

OILY RAG

Automotive & Classic News



January 2022

NEW 300V RANGE FOR 2022

Discover its new benefits inside...



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**WHAT'S IT LIKE TO OWN
A GT1 NISMO RACE CAR?**

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BRAKE FLUIDS
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New Motul Merchandise Now Available!

Have you seen the fabulous new range of Motul's merchandise yet? From t-shirts to overalls, product display stands to banners and clocks to pens, we've got everything you need to make you, your garage, your team and shop look Motul-ready. This new range can be viewed on our website with some more clothing to be added in the new year.

CLOTHING & ACCESSORIES



Ideal for Automotive & Motorsport Enthusiasts

DISPLAY STANDS & SEATING



Ideal for Shows & Events And Garage Showrooms

OFFICE ITEMS



Ideal for Garages & Showrooms

OIL ACCESSORIES



Essential Equipment for Workshops & Garages

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 race teams, engine manufacturers, distributors, workshops, garages, dealerships and individuals with products from across the range of Qualube (our own brand) and Motul (our partners) 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 150 years, has been first across the line with synthetic lubricant technology and unrivalled performance. Specialising in synthetic racing oils, and ester core technology, Motul has 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.

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 helping make a 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 have 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. Keep safe and we look forward to a safe and fantastic season in the new year ahead.

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

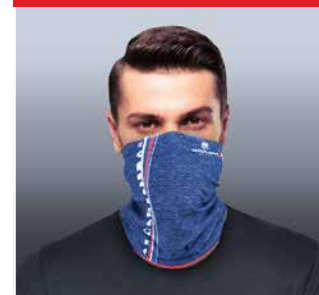
🌐 withammotorsport.co.uk



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

Stay Safe With Our Face Protections & More!

Witham Snood & Motul Face Mask



With a choice of our popular comfortable and warming re-usable Witham Snood covering or Motul's high quality face mask, which is made from a comfortable breathable material, both are UK Covid-19 compliant and designed to protect the mouth and nose from harmful bacteria.

Witham Hand Sanitiser

Witham's Hand Sanitiser is a popular choice for customers as it does not leave a sticky residue on your hands and yet is fully effective.



Long lasting and great value, it comes in handy 250ml bottles, with flip closing lids and conforms to the World Health Organisation's recommended standards. Available in boxes of 12 - this hand sanitiser is ideal for in the car, at work and all your family's needs.



As many of the Covid restrictions placed upon the Motorsport Arena have now been finally lifted, Witham Motorsport has been busy supporting our customers old and new at exciting events around the UK - with some great results...



Exciting Growth Plans for Witham Motorsport & **MOTUL**

It is now over 5 years since we first took over being the UK importer and distributor of Motul's automotive products. Since that time, this silo of business, known as Witham Motorsport, has grown exponentially. From next year Witham Motorsport Ltd will continue to be an exciting opportunity for the Group and we will be working with Motul UK focussing on our race teams and drivers and creating more relationships and partnerships with BTCC, F4 and a whole variety of racing events, as well as looking at working with car garages and workshops and finding new customers to take on the Motul Brand. Exciting times ahead for Witham on and off the track.

A lot of the Championships have now ended, and Witham Motorsport are working with the race teams over the winter period who will be looking to build and repair their vehicles ready for the up and coming 2022 season.



We've Invested In A New Motorsport Race Truck!

Due to the growth and the number of events we purchased a Race Truck in September which has already been used to great effect. The Race Truck will be used to showcase our products and services at motorsport events and also provide a bed for the night for the show crew! A big thank you to Signs Express for applying the new Motorsport graphics in time for the MSN Rally Championship. Here's our new Race Truck already helping promote our Motorsport brand at Oulton Park!



A New Working Partnership With M-SPORT

As our presence within Motorsport continues to grow, we are proud to have administered another working Partnership for Motul with Msport, who are the global partner of Ford, Jaguar and Bentley's Motorsport programmes. They are situated in Cockermouth in the Lake District on a 200-acre site incorporating 3 test tracks.



Motorsport Days Live

For the last three years, MotorsportDays LIVE (MsD LIVE) has brought race teams, championships, manufacturers, clubs, as well as brands, sponsors and drivers together to showcase products, developments and opportunities live on Silverstone's International circuit. 2021 was supposed to be the first year Witham Motorsport & Motul would have a stronger presence at this event, but unfortunately we were unable to attend this year due it clashing with other shows and events. However, we sent some signage and we look forward to getting more involved in 2022!



Teams & Event Round Up

We have attended many events throughout the year and the teams and drivers we sponsored have had great success:



YORKSHIRE MOTOR FESTIVAL

Early July we attended the Yorkshire Motor Festival for the first time and despite the bad weather, had great fun with Andy Ace Harrison and his car. This was an opportunity to attend a relatively new event further north as so many shows take part in the south of the country. We look forward to expanding our presence next year.



ANDREW JORDAN



Coming from the BTCC Touring Car Championship, and proud owner of a classic car restoration workshop, an old Mini is not the first car that pops to mind when you think of racing champion Andrew Jordan. Yet, that is exactly where Andrew was last season. In a rally-trimmed classic Mini, decorated with Motul livery, he became the National Mini Miglia Champion.

Explaining how he got involved, Andrew said "I started my campaign in the Mini Miglia Challenge at the beginning of 2021 at Silverstone on the International Circuit and it left me with a massive grin on my face since then. It still amazes me how fast you can go in these little pocket rockets: you might think you have time to read a book as you go the full length of the Hangar Straight, but there is so much work to do behind the wheel, you never get a moment's rest. They are just so much fun – and the slipstream effect is bonkers. With a top speed of almost 200 km per hour, there isn't much time to read to be honest" - Well done Andrew!



JHR DEVELOPMENTS & F4

What a year for our customers the JHR Development Team; 3 titles, 13 wins and a further 16 Podiums, what an incredible way to end this era of the British F4 Championship. Motul and Witham Motorsport have been heavily involved in the F4 Championships this year, as Motul was the mandated oil brand of choice in the series.

The JHR Team have many successful drivers this year, but particular congratulations goes to Matthew Rees for winning the F4 2021 championship! We look forward to working with the F4 Championships and the JHR Team next year.



SPEEDWORKS MOTORSPORT



2021 has seen a great season in the BTCC Championship for Witham & Motul with our fantastic friends at Speedworks Motorsport. Running two Motul branded cars for their drivers Rory and Sam, it was a pleasure that in August we attended the BTCC round with Speedworks Motorsport at Knockhill near Edinburgh, and we have thoroughly enjoyed supporting them with our lubricants in such an exciting season.



Fantastic work by all involved at Speedworks Motorsport with a dominant double victory at Silverstone for Rory Butcher, well done to the Speedworks Team!



Following 30 races at nine different circuits, the 2021 British Touring Car Championship reached its conclusion at Brands Hatch in October, with Rory Butcher and Sam Smelt both scoring points for Toyota Gazoo Racing UK in the final event of the season.



Rory Butcher kept the momentum building with a podium double at Donington in October.



Ahead of the final round of the 2021 BTCC season, we caught up with Christian Dick – Team Principal who gave a great insight interview about how the Speedworks Team works with Motul lubricants. Watch the full interview on Youtube: www.youtube.com/watch?v=vZtbejl6Y18





At the end of July, we proudly helped to organise MOTUL UK's presence at The Classic - Silverstone. With impressive attractions, the unveiling of the GBS Zero - Motul Edition car, a special media day, a 50 years of Motul's 300V range parade and lots of interaction with drivers, car clubs and enthusiasts, it was a fantastic event. We had some great feedback from our teams, clubs and racing drivers, here are just a few pictures of the fantastic weekend.



We had a fabulous time at this year's Goodwood Revival in September. We were so lucky to promote Motul lubricants and our services to race teams and drivers, businesses and customers old and new in such an amazing setting.



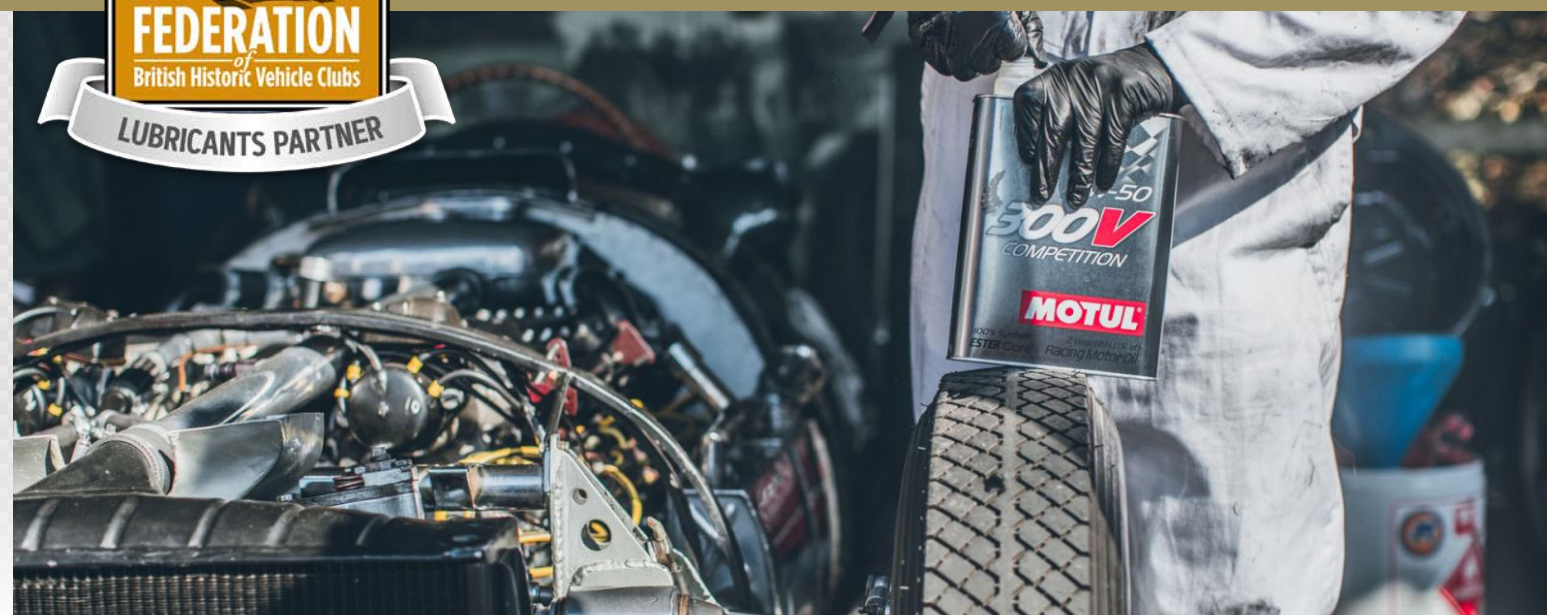
PATRICK WATTS MOTORSPORT

Congratulations to British racing driver Patrick Watts and his daughter Aimee and their Team, who won at the recent Citroen C1 6-hour Endurance event at Brands Hatch in November. Patrick and Aimee have been amazing supporters of the Motul brand and Witham Motorsport and we wish them good luck for next year's racing season.



Witham Motorsport and Motul are proud to be supporting the new MSN Rally Championship in the UK, which consists of 8 rounds over the winter and spring until April next year. Each event will consist of several stages giving the competitor approx. 50 stage miles. The stages will take in various obstacles such as a water splashes, jumps, crests, dips and the traditional hand brake turn.

We attended the first round at Oulton Park in early November. There are various makes of cars which compete in the MSN rally, from the original Austin Mini Cooper S, to the modern World Rally Championship specials, such as the Subaru Impreza and the iconic Ford Escorts. The MSN Circuit Rally Championship in association with MSVR Racing is open to any number of rally-prepared cars and we are delighted to be involved in this event from its start.



Back in October, Motul announced their partnership with the Federation of British Historic Vehicle Clubs (FBHVC) as its official lubricant partner. The FBHVC is part of the Fédération Internationale des Véhicules Anciens (FIVA), an organisation devoted to the preservation and continued use of historic vehicles.

The organisation offers their members support and advice to acquire, maintain and run historic vehicles from cars to motorcycles, buses, lorries, vans, agricultural, military and steam vehicles. Not only that, they look after the museums that exhibit historic vehicles and in total have over 250,000 individual members. Representing more than 500 clubs in the UK, with the support of Motul, the club is looking forward to the future under its mantra "yesterday's vehicles for tomorrow's roads".

Motul is proud to have become the FBHVC's lubricant partner – one of only five prestigious commercial partners and the partnership was announced in time for the 2021 Lancaster Insurance Classic Motor Show which took place at the NEC over the weekend of 12-14 November. FBHVC Chairman David Whale tells us more about this exciting new partnership.

DAVID, FIRST OF ALL, COULD YOU TELL US MORE ABOUT THE FBHVC?

We're tied with FIVA and Motul has a global partnership with them. The FBHVC is the authorised national representative for FIVA in the UK. What that means is we're the second largest national representative in the world, with just the US ahead of us. The role we fulfil is to look after the historic vehicle community in the UK, and that's very much replicated in many countries around the world. We've got over 500 historic vehicle clubs as members. We also look after the museums that exhibit historic vehicles, and we have got over 250,000 individual historic enthusiasts.

HOW DOES YOUR ORGANISATION SUPPORT HISTORIC VEHICLE ENTHUSIASTS?

It's about maintaining the freedom to use the vehicles on tomorrow's roads and doing that by helping people acquire historic vehicles, maintain them, and run them. And when we talk historic vehicles, we're actually talking about several categories of vehicle: cars, motorcycles, buses, coaches, lorries, vans, agricultural, military and steam.

WHY DID YOU DECIDE TO PARTNER WITH MOTUL?

When we started the conversation with Motul, the fact that they also have a relationship with the French federation, and have had that relationship since 2006, was fundamental.

WHAT DOES THIS PARTNERSHIP MEAN FOR YOUR ORGANISATION?

It's incredibly powerful. The British federation has five commercial partners, and we're quite careful about how we choose them, because fundamentally the partner has to be able to deliver value to the federation as a whole. And it also has to deliver value to our members. We have a policy of no conflict, so if we have a lubricants partner, as of now it's Motul and we don't talk to anyone else.

The two things that are probably most important to us, as far as the Motul offer is concerned, is the amount of passion they demonstrate. I actually had a conversation with Hélène Zaugg (Motul Chairman of the Supervisory Board) at the Goodwood Revival. She asked me how I perceive Motul, and my response was I see professionalism and passion. Her response to me was "I can buy professionalism, but I can't buy passion". And I think that has got to be fundamental. We also see the interest of Motul from a heritage perspective. As this century evolves, heritage is going to be a major part of keeping our vehicles on the roads.

DOES THIS PARTNERSHIP MEAN YOUR MEMBERS GET SPECIAL CONCESSIONS WITH MOTUL?

Absolutely. We have a members' area on our website where they can get access to special offers. On the public part of the website, we'll have a lot of information talking about Motul's historic and classic products for our vehicles.



As you have read, Motul were the new lubricant partners for the Classic Motor Show at the NEC in Birmingham, which took place in November. Witham Motorsport were delighted to attend with our friends from the TVR Car Club. Motul's recommended lubricants for the TVR model range were on display from the early classics to the modern sports cars TVR produced.



LUBRICANT RANGE FOR TVRs

Motul are the recommended lubricant partner for TVR for their outstanding protection and enhanced performance in both modern and classic cars.

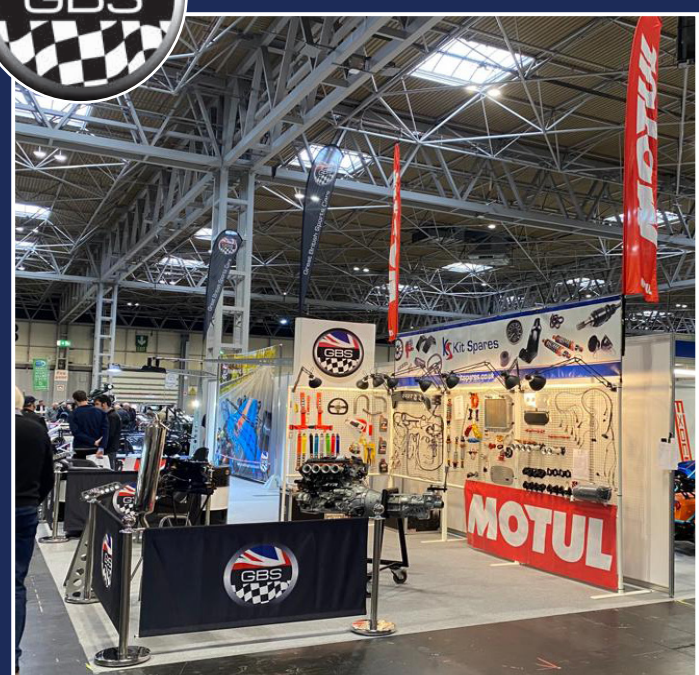
20% DISCOUNT FOR ALL TVRCC MEMBERS ON ALL PRODUCTS USE CODE: TVRCC

ENGINE OILS | BRAKE FLUIDS | GEAR OILS | COOLANTS | GREASES | CLEANING PRODUCTS

MOTUL



Great British Sports Cars were also exhibiting at the show. We were so excited that the Motul UK Zero Edition which was our special build project this year, was on display helping promote our Motorsport brand and Motul's lubricants.



Witham Motorsport collects Constructors Trophy at BTCC Donington



On a sunny October weekend at BTCC Donington, our MD Nigel Bottom, was invited to the stage to collect the Constructors Trophy on behalf of Motul for the Speedworks Motorsport team. This was a great opportunity for him to get on the podium and well done to all the team involved!

Olly Silcock – Drifting Pro Invited To Join MSUK Judging Panel



Olly Silcock is one of the UK's top professional drift drivers, and he and his support crew, JDM Motorsport, choose to only use Motul products in their amazing 675bhp machine.

We've been following Olly's progress closely in recent years, and with the welcome news that this year was to see the launch of the Motorsport UK Drift Pro Championship for 2021, we were as delighted as Olly to see top-tier Drifting being re-established in Britain.

Unfortunately, Olly suffered a nasty break to his leg earlier in the year – but has continued to keep us updated on his progress and recovery.

As a keen ambassador of the sport, he has been invited to be involved with the Judging and Driver Selection for next year's MSUK DriftPro Championship, for which they're intending to hold a full eight rounds of racing, alongside TimeAttack. Olly's impressive car was on display at the final round of the 2021 Championship in October at Snetterton, where he also stayed hands-on by vlogging the event from behind the scenes.

In the meantime, progress continues on build for next year's competition car, beginning with the chassis strip – and as he puts it, 'the more interesting stuff' such as Roll Cage installation and fabrication coming up next.

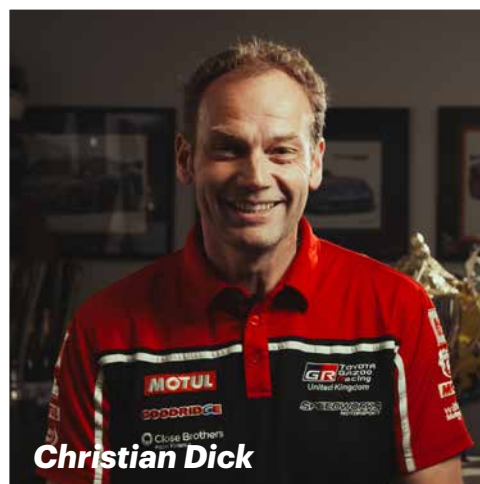
We wish Olly the best of luck with his recovery, and look forward to seeing him back out in action very soon!



SPEEDWORKS MOTORSPORT

GROWING FROM STRENGTH TO STRENGTH

Ahead of the final round of the 2021 BTCC season, we caught up with Christian Dick – Team Principal and Jack Coker – Rory Butcher’s Number 1 Mechanic at Speedworks Motorsport to discuss what goes on behind-the-scenes at the factory between race weekends, and their aspirations heading into 2022.



Christian Dick



Jack Coker

HOW DID YOU GET INTO MOTORSPORT AND YOUR CURRENT ROLE?

Christian Dick: “I ended up in my role kind of by accident, I didn’t know that this was a career path that I wanted to go down. I knew that I loved motorsport and racing from a very young age. Thankfully I had parents that did as well so I’ve been in and around that world for as long as I can remember. At first, like most young boys I wanted to race cars myself, so from 10 through to 30 I was racing myself while also running the team. The role has evolved over the years, with BTCC being the main headline for us, and my role developed into the Team Manager role over the years.”

Jack Coker: “I was studying mechanical engineering at the time and thought motorsport may be a good avenue to follow so I started off as a volunteer in the team, came down and wanted to give it a try and thankfully Christian and Amy said yes. This has been my 10th season with the team, I started in 2012, which was the team’s second season in BTCC.”



CAN YOU GIVE US AN OVERVIEW OF SPEEDWORK MOTORSPORTS HISTORY?

Christian Dick: “Speedworks Motorsport was originally set up in 2005 to run in a one-make Mazda Mx-5 championship, and since then we’ve gone from strength-to-strength. We were very much a grass roots team when we started, but we’ve learnt a lot on our journey coming up through the ranks from Mazda’s to Ginetta’s; from G20’s through to winning the British GT4 Championship in a G50 in 2010. In 2011 we moved to the BTCC with one of our Ginetta G50 cup drivers and since then we’ve gone from strength-to-strength in the BTCC.”



HOW MANY STAFF DO YOU HAVE WORKING FOR THE TEAM?

Christian Dick: “On a day-to-day basis there are 8 full time staff here, but when we get to a race weekends you have to obviously include hospitality, truck drivers, tyre men, we’re looking at closer to 45 staff between a Wednesday night through to the Sunday when we pack everything away again.”

WHAT TASKS DO THE TEAM UNDERTAKE BETWEEN RACE WEEKENDS?

Christian Dick: “So between each race weekend it’s quite intense here, sometimes we have a smaller turnaround than at other times to the year. If it’s a back-to-back weekend, we will be getting back Sunday night and have to get everything prepared and sorted to leave again on Wednesday for the next event. Provided we’ve got no major chassis or accident damage to repair, we have a standard preparation, where the cars will get stripped back to its bare chassis and every component will get



crack checked, cleaned, serviced and put back on the car.”

Jack Coker: “My role within the team is maintenance on the car in-between and during race weekends, set-up changes and making sure the decisions Rory and the engineers make it onto the car properly. The level of preparation between race weekends varies depending on the any damage you’ve picked up at the last round, and the time between rounds. If it’s a back-to-back

weekend, you have 3 days max in the workshop so you have to keep things to a minimum to get everything sorted in time.”

WHAT CAN OFTEN BE THE MAJOR TIME-CONSUMING ELEMENTS OF YOUR TEAMS WORK BACK AT THE FACTORY?

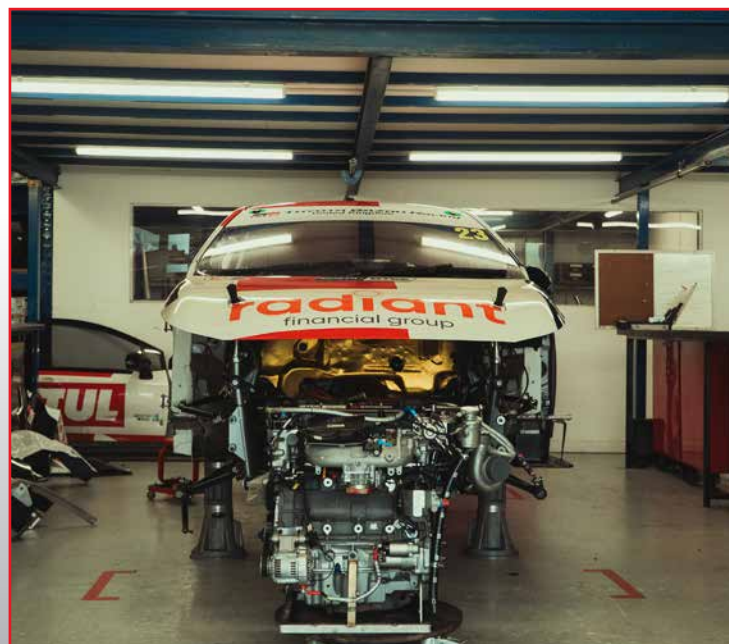
Christian Dick: “Some of the areas that consume the most time are accident damage, the BTCC can be a robust championship and if we end up with damage on one or both cars and a short turnaround it can be a tough ask to achieve everything we need too as a team. If we have a straight forward meeting, the main focus is preparation for the next round, but the big focus is always performance. We are always trying to drive to the front of the pack, win races and lead the championship. We are always looking at data analysis to establish where we are strong, where we are weak and what we can change to improve our performance.”

HOW OFTEN DO YOU PREP THE CARS?

Christian Dick: “Preparation is something that is vital to our on-track performance. Every time the car moves; whether that be a test, a shakedown or a race meeting, we’ll prepare the car to the same level as to whether it has done 250km or 50km. We need to make sure that car is reliable and as fast as it can be out on track.”

HOW IMPORTANT ARE HAVING TRUSTED PARTNERS LIKE MOTUL TO ENSURE QUALITY PRODUCTS ARE USED ON THE TEAM VEHICLES?

Christian Dick: “It is absolutely vital that we have trusted partners like Motul along for the ride with us. It’s vital to our very existence, not only for the financial support we get from them, but also from every element of reliability on track through to performance. If you think about Motul’s input to us, it isn’t just the race vehicles, it’s team vehicles such as trucks, team vehicles, crew buses that take people from the hotel to the circuit; they all use Motul products. Our on-track performance is determined by the quality of the products we get supplied by Motul”





WHAT MOTUL PRODUCTS ARE USED ON THE VEHICLES?

Christian Dick: "Motul offer a huge range of products that are really useful for us, from all sorts of areas such as general lubrication where we use a product called EZ lube, right the way through to the major components. For the engine we use the 300V 040 product, gearbox we use the Gear 300 product, and we use Motul grease in the drive-shafts. So, it literally is every area of the vehicle, and it's absolutely vital. It's not just component life we're looking to improve, its performance we're looking to gain. Whether that's friction reduction or the outright performance these products can give us in a straight line, we need that performance."



Jack Coker: "We use Motul products daily, for cleaning all the way through to mechanical elements. We used Motul products long before we were sponsored by them simply because they are the best products you can buy. We are very lucky to now have them onboard as a partner so we can use their technical knowledge to ensure we are using the correct product for the correct application."

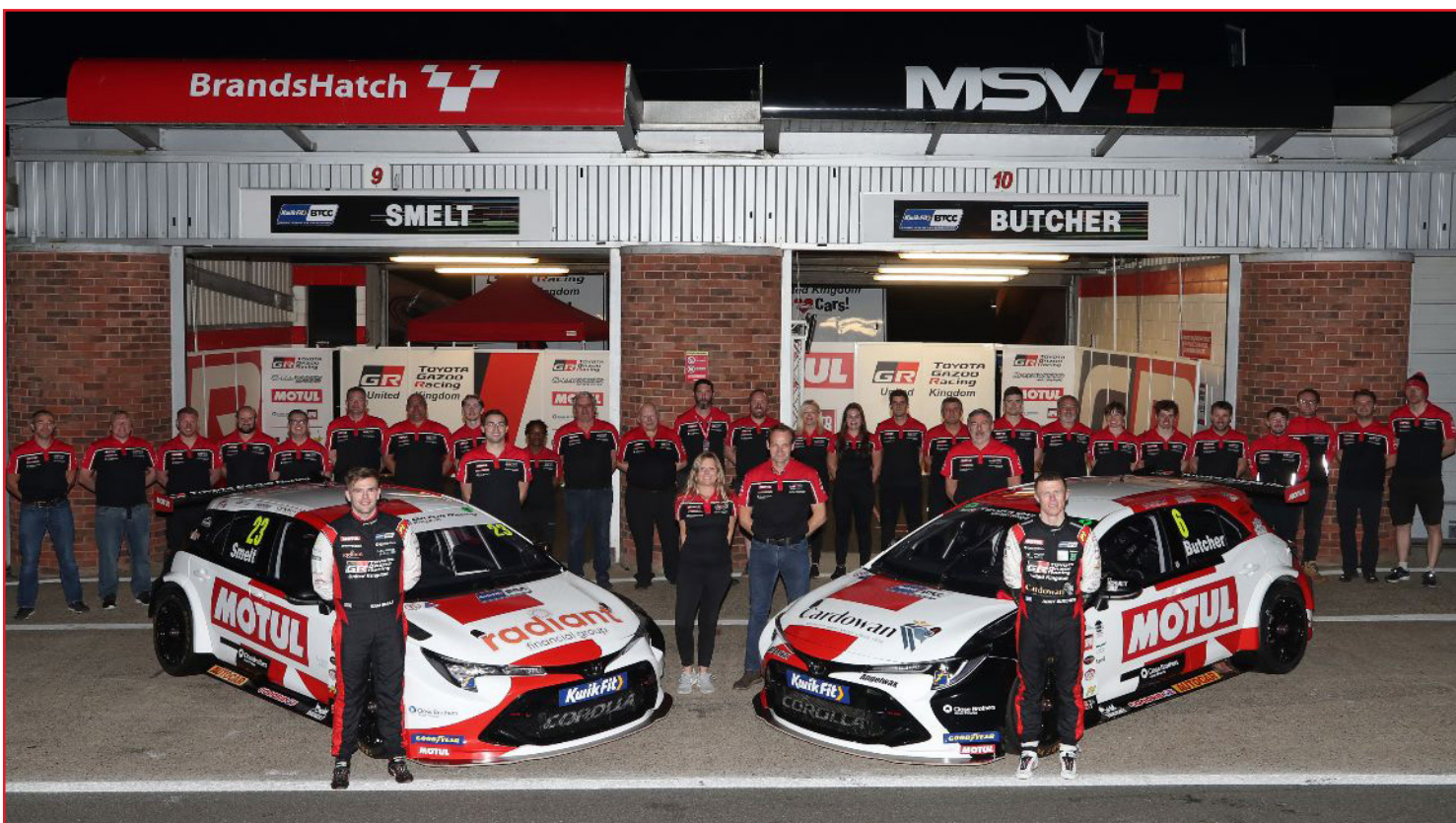
OBVIOUSLY YOU ALSO RUN A BRITISH GT TEAM, HOW DO THE TEAM LOGISTICALLY RUN CARS IN BOTH CHAMPIONSHIPS SIMULTANEOUSLY?

Christian Dick: "We also run a Toyota Supra in the British GT4 Championship, logistically than can obviously be a complete nightmare for us. So we very purposely set up virtually two separate teams to run both programmes, because just from a race meeting point of view there may be several clashes throughout the year and this prevents key staff from being stretched too thin across both. This gets compounded even more during pre-season testing and if you pick up any accident damage during a race weekend, so we keep the programmes completely separately."

WHAT ARE THE TEAMS AMBITIONS OVER THE NEXT FEW YEARS?

Christian Dick: "Obviously this year we grew to two cars, and that was a big change for us. Running two cars in the BTCC is a huge challenge to make sure we can be as competitive as we can with two cars. That competitiveness is what drives us forward, that's what we're here for. We're not here to make up the numbers, we're here to win, so the overall objective in the next few years has to be that we win the championship. We know that we can win races, so it's a case of stringing together those performances to win the championship."

Jack Coker: "For me, it's quite simply to win the championship and to be part of that winning team, knowing I've helped everyone achieve that goal."



FROM DUST TILL DAWN: EVERYTHING YOU NEED TO KNOW ABOUT THE 2022 DAKAR RALLY



What better way to start 2022 than with one of the world's best-known and most challenging events: the Dakar Rally! Starting on 2nd January in Ha'il, Saudi Arabia, Motul will be again a major partner of The Dakar for the fifth consecutive time and will be working closely with the organisers, competitors and everyone involved to convey the action, drama and excitement we have come to expect. As the cars, bikes and quads are getting their final preparations after the Rally du Maroc before being shipped to Saudi Arabia, we take a deeper look at the facts and figures for 2022 and the challenge that lies ahead.

DAKAR 2022: THE FACTS

The 44th running of the Dakar will be the third consecutive one held in Saudi Arabia. About 300 entries will run over 12 stages covering approximately 7,500 km (almost 4,000km of which are timed).



Introduced in 2021 are the electronic road books (tablets) for elite drivers in cars, SSV, trucks and bikes and mandatory airbag vests plus a slowing of speeds to further improve safety for bike and quad riders. Of special interest to Motul is the second year of the Dakar Classic division for vehicles from before 2000 and a mind-blowing total of 152 entries will follow a shorter route and easier terrain.



The 'Original by Motul' category will once again be a key part of Motul's involvement in Dakar, and the courageous and gladiatorial riders who come with no assistance or backup will be supported in the bivouacs with all they need to maintain their bikes as well as themselves. Open to all competitors at the service centre will be the Motul Racing Lab – now a recognised and regular component of the Dakar.

STRENGTH IN DEPTH ACROSS ALL SIX CATEGORIES

Motul offers its partners specially adapted lubricants and coolants from its motorsport and factory ranges, particularly from the 300V range for the highest performance and maximum protection. Motul will be fully involved with competitors in all six categories – Cars, Bikes, Trucks, Quads, SSVs and Classics.

In the Bikes category, Motul will be supporting HRC and its star riders, Pablo Quintanilla, who won the prologue the Rally Du Maroc, Ricky Brabec, and two other factory riders, Joan Barreda and Ignacio Cornejo. Also, strong contenders in the category are the off-road and trials specialists from the Sherco factory team and the Hero Motorsports factory team. Equally, in the hotly contested SSV category, the Polaris factory team will be present for the second time with a very capable team. While the recently crowned Cross Country World Rally champions, South Racing Can-Am factory squad will also be back to defend their 2021 win in the category.

In Cars, Motul-backed SRT Racing will be looking to improve on their result from Dakar 2021 and aiming for a top-five spot. Also, the Optimus Evo 4 entries from the MD Rallye team – one of which will be driven by former Dakar champion Christian Lavieille and ex MotoGP and Superbike star Carlos Checa – will be pushing them hard, as will the Land Cruiser Toyota Auto Body factory team. Motul will be represented and supported in Quads by, among others, 2019 winner Nicolas Cavigliasso and 2017 podium finisher Pablo Copetti, both on Yamahas. In Trucks, SSP will lead the Motul charge again, and in the Classic category, Stephan Lamarre in a VW-powered Sunhill Buggy.

A NEW AND CHALLENGING ROADMAP LIES AHEAD

The Dakar is heading south. The two latest editions, which were focused on a tour of the Saudi deserts, demonstrated the diversity of the country's landscapes, going from canyons and cliffs in the Neom region to stretches of dunes surrounding Riyadh, passing by the Red Sea coastline which sparkled with infinite shades of blue. To seek out challenges worthy of those who let nothing stop them in their tracks, the 2022 route will venture into the Empty Quarter, which is as sandy as it is mysterious. Surrounded by vast stretches of sand and dunes, the experts in the saddle or behind the wheel will be able to take advantage of the landscape, provided they put their navigation skills to good use.





NEW 300V RANGE FOR 2022

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.

After several years of development in close cooperation with renowned teams from all over the world, we are delighted that Motul will launch a new 300V motorsport product line for cars in the UK in the new year and launch it to the market as an improved version of their flagship product. The drive for change and improvements to the 300V product range was sourced for the quest to provide drivers with more power in a new generation of ever improving lubricants and changing engine designs.



With a revised formulation, Motul's aim is to push the boundaries of performance once again without compromising on protection and reliability. The new MOTUL 300V range was launched in Europe at the 24 Hours of Le Mans, the world's most famous endurance race.

For the UK, the new MOTUL 300V Range does not only have new formulations, but also new products with new viscosities as well as a modified segmentation of the product line have been introduced in order to address new target groups and to facilitate corresponding commercialisation.

The new MOTUL 300V Range also features a new, modern logo.



IMPROVED PERFORMANCE

New MOTUL 300V Racing Engine Oil improves engine performance by reducing internal friction. This new formulation delivers proven power and torque increases across the entire power band and potentially increases engine power output four fold.

INCREASED RELIABILITY

MOTUL 300V protects the engine without compromising performance by reducing component wear and providing high shear stability for maximum oil film resistance, even under the most extreme conditions at both higher and lower temperatures. The product was tested vigorously this year, including in the arduous conditions of the Dakar Rally. Oil samples taken after racing revealed the comparison of wear and tear in the component parts of the engines were reduced significantly compared to previous oils.



SUSTAINABLE

MOTUL 300V consists of new organic base oils made from non-fossil, renewable materials. This reduces the environmental impact and the CO2 footprint during the manufacturing process by 25%.

IMPROVED COMPATIBILITY

MOTUL 300V meets the requirements of all users under a variety of modern engines: compatible with exhaust after treatment systems such as particulate filters, compatible with biofuels (especially ethanol) and protects against LSPI (low-speed pre-ignition, uncontrolled pre-ignition of the fuel-air mixture at low speed under high load). The range is being hailed as a true "treat for the engine".

THE NEW PRODUCT RANGE AT A GLANCE...

There are 12 new 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

WATCH THE REVEALING OF MOTUL'S NEW 300V RANGE ON YOUTUBE

www.youtube.com/watch?v=bDyqc2qkvz4



THE STORY BEHIND MOTUL'S NEW 300V RACING LIVERY

Graphic designer. Journalist. Commentator. Race driver. There seems to be no end to the talents of Frenchman Adrien Paviot. Adrien recently designed the new Motul 300V livery that will feature on the race cars of our technical partners in a variety of different motorsports. As the designer of the livery, Adrien gets the special honour of being the first person to feature it on his race car, a Ginetta that he races for team Speed Car in the French GT Championship. Ahead of the fifth round at Ledenon, we catch up with him to find out more about the design.



ADRIEN, CAN YOU INTRODUCE US TO THE LIVERY AND TELL US MORE ABOUT IT?

I am the designer of the new Motul 300V livery. This is the livery I have on the Ginetta and we will also have it on the Dakar cars. It's the new generic livery for Motul in racing. The Ginetta was the very first car to wear it. We made it in July, and this is the first time I will race the car with the new 300V logo. For more than 10 years now I have created a lot of designs for Motul. My relationship with Motul is a working one. We have created a full brand livery that can fit all kinds of cars, and this is the one I have on my Ginetta.

HOW DIFFICULT IS IT TO CREATE A LIVERY THAT WORKS ACROSS DIFFERENT STYLES OF RACING CARS?

It's really different, and that's why it wasn't an easy livery to create. For example, the bonnet of the Ginetta is big, so I have a lot of space to cover, but on the Dakar car, it has big air intakes and a smaller front. So we have to delete some parts of the design. I had to find some very important elements such as the big red stripes and the colours of Motul – red, white and a bit of black. And then to have some shapes that can fit every car, that can be added to: for example you can have four stripes if it's a really big car. I had a good motivation because I knew I would be the first one to race this livery. I wanted to have a nice race car.

THIS WILL BE A VERY ICONIC LIVERY. HOW DOES IT FEEL TO BE THE PERSON WHO HAS DESIGNED IT?

If you're a technical partner with Motul, every car will have the livery with the logo in the same place. I used to work for Red Bull and this is something it is really strong in. The bulls on the side and the high visibility of the logo on the bonnet and the roof, for instance. I wanted to bring this identity to Motul's livery.

CAN YOU TELL US MORE ABOUT YOUR RACING?

I used to do only three races a year because I'm a graphic designer and have a lot of work, so I don't have time to do a full championship. I'm not a race driver, I do it for fun. I used to race in the Ultimate Cup Series. Last year, I was racing in the French GT Championship because there are a few calendar clashes with the Ultimate Cup Series, and we have decided to prioritise the GT races. We already had a race with the livery on the Ginetta at Paul Ricard in July 2021, and we unveiled the livery at the 24 Hours of Le Mans. But 2021 was the first year we raced with the new livery and everyone really like it.



HOW LONG DID IT TAKE TO DESIGN THE LIVERY?

This one took a long time. I put a lot of pressure on myself because I wanted to have a nice car for me [laughs] but also because we've been talking about doing this with Motul for a long time. And it wasn't easy creating a livery that fits all types of racing car, but the results are worth it.



Andrew Jordan: “Preventive Maintenance And Premium Lubricants Is The Best Advice For Classic Car Owners”

Andrew Jordan from JRT Racing does not need a big introduction. Running one of the premium car restoration businesses in the UK and as a former BTCC driver, Andrew is well placed for advice on car maintenance. We had a long talk with him at September's Goodwood Revival, where he shared his advice and showed us one of his latest commissions, the AC Cobra Dragonsnake.

YOU HAVE BROUGHT TO THE REVIVAL A VERY PURPLE AC COBRA COUPÉ NICKNAMED 'DRAGONSNAKE'. WHAT'S THE STORY BEHIND THIS CAR?

It's a car built in the early 1960s. It's actually a drag racing car. There was a short run of five or six of these AC Cobra cars which ran drag races. This one is quite unique as it's the only one which was painted in this bright purple colour. Often people come and ask us why we painted it in this rather explicit colour, not realising the cool story behind it. The owner of this car purchased it with the objective of racing here in the Stirling Moss Memorial, a class open for pre-1963 GT cars. The car has gone through a full restoration and recommission. Our job was to make it as quick as possible for this year's Revival.



WHAT'S POWERING THE DRAGONSNAKE?

It's a V8, the 260, so the smaller engine. It's a rather basic Cobra compared to the late cars we race here at the TT during the Revival. The power output is around 365hp, which is still enough. We run on smaller tyres, so that limits the available grip. When a car is being made for drag racing in period, that's a completely different setup. They are designed to go as quick as possible in a straight line. But our job is to make it as quick as possible through the corners, too. We were fifth in the race behind four Jaguar



E-Types so we're quite happy with the result for the car's first time here. It was more of a test to see how far we could push the car and come back for better results next time.

JRT HAS SEVERAL CARS ON DISPLAY AT THE REVIVAL, LIKE THE SMALLER AUSTIN A40, IN WHICH YOU HAD AN INTERESTING MOMENT, CAN YOU TELL US ABOUT THAT?

Yes, during the race which takes about 25 minutes going flat out in every corner, I lost control of the car. I managed to save it quite spectacularly. Although I was running in second place, I tried to keep up with the Thunderbird taking the lead. My dad had to race the day after me and both times are being counted together, so every second I lose in the race, he must make up for it. So, that's why I was pushing the car so hard [laughs].



WITH YOUR RICH PAST IN BTCC RACING, THIS KIND OF VINTAGE DOOR-TO-DOOR RACING HAS A LOT OF SIMILARITIES, WOULD YOU AGREE?

Absolutely. In fact, I would say that racing in any historic car is more fun. You really get the smile factor from it. Because the car is moving around a lot, you must be more physical to control the car. They're not too complicated. In BTCC the competition is huge where you're driven by your success. In historic racing, we all also want to win and focus on lap times, but the fun of driving these kinds of events is like nothing else. The atmosphere at Goodwood makes this a one-of-a-kind event you can't find elsewhere and which you must enjoy at the fullest. If I'd have to pick one race, it would certainly be the historic race.



AFTER YOUR BTCC PERIOD, YOU AND YOUR DAD STARTED THE JRT WORKSHOP. WHY DID YOU DECIDE TO SPECIALISE IN THE CLASSIC WORLD?

The A40 we are racing is the very first historic car we built after I left the BTCC. The reason we stepped into classic racing is that, on the contrary with the BTCC where you feel a lot of pressure on your shoulders to perform every time again, you don't get that feeling during historic racing. You simply enjoy it if you have driven a good weekend. The reason anyone gets into motorsport is the thrill and the fun of driving. So, we built that car so we could enjoy our racing. From there it kind of snowballed. We've built or restored over 36 cars, and it has taken off into a big business now. It's a huge passion of mine. I really enjoy the business side of it.

My favourite moment is seeing people who ordered a new car or a recommission getting to drive it and even race it with good results. That's what gives me big pleasure. The historic market is very big these days, and historic events like this give it such a big name and put historic racing on the map.



WHAT ARE THE BENEFITS OF MOTUL TO YOUR CLASSIC RACING AND REBUILDS?

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.



WHAT MAINTENANCE ADVICE CAN YOU GIVE CLASSIC CAR OWNERS?

Just keep on top of everything. It's pointless waiting for an issue to occur. A lot of what we do is preventive maintenance. We have a lifespan schedule on most of the car parts. We always replace things before there is a problem. That's the best advice I can give.

WHAT'S IT LIKE TO OWN A GT1 NISMO RACE CAR?

Shaun Lawless is a long time friend of Witham Group and has loyally used our products for many years, and so we're proud to see this recent interview with him on Motul's online news outlet, The Drum.



Engineer, Nissan GT-R fan and ex-chairman of the GT-R Owners Club Shaun Lawless has always loved cars. But a few years ago, the passionate GT-R owner managed to fulfill a dream. Through his contacts in Japan, he bought one of only four Motul-liveried Nismo GT1 GT-R racers. Shaun shares with us his story about how he came to own such an extraordinary car.

SHAUN, HOW DID YOUR GT-R JOURNEY START?

I started off in the early 1990s with an R33 GT-R and got involved in the GT-R owners club pre-social media. We had a forum that was a fantastic place to be in those days. I had the R33 modified, and we did a lot of tracks days in it. Those really were the glory days. In the late 1990s, I bought an R34 GT-R and by this time I had got to know a lot of tuners and engine builders

in Japan. Through our connection with the club, we were later invited over for the launch of the R35 GT-R when that came out in 2007. Social media came along and killed off the forums, so we stopped doing a lot of the tours and track days.

HOW DID YOU COME TO OWN A GT1 RACE CAR? YOU CAN'T JUST POP INTO A NISSAN DEALERSHIP FOR ONE OF THOSE...

I got to know some very influential people at Nissan and Nismo and knew the honorary president of the GT-R club at the time well. I was familiar with the GT1 racing category, which was the homologation specials. As time went on, they introduced LMP at Le Mans and GT racing so GT1 became its own FIA-approved world series. To meet the regulations a car had to have sold a minimum of 20 units. Nismo decided to enter the series in 2009. As Nissan already had the GT-R, had sold 1000 units, and it shared a chassis with the race car, Nismo were able to build four race cars. The GT1 regulations at that time were up to 600hp, and some people say it was one of the best periods of racing because of the lack of driver aids and silencers.

Nismo entered the GT1 world series and competed in it in 2010 and 2011, winning the driver's championship that year. The cars were run by the guy who setup the Time Attack series and a tuning company called Sumo Power. But then the FIA killed it off in 2012 and Nismo asked for all the cars back.

I knew a lot of the people involved and asked if I could buy one and was told in no uncertain terms that wouldn't be possible. But because of some contacts I had, I received a call sometime later to go to the Spa 24 Hours so Nismo could vet me as a suitable potential owner. I ended up buying a completely original factory GT1 race car. I even got the build certificate from the president of Nismo, and all its race history. The only thing not original about that car is its colour. It was wrapped. I've owned it since 2012.



WHAT'S THE CONNECTION BETWEEN MOTUL, YOU AND THIS CAR?

The link with Motul came about because of its strong association with Nismo. At the time the Motul distributor in the UK asked me to put my car on display at the NEC in Birmingham and in return I asked for some products. I sent him an email with the specification of the exact oil I need and had a response 10 minutes later. What I later learned was this was a very specific race oil developed for the Nismo GT-R and I'm told it's really rare stuff that's made in limited numbers when it's needed. When it arrives, the packaging says "special development race oil, not for sale". And since then, I've had a great relationship with Motul.



YOU TRUST MOTUL FOR YOUR CARS. WHAT IS IT ABOUT THE BRAND'S PRODUCTS YOU LIKE?

I think Motul's products are exceptional. It's a true premium brand. People don't realise the range of products Motul makes, from the oils to the care products. You can't fault them. I'm not a race team so I don't get through gallons and gallons of oil. I also like that I get asked to bring my cars to certain things.



WHAT DO YOU USE THE CAR FOR?

I can't race the car as there's no race series, and it's too noisy for track days so I'm very limited with what I can do with it. But because of its rarity I do a lot of events and festivals with it. It gets a lot of attention. I must be very selective with what I do because you can't easily get parts for it.

YOU OWN A THIRD GT-R. CAN YOU TELL US MORE ABOUT THAT?

I've always had a passion for old cars. I also own the first GT-R, the "Hakosuka", which was made in 1970 in very low numbers. That car will be on display on the Motul stand at the Lancaster Insurance Classic Motor Show this weekend.



MOTUL BIOCLEAN

The new sustainable parts cleaning system for workshops, garages and industry...



Despite cleaning parts being an inevitable and vitally important part of the service and repair process in automotive workshops, it is usually done using traditional cold cleaners and harmful solvents. These methods employ fluids that pose a danger to the people that use them because they have strong toxic odours and bring with them a highly inflammable fire risk as well as the ongoing damaging of the surfaces if the cleaning substances are spilled or dropped.

The traditional parts cleaning methods also require high energy consumption and incur expensive downstream disposal costs, which are highly regulated, together with all of the hassle of managing the waste fluids they produce.

Designed to offer a highly effective alternative to harmful cold cleaners and solvents, Motul's BioClean is a new all in one efficient environmentally friendly, water based parts washing system that provides a simple and new way to get impressive cleaning power.

Consisting of a wash stand and a water-based cleaning fluid, enriched with unique bio-microorganisms, The soiled parts and components are washed in the basin of the BioClean wash stand, where the dirt particles are passed through – and stick to – a cotton filter before being dissolved by bio-microorganisms which reproduce in the heated liquid.

The system removes decomposing mineral oils, greases, waxes, machining oils and many other impurities quickly and easily and provides all the answers to the traditional cold cleaning systems without the harmful chemicals, unpleasant smells and costly ongoing maintenance. On top of this, the cleaning fluid can be continuously

reused only a small refill is necessary from time to time due to evaporation and so BioClean retains its level of performance over a much longer period of time than current methods.

The potential applications for the product are huge and many businesses of every size should see the multiple benefits from its use. It has already been tested across Motul's motorsport programme.

Andrew Jordan, classic car race preparation expert and former 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".

Motul are proud to be making a major contribution to environmental progress in workshops and garages and yet still offer the latest high performance cleaning technology.



WATCH MOTUL'S NEW BIOCLEAN SYSTEM IN ACTION ON YOUTUBE: www.youtube.com/watch?v=EwjWOOSDd9E

MANY SURFACES

The Motul Bio-Clean parts cleaning concept can be used efficiently on a wide range of surfaces.



MANY APPLICATIONS

The wide range of possible applications for Motul Bio-Clean is unlimited. From automotive workshops, manufacturing industrial plants, truck and agricultural machinery workshops, and also in engine builders and transmission repair shops.



AUTOMOTIVE WORKSHOPS



MOTORBIKE WORKSHOPS



PRODUCING INDUSTRIAL COMPANIES



TRUCK WORKSHOPS



AGRICULTURAL MACHINERY WORKSHOPS



ENGINE MANUFACTURERS



GEARBOX REPAIRS

The cleaning fluid is effective against impurities such as:

- Oil (also burnt in)
- Lubricating and machine greases
- Waxes
- Corrosion inhibitors
- Cutting Coolants
- Operational contamination on vehicle and machine parts

For More Information Please Contact Our Soham Depot On: 01353 723373





SHANEL DREWE

"My proudest moment was overtaking around the outside of Copse corner flat out, demonstrating to Verstappen and Hamilton that it can be done!"



Racing since she was just 14 years old, when very few racing licences were even held by females, Shanel Drewe now has an impressive track record. Obsessed with anything to do with cars, as a young girl, she asked that her Christmas and birthday presents be toy cars, garages and Scalextric sets. However, it was a chance provided by her favourite teacher that helped her passion turn into reality. The teacher's brother was competing in a national motor racing championship and Shanel was invited to go and watch him...

Shanel Drewe was one of the youngest females to obtain her ARDS professional racing instructors' licence and is now a regular instructor at Thruxton race track. She became Vice Champion in the Adult Michelin Clio Road Class Championship at just 16. She has recently also started as a Performance Instructor for Mercedes Benz in Surrey. Shanel aims through her work to break down barriers for females in what can be a male-dominated industry.

Shanel also gives a lot back to her sport and community. One example of this is her Brand Ambassadorship for The Community Driving School, the UK's only not-for-profit driving school. The Community Driving School offer marginalised people including victims of abuse, poverty and those suffering from poor mental health free driving lessons, careers support and advice – and in return, students volunteer in their local communities.



Witham Motorsport have supported Shanel for a number of years now as her lubricant partner, recommending Motul's high performance oils and fluids.



FINAL RACE - TOCA Touring Cars Silverstone

Shanel has kindly shared with us with her Silverstone race report, which saw the final three rounds of the Mini Trophy take place for 2021.

GOOD OMENS

BY SHANEL DREWE

Last of the summer sun greeted us at Silverstone last weekend for the final three rounds of the Mini Trophy. This was the first time budget allowed me back in the race since Brands Hatch at the beginning of June.

We were again supporting the British Touring Car Championship, so large crowds and televised racing, and a need to make up for the extra race time and pre-race testing everyone else had done – so no pressure there then.

Two practice sessions and fast track set up discussions with the team, I was going faster each session, so felt extremely positive going into qualification. Qualification was challenging, with only 20 minutes to prove myself. Faster again, and just one second off the pole time which shows I have been steadily closing the gap all year. With such a competitive and close field in the Minis, this was grid position 26 out of 34 cars and the team extremely pleased with progress.

Three races took place over the weekend, the plan was to push myself up the grid each race. Race 1 up and not my best start, but I managed to maintain position before going into the first Copse corner (Scene of this year's controversial Hamilton/Verstappen incident, more of that later), flat out at over 80mph I was knocked on my rear off-side, testing my drifting skills I have been perfecting at Mercedes, but lost a few positions through the corner. A few laps in I had made these positions up, and was about to push through the middle pack when a driver missing their braking point spun me from behind going into Maggots. Undaunted, I pushed forward again and started to claw back positions and was back up to P24 when the race was red flagged at two-thirds distance due to a major incident. But counting back two laps as the regulations require, meant my



Race two was held early on Sunday morning, in cold misty conditions, so really difficult to warm the slick tyres up. A much stronger start, and in the opening laps I was making my way up the field until another driver struck me from behind whilst braking at 90mph going into Brooklands. For a split second I was pointing directly towards the grandstand barrier, but managed to prevent a full spin and impact, but unfortunately losing vital positions and speed. Head down and tough racing, I managed to get back up to P26.

All weekend the drivers were in an end of term mood, and were not that concerned about damaging their cars, so my race 3 approach was to finish and set my intent out for next year. Stuck in a big pack, racing with mirrors and bumpers touching, it was a case of having to find gaps and hanging on to the chequered flag, finishing 24th. My proudest moment was overtaking around the outside of Copse corner flat out, demonstrating to Verstappen and Hamilton that it can be done! (And it makes you feel so alive).

My pace was a good omen for next year, and my planning for 2022 has already commenced. It was clear with more seat time to perfect my setup with the team, front running is possible, and supported as I was this weekend by an all-female pit crew, this could be a unique team for 2022.

My first action for 2022 is on 27 October at Brands Hatch, I am running a taster day and offer current and any future partners the opportunity to come and meet me, be taken out for a few laps at race speed around the historic Brands Hatch Circuit and meet the Community Driving School Team.





ALOIS RUF: “PETROLHEADS AND THE COMBUSTION ENGINE WILL SURVIVE”

Alois Ruf needs little introduction. His name is one that has become synonymous with power and performance through his company RUF Automobile. Last weekend, Alois visited the Goodwood Revival, where we caught up with him for a chat over a cup of tea.

ALOIS, WELCOME TO THE GOODWOOD REVIVAL. HOW IMPORTANT IS THIS EVENT TO YOU?

I enjoy being here. This is a highlight for anyone who has petrol in their blood. This is my second time at the Goodwood Revival, and I'm totally overwhelmed. The Revival shows me that there are people in this world who are enjoying and celebrating the motorcar. And this gives me the hope that the political directions that are being proclaimed from governments will not be the only future. Petrolheads will survive. And that the combustion engine will survive.

WHAT ARE SOME OF YOUR FAVOURITE CARS HERE?

My problem is, I love too many cars. I must confess, it's not only Porsches and not only RUFs. I have also other cars in my collection, some of which are British. So, it's great to see some of the brothers of those cars, such as Jaguar E-Types, Austin Healeys and Rolls-Royces.



YOU HAVE A VERY SPECIAL AND LOVELY RUF HERE ON DISPLAY AT THE MOTUL STAND, CAN YOU TELL US MORE ABOUT IT?

When my career started in the car world, it was around the end of the time of the Porsche 356 and the beginning of the 911. For many years I thought we should try and make a fusion out of these two cars. My dream was to make one that looked like a 356 Carrera but underneath have a 911. So that's what we did. We were able to put an engine together, which is basically a four-cylinder 911 engine – the only four-cylinder 911. It's a speciality and it's a very good car to drive with a five-speed and a torquey, 175hp 2.4-litre engine. It was a very big project, and it wasn't easy.



RUF IS NOT A RACING COMPANY SO HOW DO YOU FEEL WHEN YOU SEE SUCH OLD, RARE AND VALUABLE CARS RACING?

I think these cars need to stay alive. And they must be used on racetracks. And if it happens that a car is broken or ruined from an accident, they can be rebuilt. I think it's the right decision what these people are doing.



AS WE HAVE SEEN AT THE REVIVAL, CLASSIC CARS ARE DRIVEN HARD. BUT EVEN IF MOST CLASSICS AREN'T USED IN THIS WAY, HOW IMPORTANT IS A GOOD OIL FOR A CLASSIC CAR?

The classic car is not used constantly. And there are seasons where it's not even started. So therefore, oil is very important so that it keeps the engine alive, and the oil doesn't die in the engine.



Therefore, Motul is doing the right thing designating a classic oil because, while the car is sitting for months, there is nothing going wrong in the engine. The chemicals of the oil are right, and it is designed and made to work on these earlier metals. This is very important.



RUF AND MOTUL HAVE QUITE A NEW PARTNERSHIP. WHAT HAS BEEN THE BIGGEST IMPACT OF THAT RELATIONSHIP?

The great cooperation that we have with Motul and your products plus the fact it's fun to work with Motul. And the fact that Motul listens to our advice and feedback.





MATTHEW REES F4 CHAMPION 2021

“There’s very little margin for error if you want to be competitive”...



This season has seen a rapid expansion in Motul’s presence on the Kwik Fit British Touring Car Championship package, including the prestige of being the official Engine Oil and Lubricants partner to the F4 British Championship.

Through its official UK Distributor, Witham Motorsport, the industry-leading brand is also partnered with JHR Developments, multiple race winners and regular championship contenders in Britain’s FIA Formula 4 series, the first step on the ladder towards Formula 1.

One of the drivers in the JHR stable is Welsh teenager Matthew Rees, the karting graduate who is now pulling up trees after his switch to single seaters at the turn of the year and his amazing win as the 2021 British F4 Champion.

The 15-year-old made the headlines on his very first weekend in the series, beating a host of experienced names in the category to score a double pole position, at a circuit as challenging as Thruxton, no less.

He then followed that up with an emphatic double victory at Snetterton and maintained a clean sweep of pole positions until the third event of the campaign at Brands Hatch. His status as ‘one to watch’ was further underlined last month when the Cardiff racer made the shortlist for the prestigious and industry-renowned Aston Martin Autosport BRDC Award.

Now, with only two events remaining at Donington Park and Brands Hatch GP, we decided to catch up with Rees, one of many Ford-powered rising stars now using Motul products to keep their Mygale M14-F4 challengers in peak condition, to preview the title run-in.

“It’s been a really solid season,” begins Rees. “Obviously as a driver, it’s very important to have a lot of self-belief, but to be in with a very strong shout of winning the championship at the first attempt in my debut season is satisfying.”

“A lot of it has been down to consistency, even on our bad weekends we’ve made sure to pick up the odd podium finish, or a good haul of points. It’s a long season – 30 races, with no dropped scores – so there’s very little margin for error if you want to be competitive.”

Rees says the key to remaining focused is on his own results. “There were twists and turns left for each of us to navigate, so I had enough to concentrate on myself without worrying about what everybody else is doing. Ultimately, we know we’ve got the pace and the race craft to go out and do well, so it’s just about keeping it simple, taking it one race at a time and enjoying the experience. Obviously, the title is a huge bonus, but this was also a learning formula for me and I’m equally mindful that every race is only going to improve me as a driver.”

Rees finished by paying tribute to Steven Hunter’s JHR team, and to his team-mates, McKenzie Cresswell and Joseph Loake, for fostering such a positive team atmosphere this season.

“It’s always a good environment to come into, and that really makes a difference,” he says.

“Whether it’s being able to go through data with the engineers, practice on the simulator at HQ before each race weekend, or just generally have a laugh with everybody, those are all factors that ultimately contribute to how well we do out on track.

“We definitely made the smart move in choosing here. Technically, everything’s set up perfectly – with a bit of help from Motul’s products, of course! – and so far, that’s served us really well in this championship battle and onto next year”





DUKE OF RICHMOND: “It’s Like Taking Part In Your Own Movie”

Charles Gordon-Lennox. The 11th Duke of Richmond. AKA Mr Goodwood, the man who in 1993 started the Goodwood Festival of Speed on his family’s estate in the West Suffolk countryside. Since then, Goodwood’s involvement in the cars and motorsport scene has grown exponentially. In 1998, racing returned to Goodwood for the first time since the closure of the racing track in 1966. That was the start of the Revival, and the beginning of one of the world’s largest historic motorsport events. We spent a few minutes at the Revival with the Duke of Richmond to find out more about this spectacular event.



HOW WOULD YOU DESCRIBE THE GOODWOOD REVIVAL FOR SOMEONE WHO HAS NEVER BEEN?

It’s like taking part in your own movie. It’s very much a shared experience. Everyone here has made a huge effort. The racing is unbelievably competitive, and we have this backdrop of the best historic racing in the world. And this unbelievable social scene that’s going on with everyone dressed up. Everyone looks incredible and is having real fun. It’s a very unusual experience, which everyone is sharing and feels they’re part of.



YOU HAVE A BIG PASSION FOR CLASSIC CARS, AND SEVERAL UNIQUE ONES. WHAT DOES YOUR COLLECTION LOOK LIKE?

Oh, it’s not very grand at all. I have a few interesting ones. I very much like American cars. I have some nice hot rods from Bonneville. I have a nice Lancia Aurelia, a nice old Rolls-Royce and a lovely AC my grandfather designed. He was a very good racer and designer in the 1930s. So quite a few family cars that have been around for a while which he designed and built.



DO THEY GET ANY DAILY USE?

Yes, I use them a bit. We take the old Rolls-Royce shooting a lot. So when we have shooting parties we take that out. It’s a lovely old “Woodie” it’s called. It has three rows of seats. It’s perfect for the shoot. Everyone loves it. And it’s much more interesting than taking out a modern vehicle.

YOU ARE THE OWNER OF THE FIRST EVER FERRARI 250 GTO, IS THAT RIGHT?

I could have been [laughs]. It wasn’t the first GTO, but it was Stirling Moss’ most famous car. There are two of them actually. It belonged to a friend of mine. It was the car Stirling won the TT in here at Goodwood. It’s here today actually and playing a big part in the Stirling Moss Trophy. Annoyingly, I turned it down at the time. It’s not in my collection, and I wish it was.



DO YOU USE MOTUL PRODUCTS IN YOUR CARS? ARE YOU QUITE HANDS-ON?

I wish I was [hands on]. I want to make sure they’re all properly looked after and I have a great team looking after them. Motul Classic is great. For all these much older cars I have, it’s the perfect product.



WHAT DOES IT MEAN FOR YOU TO HAVE MOTUL AS A PRINCIPAL PARTNER OF THE EVENT?

It’s a perfect fit for us. It’s a great brand, a family company, and it fits very well with everything we’re trying to do here and our whole ethos of the event. And in terms of the brand and the style of the brand and the way it all looks and feels, we’re all completely on the same page. We want to work with people who get what we’re trying to do. And Motul does all that perfectly.

WHERE DO YOU THINK THE WORLD OF CLASSIC MOTORING IS GOING AND WHERE DO YOU SEE THE FUTURE?

It has a great future. A different future. People will still love these cars. They are very sustainable. They’ve been reused, rebuilt, reused, rebuilt. All these old racing cars keep coming back and they don’t owe anyone anything. They are beautifully made, they last. You don’t want to throw them away. I think they have a very good future in terms of sustainability. It will be a bit like horses, where these cars become more of a hobby and a leisure activity.



BRAKE FLUIDS

Why they are so important on and off the track?



As critical as the engine is, one thing all motorists need to be able to rely on is their brakes, and a large part of this comes down to brake fluids. These non-compressible fluids transfer the movement of the brake pedal to the vehicle's brake pads and discs, but not just any will do. Brake systems require high-quality fluids so drivers can enjoy powerful, lightning-fast brake response across lengthy drainage intervals. On a race track your brakes have to work much harder than on the road and high performance racing carbon and ceramic brakes produce extreme brake temperatures and work under extreme conditions of operation.

When a braking system gets too hot, brakes performance can fade even after just a couple of laps and can often result in an unfortunate premature end to the race. The majority of people understandably assume it's the brake pads that are at fault, but more often than not, it's actually the brake fluid.



How Does Brake Fluid Work?

Your braking system is filled with a hydraulic brake fluid. When you press the brake pedal it forces the fluid into the master cylinder and then down rubber or metal pipes to the brake callipers or wheel cylinders to actuate the brakes. Fluid is used to transfer the force from the pedal to the calliper because it cannot be compressed so gives a solid and consistent pedal feel. Additives such as corrosion inhibitors and antioxidants are used in brake fluids by the manufacturer to prolong the life of the products and prevent contamination.



What Affects Brakes Performance?

There are several different types of brake fluid, but they are grouped under two headings: those that are glycol-based and those that are based on silicone. Most brake fluids are traditional glycol-ether based and these are hygroscopic. This means it absorbs water, which can result in internal corrosion of any steel components inside the braking system. This water not only causes corrosion, it adversely affects braking performance, as over time the

water absorption reduces brake fluid's effectiveness by lowering its boiling point. If the temperature of the brake fluid rises above 100°C (the boiling point of water). The water inside the brake fluid boils and the water turns into steam which is a gas. The gas can then be compressed which it shouldn't ordinarily and so causes a spongy brake pedal, or worse no braking pressure at all which can lead to failure.



What's The Difference Between DOT3, DOT4, DOT5 and DOT5.1 Brake Fluid?

The American Department of Transport (DOT) has devised a number of ratings for brake fluid. With all DOT3, DOT4 and DOT 5.1 brake fluids you'll see a dry boiling point and a wet boiling point listed in their specs, which are based on their dry (fresh out of the bottle) and wet (after exposure to air and moisture) boiling points. A brake fluid must be categorised into one of the DOT classifications. The glycol-based brake fluids include DOT3, DOT4, Super DOT4 and DOT5.1. DOT5 is a silicon-based brake fluid. Most cars use DOT4, but always check your handbook for guidance. With road cars at least, brake fluid is probably the single most neglected component within the braking system as most people do not check or regularly replace it.

What About Racing Brake Fluids?

Racing brake fluids are almost always more refined than standard brake fluids to engineer higher dry and wet boiling points. There are a huge variety of brake fluids out there in the marketplace and the costs vary enormously. When it comes to track days and Motorsport as vehicle weights and performance increase, so does the need for higher performing brake fluid. A good compromise between cost and performance is the Motul RBF660, with the best mid range performance being provided by Motul



RBF600. For ultimate performance Motul's RBF 700 High Performance Racing Brake Fluid has the highest dry boiling point on the market (of products meeting DOT 4 standard) at 336°C. The product offers highly consistent and maximum braking performance even under the most severe condition on road, race and rally. The product responds to the DOT 4 allowing this performance product to be used for road application as well.

How Often Should Brake Fluids Be Changed?

The lifespan of glycol-ether based brake fluid is generally around two years before most manufacturers recommend it should be renewed. According to the Government's MOT inspection guidelines, MOT's on cars only need to check the fluid level and a visual check for contamination. So, the bottom line is getting the right product for your type of vehicle is essential and ensure it's a quality product, that complies to all the necessary standards to avoid unnecessary failures and maximum performance. We would always recommend Brake Fluid is changed in line with the manufacturer recommendation. Finally, remember for all standard cars, it is critical to change brake fluid and not forget about it to keep safe on the road, never mind the track.

Motul's range of brake fluids are manufactured to exceed vehicle manufacturer's standards, prevent corrosion of the metallic brake components and reduce oxidation. The range has been designed for all modern brake systems and a wide variety of vehicles for both normal road use and for racing conditions and use at high temperatures.

We look at the range that provides maximum braking power whatever the conditions.

MOTUL Performance Brake Fluids



MOTUL DOT 3 & 4



MOTUL DOT 5.1



MOTUL LHM+



MOTUL RBF600



MOTUL RBF660



MOTUL RBF700

CHRIS HOY DRIVES A "MOTUL MINI" AT THE GOODWOOD REVIVAL



flick and turns the car before he gets there, and then beautifully drifts around the apexes. It's very much like that. These Minis have zero grip and tyres made of wood [laughs], which is great fun but quite humbling, especially for drivers who might be used to Le Mans cars, for instance, with lots of down force.



HOW MUCH PREPARATION GOES INTO GETTING THE CARS READY FOR AN EVENT LIKE THE REVIVAL?

There's more preparation goes into it because we need to put interiors into them as they must be like they originally were. So, they have passenger seats and door cards, and we must rebalance the car. Even down to the details like hiring our period outfits and overalls. We also do more testing because it's such a prestigious event and everyone wants to do well. But there isn't more maintenance. That's about the same.

Six-time Olympic and 11-time world cycling champion Sir Chris Hoy lined up on the starting grid at this year's Goodwood Revival behind the wheel of a "Motul Mini". Chris was driving a Mini owned by Motul partner Snetterton Speed Shop, an historic racing car workshop and team based in the UK. Competing against 29 other Minis, he was racing in a special two-driver, 45-minute race for the Revival's Sir John Whitmore Trophy, so called because of John's triumph in the British Saloon Car Championship in 1961 behind the wheel of a Mini Cooper. Racing driver Jonathan Lewis, owner of Snetterton Speed Works and one of the co-drivers in the race, tells us more...

JONATHAN, HOW WAS THE REVIVAL?

It was great as always. It was fun to meet up with people again and dress up and have a laugh. As for the racing, it wasn't a great result for us. We had Éric Hélary driving in one of our cars. He's a Le Mans winner but had never been to Goodwood before and we ended up qualifying 20th.

In the race, I took the start and got the car up to eighth, and then we swapped and Éric worked hard to get us back up to eighth again. But then his tyres went off. You could be the best driver in the world and still find these Minis a challenge to drive. They are incredibly unique and difficult to drive fast until you're used to it. In hindsight, if we'd had a good day's testing, we'd have had a better result. We ended up 13th. As I say, Éric's a great driver, he just needed more time in the car.



YOU ALSO HAD SIR CHRIS HOY IN A MINI FOR THE JOHN WHITMORE TROPHY. HOW DID HE FIND IT?

Yes, we had Chris Hoy, the Olympian, in the other car. It was a similar experience for him. He had never driven the car before, but he did know Goodwood at least, and he found it quite shocking. He loved it, of course, and was grinning from ear to ear, but he found it difficult to get within two seconds of what Éric did.



WHAT'S THE KEY TO DRIVING THE MINI FAST AT A TRACK LIKE GOODWOOD?

Flat out, turn your head, look for the apex and turn the car before you get to the corner, so the car slides. It's a bit like watching a really good rally driver on a loose surface, he gives it a Scandinavian



AS A CUSTOMER OF MOTUL, WHAT ARE SOME OF THE ADVANTAGES OF USING THE PRODUCTS IN YOUR HISTORIC CARS?

I use Motul 300V Le Mans in my cars and I've never had a problem with any engine. Before using Motul, I would have wear issues or gears that would pit because the previous lubrication was breaking down. Now I don't have any of these issues. It's the least of my worries.

WISHING YOU A SAFE & HAPPY NEW YEAR!



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