGE YOU'VE FACED IN YOUR CAREER?

Motorsport is very seldom a smooth road, it would be a bit too easy if it was, not enough of a challenge! I had a very big sponsor called Memec for several years, who unfortunately got sold. I just couldn't get any connection with the new owners, so that was really quite tough. I had to work on re-inventing myself after that.

WHAT ARE YOUR PLANS FOR 2022?

I'm going to be racing a Porsche 968 with a client this season, we're going to do a couple of different series because we can't do the whole series. We're going to do some 2 hour endurances and some 1 hour, 2 driver races as well. The engine in it I've rebuilt, the whole car is running on Motul Lubricants, 300V in the engine. The new RBF700 brake fluid which is phenomenal. All in all it's a lovely handling car so we should have some good fun in it!

WHAT IS THE BEST CAR YOU'VE EVER DRIVEN?

That's a really difficult question as I've raced such a variety of cars from such a huge range of eras, that to say just one car which is brilliant will be really hard. I think the 1938 Maserati Grand Prix car is so visceral, there's no aids, no safety, you're totally in charge and if you make a mistake there's only one person you can point the finger at. I did many hundreds of km's of testing in a McLaren F1 GTR, sadly never raced it, but that was an amazing car.

Group C cars, love them. I love historic cars like I'm racing now such as the Daytona Cobra and the lightweight E-Type, they're just brilliant things to drive, I'm very privileged.

WHAT IS THE BIGGEST ACHIEVEMENT OF YOUR CAREER?

I think possibly my greatest achievement is still being here after all these years! It's pretty exciting still making my living from being a racing driver.



HOW DOES MOTUL SUPPORT YOU IN YOUR RACING?

Well Motul has been fundamental with fantastic oil, the 300V particularly has been just superb. You just rely on it doing the job it needs to do. The other products like brake cleaner, brake fluid, gearbox oil, you can just bolt on and forget. It does what you need it to do and you don't need to think any further – so that's brilliant as you have enough things to think about in motor racing!

It's hugely important to have that aspect covered without having to consider it further, it means that I'm free to just consider what my main objective is, which is to drive the cars and get the best possible result.

Callum Lockie looks back at his successful motorsport achievements and talks about his magnificent trophy collection... To watch the video press play on the image or visit: <https://vimeo.com/702848747>



THE CLASSIC AT SILVERSTONE: RELIVE THE GOLDEN ERA OF ROARING RACING CARS



For petrol heads, the last weekend of August 2022 is a date for your diaries. Over the last three decades, The Classic at Silverstone has grown into a very successful weekend of pure motoring fun, with all the ingredients for the perfect family weekend break, from on-track racing to off-track entertainment. In 2021, Motul officially partnered up with The Classic. To find out more about what's in store for 2022, we caught up with The Classic's marketing manager Michelle Sweetman.

MICHELLE, WHY SHOULD PEOPLE VISIT THE CLASSIC AT SILVERSTONE THIS YEAR?

We're embracing 'the best of British' theme in celebration of it being our Queen's Jubilee year. As part of this, we're celebrating British motorsport heritage, which is widely known for a variety of brands, teams, and countless motorsport successes. Several historic British racing brands have already confirmed their presence, and the event will be supported by some high-profile live bands, great food and a whole weekend of racing featuring the world's finest vintage and historic race cars. We're really looking forward to this year's edition.



FOR THOSE AMONG US UNACQUAINTED WITH THE EVENT, WHICH RACE CARS ARE ALLOWED TO RACE DURING THE WEEKEND AND WHAT DOES THE RACING SCHEDULE LOOK LIKE?

Our race line up covers the spectrum of 100 years of motorsport. The range of racing on offer is from basic pre-war race cars through to much more recent and sophisticated endurance race cars and all the eras and classes from Formula One, sports cars, GT cars and touring cars. On Friday we have the qualification day, and on Saturday and Sunday we have genuine period-correct



racers. And these are not demonstration races, the drivers really go all-in, bringing back racing as it was executed in the period the cars were built. It's close wheel-to-wheel racing. As Monday will be a bank holiday, the racing and entertainment will go on later into the Sunday evening. We try to make it a real family event where everybody can have a lot of fun while enjoying the races.

WHAT DIFFERENTIATES THE CLASSIC FROM OTHER HISTORIC EVENTS?

We go for an inclusive approach. This means we have an open paddock, giving the visitors the possibility to live up to the race experience and talk with the racers and mechanics. We also have historics racing from every period. More than you will see anywhere else in one weekend. There really is something for everyone with the track programme complemented by off-track activities for the whole family to enjoy. This year we're also welcoming F1's best-ever sounding engines: the high-revving V8, V10 and V12 power trains introduced at the end of the 1980s that superseded their turbocharged predecessors, and which are widely hailed as the most dramatic and exciting engines in the sport's long and glorious history. Up to 20 F1 icons (dating from 1989 through to 1997) will be reviving their magic with incredible daily displays on the track where they raced so memorably in period. Also new is our date: we moved the event to the last weekend of August, to end the summer in a very memorable way.



WHAT HAS BEEN THE EVOLUTION OF THE EVENT OVER THE YEARS?

On the track we see the evolution as time goes by. The cars racing in our most modern grids weren't even built when the event first took place in 1990. Interest in classics has grown in that time and the total number of event visitors has grown too as we've developed the family-friendly aspects of it.

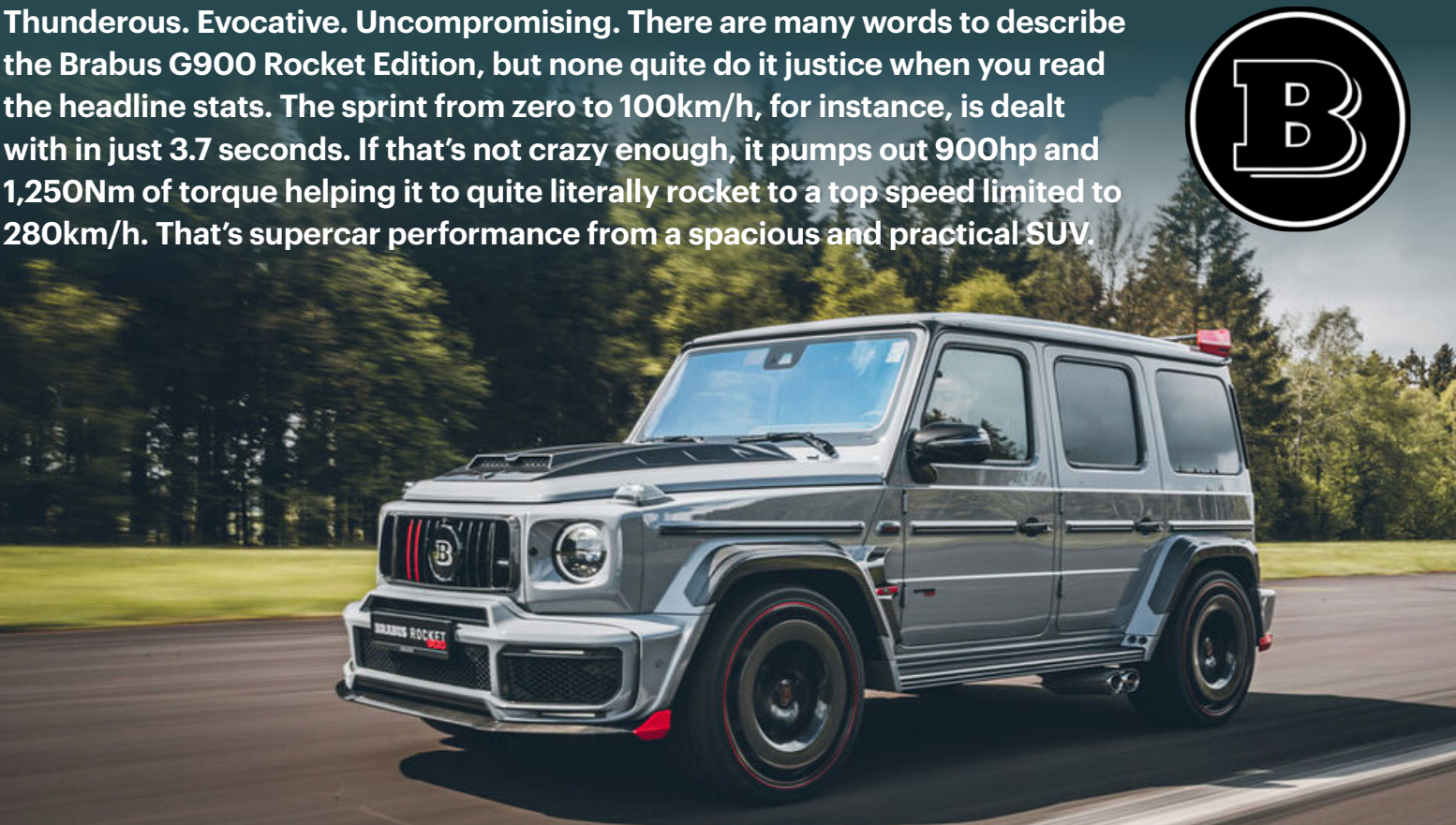


The Classic now surpasses 100,000 visitors over the weekend. What hasn't changed, though, is the fact we have flat-out championship racing. The drivers are really competing to win. The Classic is not about exhibition racing, it's the real deal. After the challenges of the last few years, we're excited to have things back on track.

HOW DO YOU EXPLAIN THE GROWING POPULARITY OF THE CLASSIC CAR MARKET AND YOUR EVENT?

People hunger for events that allow you to be nostalgic. It's like time travelling to the 1970s, '80s, or '90s. And the sounds and smells of race cars from the past is incomparable.

WHY MOTUL IS THE LUBRICANT OF CHOICE FOR THE WORLD'S MOST POWERFUL SUV



The G900 Rocket Edition, which is limited to 25 models, enters Brabus’ high-tech manufacturing facility in Bottrop, Germany, as a Mercedes G63 AMG, a car that is not exactly lacking in power. But after a Jekyll-to-Hyde-like transformation, it comes out the other side virtually indistinguishable. The most obvious change is to the exterior. Wearing a specially developed Widestar aerodynamically-enhanced body kit and sitting on purposeful 24-inch aero-disc wheels, it bristles with muscularity.

Aerodynamics is the key word here, because these enhancements aren’t just for show. The carbon front spoiler with side flaps that reduce front-axle lift, and the



down-force inducing roof-mounted rear wing and custom diffuser, allow you to attack corners at speeds that defy physics.

Round the back, a valve-controlled sports exhaust system brings out the best of the V8 soundtrack but features actively controlled valves. This means when you’re wanting to be a bit more discreet, you can flick the Rocket into “Coming Home” mode to protect the neighbours’ hearing. On the inside, Brabus’ unmistakable craftsmanship and attention to detail are brought to life in the exquisite and bespoke Masterpiece interior.

Helping these highly-tuned engines perform at their best, every Brabus car comes factory filled with Motul 8100 or 300V as well as Motul gearbox lubricant, brake fluid and coolants. Brabus recommends the continued use of Motul lubricants for the perfect blend of performance and reliability.



However, it isn’t just in the car’s components where Motul’s lubricants make an impact. “Motul is a strong partner for us, and we have worked closely with their R&D for many years,” said Jörn Gander, Brabus’ chief engineer. “Motul not only supports us with lubricants for the vehicle, but also with all the industrial lubricants we need, for example when machining blocks in our own CNC area. This means that the crankcase is completely reworked in-house on a five-axis milling machine to increase the displacement from four to 4.5 litres. And, of course, we need the appropriate lubricants and coolants for this. This is an important topic for us.”



Brabus’ CEO, Constantin Buschmann, added: “We’ve got a very strong collaboration with Motul and the technical staff of Motul, and they advise us on different products for all applications. The truth is that the change in lubricant or viscosity has a major impact. It can mean 3-4 horsepower more to even a few kilometres more on a high-speed run.”

Speaking about why Brabus chooses Motul lubricants, Sven Gramm, director of communications and advertising,



said: “We build high-performance engines and they need a high-performance product that functions properly. But most importantly, the product needs to function every day and everywhere. The biggest difference between a Brabus and any other supercar is the fact that a supercar is probably only used once a week during the weekend, mostly in summer. Our customers drive their cars every day and they like to drive it fast. On top of that, we sell our products in Moscow but also in Dubai, so the engine has to function at



peak performance in -50°C to +50°C. Every Brabus comes with a three-year warranty, and to make such a promise you need to be confident in all of the products that are used during the process.”



TRUSTED WINNERS SINCE 1853

CLASSIC

We are getting excited about exhibiting with Motul at the wonderful Goodwood Revival in September and showcasing all the best of Motul Classic Lubricants and historic racing style.



Come and join us on:
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Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.



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