

OILY RAG

Automotive & Classic News



APRIL 2021

MEET BTCC'S RORY BUTCHER

"The Butterflies Are Starting To Come"



INSIDE:

Abbi Pulling - Ultimately Aiming For F1 p18

Motul Launches New Car Care Range p14

What's It Like To Be A Pro Level Drifter? p28





Welcome to the Witham Motorsport newsletter – the Oily Rag

Witham Motorsport is part of The Witham Group, manufacturers of oils and paints since 1921. We love all things racing, cars and motorsport and we are the sole importer and distributor of Motul automotive products throughout the UK.

Witham Group has been a manufacturer of award-winning lubricants for 100 years and Motul is the ground breaking global lubricant giant who, over the past 150 years, has been first across the line with synthetic lubricant technology and unrivalled performance.



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 offer all you need for the best performance of your car whether on or off the track.

Motul is a global lubricant manufacture, specialising in synthetic racing oils, and 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.

We are proud to be the lubricant sponsors for many successful race teams and drivers in the UK and enjoy building up 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, F4 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 have an online shop with first-class delivery for direct customers. We hope you enjoy the read as Motorsport gets back on track, we look forward to seeing you out there very soon.

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

Motorsport – Well and Truly Back on Track!

Ahead of the exciting new season, drivers have been building, rebuilding and preparing their machines for 2021, and with Spring in the air, engines began to reverberate, as motorsport got underway once again in the UK. We are delighted that our customers, drivers, teams and enthusiasts are all able to return to the sport they love.

Pent-up enthusiasm was evident across the Easter bank holiday, with over 25 events taking place in England and Guernsey. Seven different disciplines showcased the wide variety of motorsport available, including Autosolo, Cross Country, Circuit Racing, Hill Climbing, Karting, Sprints and Trials.

Opening the weekend was the throaty roar of the Master's Historic Series at Donington, where famous cars from yesteryear battled it out for the first round of the championship, with tin-tops, sports cars and Formula One single seaters in action. Busy grids were also seen at Castle Combe for the Howard's Day Race Meeting and for the 750 Motor Club meeting at Donington on Easter Monday and the Mazda MX-5 Cup Championship.

"It is brilliant to see motorsport back up and running again," said Motorsport UK CEO Hugh Chambers. "After lockdown we are now beginning to see the gradual return of motorsport across the

whole of the UK and it was great to see several disciplines return to competition, from the circuit racing at Donington, to the V8 Land Rovers at Cross Country Trials events. It was great to see the joy from the respective communities, as we have motorsport beginning to return again in England and Guernsey. We have more events and disciplines in the coming weeks in Jersey, Isle of Man and then Scotland, and we anticipate a return to motorsport in Northern Ireland and Wales by the end of May.

We hope you enjoy this Witham Motorsport round up of our news, and the people, stories and events we are involved in.



MOTUL BECOMES OFFICIAL LUBRICANT PARTNER TO BRITISH F4



Motul has been unveiled as the official lubricant partner to the F4 British Championship certified by FIA – powered by Ford EcoBoost.

The agreement, which sees Motul join the series' highly respected technical team of Neil Brown Engineering and Ford Performance, will see the brand's high-performance 300V oil used across all race engines during the 2021 season.

Through ourselves as Motul's distributor, the deal will add to the championship's existing infrastructure to ensure technical parity across all cars, putting the focus on driver ability to achieve success. Motul will be the mandated oil for the championship.

It marks the latest stage of Motul's expansion in the UK, and particularly in motorsport after their recent sponsorship of Speedworks Motorsport in the British Touring Car Championship. Britain's FIA Formula 4 series, which runs 30 races across 10 events on the high-profile BTCC support package, will kick off the new season at the high-speed Thruxton circuit in Hampshire on 08-09 May.

Sam Roach, Championship Promoter said:

"I'm very pleased to welcome Motul and their UK distributor Witham Motorsport to British F4 and look forward to a successful partnership with them on board as our official lubricants partner. "We're very proud of the equalisation process in our championship, and to add a controlled engine oil to that programme will further the great work that both Neil Brown Engineering and Ford Performance currently do to ensure a level playing field for all drivers."

Richard Scarbrough, Sales Director, Witham Motorsport, said:

"We are immensely proud to have established new ties with British F4 at such an exciting time ahead of the start of the 2021 season.

"We are even more delighted to see that Motul has been chosen as the series' official lubricant partner.

"This is the first time that Motul will be involved in the series, which does a fantastic job of developing the next generation of motorsport stars and is a great opportunity for the Motul brand as it continues to expand in the UK."

Wayne Mathurin, Sales & Workshop Manager, Neil Brown Engineering, said:

"Neil Brown Engineering are proud to be associated with Motul and the Witham Group in the supply of the mandated engine oil for the F4 British Championship."

"Motul is a world-renowned lubricant, with a fantastic racing heritage. Given the tight performance window that we have to work with in order to ensure parity across engine performance, it was an easy decision to go with the Motul 5W30 300V.

"In fact, due to the outstanding performance of the Motul range of lubricants, we are currently looking to expand our usage of the range into our machine shop for cutting fluids."



NEW LIVERY UNVEILED AS **MOTUL** BECOMES PRIMARY PARTNER TO TOYOTA GAZOO RACING UK



We're proud of our strong, successful relationship with the team at Speedworks Motorsport and Toyota Gazoo Racing UK. So, we're delighted to announce a new, two-year agreement, which will see prominent Motul branding on the team's two Toyota Corollas. The wraps have officially come off Toyota Gazoo Racing UK's 2021 British Touring Car Championship cars, now all ready for the season ahead...

After achieving impressive results with a single-car effort since 2014 – recording 16 race wins, 41 podium finishes and back-to-back Independent Drivers' and Teams' crowns – the forthcoming campaign marks Speedworks' expansion to two cars for the first time in eight years.

Former BTCC Independents' Champion Rory Butcher and series returnee Sam Smelt will pilot the brace of Motul-backed Toyota Corollas, which will take to the track to begin Toyota Gazoo Racing UK's pre-season testing programme, starting at Donington Park before moving on to Snetterton and Brands Hatch.

Motul has supplied Cheshire-based Speedworks with its premium-quality, high-performance and high-tech oils and fluids since 2014, initially as a Lubricant Partner before growing into a Subsidiary Partner and now a fully-fledged Technical and Primary Partner, in a fresh two-year agreement. The racing action is due to get underway in earnest at Thruxton in Hampshire on 8/9 May, with almost 20 million viewers traditionally tuning in on ITV4.

Christian Dick, Team Principal, Toyota Gazoo Racing UK, commented: "It goes without saying that we are delighted to extend our relationship with Motul and Witham Motorsport to what will be nine years by the end of 2022. A phenomenal amount of hard work has gone in to bring this all together – in what are

obviously distinctly challenging times at present – and for that, I would like to thank everybody involved.

"Motul and Witham have been loyal partners on our journey in the BTCC as we have developed from a midfield contender into a multiple race-winner and regular title challenger in recent seasons, and the outstanding performance and efficiency of Motul's products has been a key factor in that progress. Both companies have become very much part of the Speedworks family."



"Motul is a world-renowned organisation with a strong heritage in the sport, having featured at the very highest levels in touring car, sportscar and motorbike racing, and its reputation for excellence is thoroughly well-deserved. We are all tremendously excited to embark upon the new BTCC campaign together and look forward to showing off Motul's branding on our two Toyota Corollas over the coming months as its first-class lubricants continue to do the business underneath the bonnet."

Richard Scarbrough, Sales Director, Witham Motorsport, said: "We are immensely proud to have strengthened our ties with Toyota Gazoo Racing UK, and at such an exciting time for the team, too! It has been an excellent relationship since day one, and it has been hugely rewarding to witness the vital role played by Motul lubricants in a sport in which hundredths if not indeed thousandths-of-a-second make all the difference – especially in a series as ultra-competitive as the BTCC".



"Speedworks has always been a well-oiled operation, and we have enjoyed a long and successful partnership to-date. This two-year extension and promotion to Primary Partner now presents us with a golden opportunity to truly grow the Motul brand in the UK, which is one of our major objectives. It is the first time that Motul will be a leading sponsor in the BTCC, and we genuinely cannot think of a better team or platform – or, indeed, any better way to celebrate Witham Motorsport's milestone 100th anniversary."

Günter Steven, Head of Sales Export Central and Eastern Europe, added: "We are proud and delighted to be continuing our relationship with Speedworks Motorsport, and thrilled that Motul is the team's Primary Partner this year. We cannot wait to get the BTCC campaign underway and look forward to seeing Toyota Gazoo Racing UK back on-track during the season ahead."

We interview both Christian Dick about the growth of Speedworks and his new involvement in a new young driver programme on page 20 and Rory Butcher about his exciting new season ahead on page 22.





Castle Combe Race Circuit Make Motul Its Official Lubricant Partner



As we head towards the widespread reopening of motorsport venues, we're delighted that Castle Combe Circuit has signed a partnership agreement which sees Motul becoming the Official Lubricant Brand of both the famous Wiltshire race track and the Castle Combe Racing Club.

As part of the deal, Motul will also take over title sponsorship of one of Castle Combe's most popular race series - the Hot Hatch Challenge. We're glad that this forges yet another important link with both the motorsport community and the UK's preparation & tuning sector.

"We are extremely pleased to have signed this significant new agreement with Castle Combe Circuit and Racing Club, in what is already a hugely noteworthy year for Motul, with it being the 50th anniversary of our flagship 300V motor oil which, of course, has its roots in motorsport," enthuses Andy Wait, Motul's UK and Ireland PCMO Business Development Manager.

"The circuit is in a growth phase and we are delighted to be part of this. Hopefully we will be able to contribute to both the development of this popular race track and to expanding the reach of circuit and racing club alike."

The partnership means you'll see Motul branding trackside, on the podium and on the Castle Combe website. It will also allow Motul to bring their decades of experience and expertise to the circuit's car racing club and to competitors at the Castle Combe track.

"We are delighted to have secured Motul as Castle Combe's Official Lubricant Partners," comments Castle Combe Sales and Marketing Director, Tom Davis.

He commented that "Motul is one of the biggest and most active lubricant brands in the sport worldwide, so this is somewhat of a coup. Like us, Motul have ambitious plans and I look forward to us being able to work together to our mutual benefit, and also, I believe, to that of competitors and enthusiasts.

Later on in the Oily Rag, we catch up with Tom Davis to find out more about the collaboration on page 16...



To see Castle Combe's full 2021 schedule of drifting displays and public spectator events, visit their website: www.castlecombecircuit.co.uk

ABBI PULLING - NEW F4 DRIVER FOR MOTUL

New for 2021, we are super proud to be supporting Abbi Pulling, who is a leading driver in the F4 Championship. Abbi drives for the JHR Developments team will be challenging for the title. The 18 year old, coached by W Series race-winner Alice Powell, started off in cars in Ginetta's Junior and GT5 Challenge series after a karting career spent mostly in Britain's TKM kart scene where she won back-to-back national junior titles.

In British F4 she made the podium three times, and also raced in the Formula Renault Eurocup at Imola with the MP Motorsport-run FA Racing team. "Last year I gained lots of experience, so coming back and challenging for the title will be good," Pulling said of her F4 return. We look forward to supporting Abbi in the season ahead and caught up with her recently for an exclusive interview about her racing life and aspirations to be the first women driver in Formula 1. See the full interview on page 18...



New Subaru Car Dealer In Daventry MAPLE LEAF



One of the latest new customers to come on board with Witham Motorsport is Subaru UK car dealer, Maple Leaf Garage.

With Motul's affiliations with Subaru Europe and also having sponsored Subaru World Rally team for many years, the Motul brand fits in very well with the Daventry based garage. David, the service manager, has been fantastic to deal with and has been hugely enthusiastic about Motul and quality of their products.

We have also recently supplied Maple Leaf with our Witham KoverFlor workshop floor paint which has proved durable in heavy traffic areas. We look forward to continuing to work closely with the team at Maple Leaf Garage and supporting them over the months ahead.



New Partnership With PMM Magazine



We are delighted to now be working with Professional Motor Mechanic Magazine. We will be featuring a series of articles based on the "Life of a Lubricant". The series will map out the key stages relating to how garages interact with lubricants.

The column will have its own bespoke design and will include topics such as:

- How does a garage decide on the type of lubricant it uses?
- How to successfully manage lubricant storage?
- How technicians should use and change lubricants?
- How to handle spills and clean ups?
- Waste and recycling of oil – what are the rules and what options are there etc?

We will also have a monthly online Classic Car lubricant recommendation feature, where we choose a different type (decade) of classic car and confirm all the Motul lubricants and other product recommendations for them. We are really hoping to focus on why Witham and Motul are the right lubricant partners for garages and workshops and look forward to rolling out this feature over the remainder of 2021.



NEW WEBSITE FOR WITHAM MOTORSPORT

We're delighted to have launched our brand new Witham Group website. It's been designed with you, our customers, in mind with simple navigation, plenty of helpful advice and a dedicated section for our Motorsport division. Read more about who uses Motul products, find out more about becoming a stockist, shop our full Motul and Motorsport product range, read the latest motorsport news, and see what the Witham Group has to offer all in one place. Please visit our new site: withamotorsport.co.uk to find out more.

NEW MOTORSPORT ONLINE SHOP



NEW MOTORSPORT PAGES



New Lubricant Partnership With



We are thrilled to announce that Motul has become the long-term Lubricant Partner to the Classic at Silverstone – the biggest classic motor racing festival in the world!

The Classic event which takes place each summer, celebrates 100 years of motorsport history with huge grids packed with the finest Formula One, GT, vintage, sports and touring cars from yesteryear. With Motul's own rich history of automotive heritage, Motul will be providing expert technical advice and products to the 1000 racing competitors and 10,000+ classic car owners displaying their cars.

"We are very excited to join The Classic at Silverstone, an iconic event taking place on an iconic circuit, as official lubricant partner. We will obviously use this great opportunity for showcasing our racing and historical vehicles lines but not only that. We will also bring our Motul Racing Laboratory, tested and approved by racing teams worldwide over the past few years and ready to analyse the used oil and provide crucial data about engine conditions to all competitors in just a few minutes. Last but not least we will share with British fans nice racing memories from past decades from working alongside legendary British racing teams and drivers such as BRM, Tom Walkinshaw and Frank Williams" said Romain Grabowski, Head of Brand at Motul.

This year, the Silverstone Classic will take place on the weekend 30th July – 1st August and tickets are on sale now with a COVID booking guarantee which means that if

Silverstone is prevented from allowing spectators at 2021 events due to a change in current Government guidelines, all ticket-buyers will have the option to either transfer their ticket to the following year or receive a full refund.

"This important new partnership is the perfect fit and reflects Motul's passionate dedication to both the racing and classic car scenes over many decades," confirmed Nick Wigley, CEO of The Classic promoter Goose Live Events. "Motul is renowned right around the world and boasts a remarkably strong heritage of innovation and technical advancement. We are excited to be celebrating the 50th anniversary of Motul 300V, introducing the world's very first fully synthetic engine oil alongside our own 30th birthday in summer."

Witham and the Silverstone Race Track are already well established partners. Our own paint products are used on various areas throughout the site and we provide Motul lubricants for the track day events.

Witham Motorsport is very excited about exhibiting at this event with Motul and we are looking forward to seeing all our drivers, clubs and teams as well as customers old and new, as well as the fantastic Motul Racing Laboratory!

We Love "MOTUL MONDAY" Posts from Acespeed

We've been thoroughly enjoying Andy 'Ace' Harrison's 'Motul Monday' posts on Facebook. Andy owns and runs Acespeed Historic Motorsport and is an incredible Motul ambassador. He uses our lubricants and products on his classic and race cars. He, and Acespeed do historic racing and rallying, as well as running a successful garage restoring, repairing and enhancing both classic cars and historic motorsport vehicles. With over 30 years' experience, they are particularly known for their work on Mini's, E type Jaguars, Alfa Romeo's and even the occasional Ferrari. **Thanks Andy we look forward to seeing more of your posts!**



The Sun Shines Over Snetterton!



We had a busy testing day at Snetterton recently, ready for the Historic Sports Car Club fine start to their 56th Racing Season. Attending with our friends at Vital Equipment Ltd, we had a great day in the glorious spring sunshine meeting the 240 entries for the 19 races over the weekend. Vital supply racing fuel, clothing, lubricants and equipment to the motorsport industry and Witham Motorsport is proud to also be lubricant partner to the HSCC and its members. Races included the Classic Formula Ford Championship, Historic Road Sports Opener, 70's Road Sports class, Classic Formula 3, Historic Touring Car Championships and Ecurie Classic Racing Series. Well done to all the drivers and teams involved and thanks to Vital for their support.



British F4 Championship Unveils Future Talent

We had a great day at Silverstone recently for the start of the British F4 Championship, attending their Media day. Motul are a sponsor of the Championship and lubricant partners as mentioned in the news round up earlier. We are delighted to be supporting the 2021 season and it was great to get out in the sunshine and learn more about and meet the latest generation of talented young drivers and rising stars for the future of motor racing. The difference in their finish times was so exciting and it's anyone's podium as the season gets underway at Thruxton on May 8th. Good luck to everyone!



F4 CHAMPIONSHIP		
SEASON LAUNCH / SILVERSTONE		
SESSION RESULT		
1	Roman Bilinski Ecurie	55.616
2	James Medley Foster Motorsport	+0.032
3	Eduardo Cosseteri Argenti Motorsport	+0.051
4	McKenzie Cresswell JHD Developments	+0.059
5	Matias Zagazeta Argenti Motorsport	+0.073
6	Thomas Ikin Argenti Motorsport	+0.102
7	Abbi Pulling JHD Developments	+0.116
8	Zak Taylor Argenti Motorsport	+0.125
9	Matthew Rives JHD Developments	+0.174
10	Joseph Locke JHD Developments	+0.179

"Lockie Down" Preparation...

Callum Lockie, one of the UK's successful classic racing drivers and one of our Motul lubricant ambassadors, was busy preparing one of his cars during lockdown. Thanks Callum for the Facebook update:

Calum Lockie » Witham Motorsport
February 16 · 3
I might not be anywhere near a circuit in lockdown but it's been a very satisfying day regardless. Just finished the final pre MOT MOTUL top ups and then she's ... See More

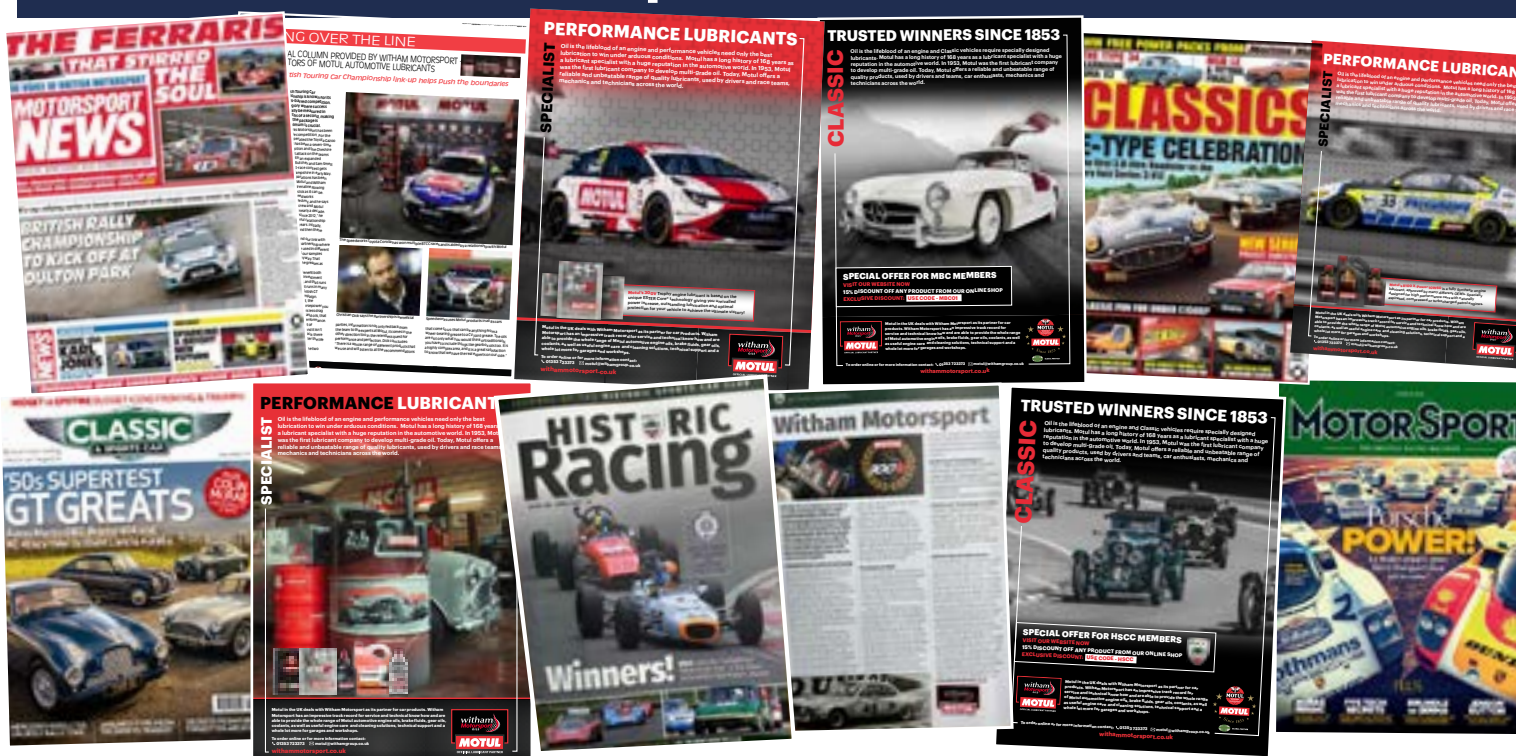


And Success At Silverstone

Since then, we are delighted that Callum came first in the Vintage Sports Car Club, Fox & Nicholl Trophy race event at Silverstone last week. Racing in a beautiful historic 1936 Delahay 135MS, Callum also took fastest lap. Well done Callum and good luck with your season ahead.



Motul & Witham Motorsport In The Press



NEW GBS ZERO - MOTUL EDITION

EXCITING BUILD UNDERWAY



ZERO

MOTUL EDITION

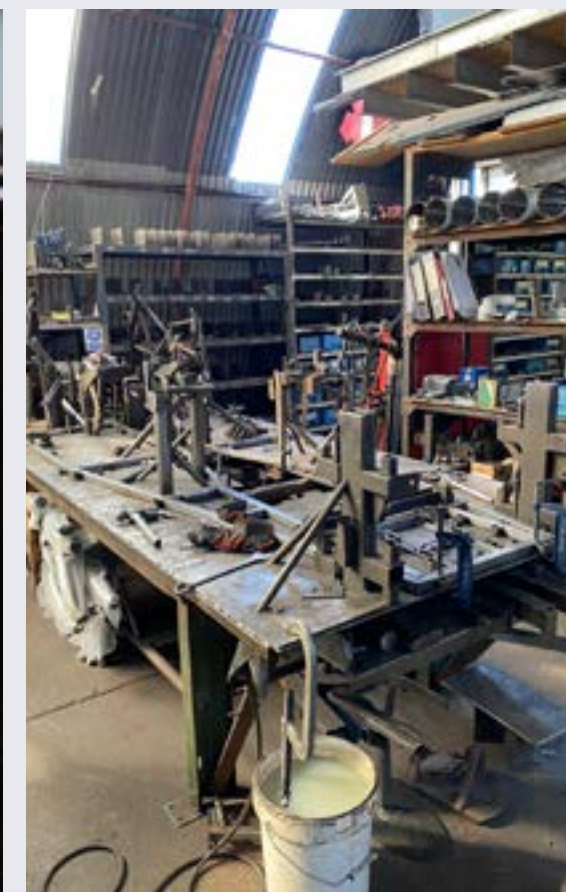
We have another exciting project this Year with Great British Sports Cars, one of our Stockists near Tuxford. They are a highly impressive engineering and sports car manufacturer, who make the GBS Zero. During 2021 they will be building a new joint initiative Witham Motorsport/Motul car from scratch using Motul fluids throughout the build process.

This brainchild of our MD Nigel Bottom is we think, going to be the first car in the world to be made and run on lubricants from the same manufacturer, in this case Motul. From cutting oils to hydraulic fluids used in the manufacturing process to make all the parts, to fluids used throughout the car, including: engine oil, gearbox oil, brake fluid, engine coolant, greases and even Witham screenwash, this will be made to a performance standard with bespoke specifications.

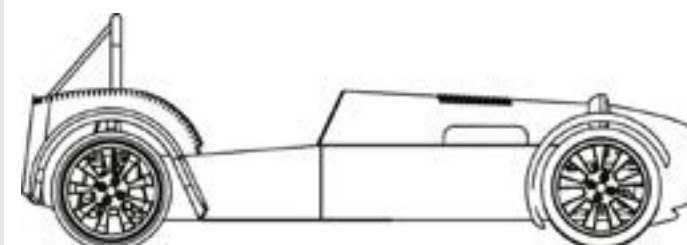
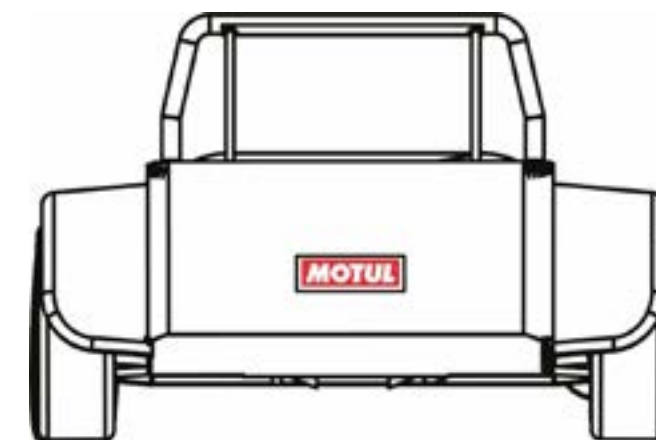
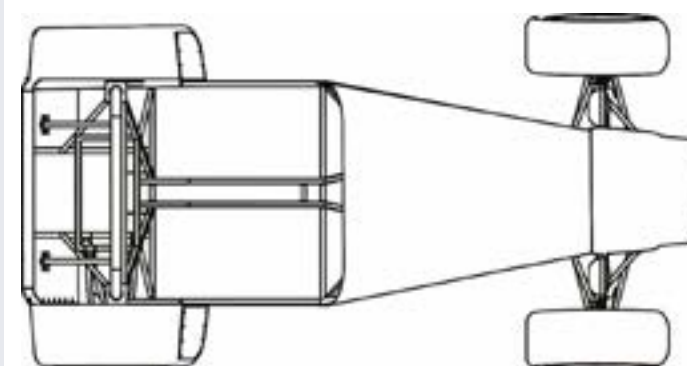
The engine will be built by Neil Brown Engineering (used in F4 and other racing engines) and the story of the project will showcase how the car is uniquely built with all British parts, specifically designed components and bespoke Motul branded elements. The whole build story will be documented and filmed, resulting in a unique capture of a unique vehicle build.

Going forward the GBS Zero Motul Edition will be used to promote Motul products and British engineering and will be seen with customers and our drivers and race teams. The car will be fully Motul branded with a unique livery and we will be running a national competition where the winner of the best design idea for the car will be chosen.

Hopefully the car will be completed by July in time for its showcasing at the Silverstone Classic event. We are so excited about this unique project and look forward to keeping you posted of its progress along the way.



The car will be fully Motul branded with a unique livery and we will be running a national competition where the winner of the best design idea for the car will be chosen. Watch out for the competition launch in the media soon!



MOTUL
 CAR CARE


MOTUL LAUNCHES NEW CAR CARE RANGE

With their many years of experience and expertise in producing quality products we are delighted that Motul have just launched a brand new, unique range of cleaning and accessory products, to provide effective and lasting care for both the interior and exterior of vehicles.

The Car Care range features eleven cleaning products, including a glass cleaner, car shampoo, wheel rim cleaner and leather cleaner, alongside half a dozen dedicated accessories, such as microfibre cloths, sponges for bodywork, rim brushes and wash mitts. The range also includes products for interim car repairs, such as a tyre puncture spray and scratch remover. With their motorcycle care line already popular, and with the experience of numerous partnerships with car manufacturers and racing teams, Motul's decision to extend their extensive product range with a complete car care series makes perfect sense.

We are now stocking the whole range in the UK, giving workshops and all types of vehicle owning customers, the chance to get Motul quality products along with their lubricants and other workshop and cleaning products all under one roof. The car care range is available from our online shop or from our Motorsport depot in Soham. [Click here for more information.](http://withammotorsport.co.uk)



EXTERIOR CARE



CAR BODY SHAMPOO 500ml

Thoroughly cleans all kind of dirt from road dirt to grease and dust, leaving a protective film which aids water flow and accelerates the drying process.



INSECT REMOVER 500ml

Motul Insect Remover efficiently dissolves sticky insect residues, bird droppings or other organic substances. Applicable to all surfaces with no rinsing needed.



EXPRESS SHINE 500ml

Cleans the entire car thoroughly from all kinds of dirt, including road, tar and other residues, leaving a dry, shiny film that protects against dust, insects and mud.



WHEEL CLEAN 500ml

Dissolves all kinds of dirt, including oil, grease and brake dust residue, whilst also protecting paint and varnish. Can be used on all types of rims.

VISIBILITY



GLASS CLEAN 500ml

Motul Glass Clean removes dirt without leaving streaks, for both interior and exterior use.

GENERAL REPAIR



TYRE REPAIR 500ml

Seals and re-inflates car tyres instantly without needing to remove the tyre.



SCRATCH REMOVER 100ml

Removes fine scratches on all painted or varnished surfaces, leaving a smooth and shiny finish.

INTERIOR CARE



PLASTICS CLEAN 500ml

Removes dust whilst reviving and brightening interior plastic surfaces, drying without trace and leaving a shiny, protective film with a pleasant scent.



LEATHER CLEAN 500ml

Cleans, nourishes and revives all types of leather, whilst protecting against external wear. Provides long-lasting protection against water and UV, whilst preventing from discolouration or drying.



FABRIC CLEAN 500ml

Thoroughly cleans and revives all interior textiles, removing all types of dirt and stains whilst leaving a pleasant scent.



ODOR NEUTRALIZER 500ml

Neutralizes and eliminates all types of vehicle smells, leaving a pleasant scent.

ACCESSORIES



JUMBO SPONGE

The Jumbo Sponge allows gentle cleaning of the car body without leaving traces, retaining dirt without damaging sensitive surfaces.



COTTON WASH MITT

Allows cleaning and polishing of the car body without leaving traces, with no risk of micro-scratches.



WHEEL BRUSH

Allows a thorough and perfect finish without the risk of scratching, and can be used on all types of car rims and hubcaps.



CAR BODY MICROFIBRE CLOTH

This double-sided microfibre cloth allows optimal cleaning of stubborn dirt and allows perfect polishing without the risk of micro-scratches.



GLASS MICROFIBRE CLOTH

Clean car windows without leaving streaks, whilst absorbing greasy films and stains with no risk of leaving micro-scratches.



PLASTIC MICROFIBRE CLOTH

Aids the cleaning of all surfaces in the passenger compartment, capturing dust and absorbing greasy films and stains without leaving scratches.

For more information or to shop the New Motul Car Care Range, please get in touch or visit our website: withammotorsport.co.uk



With motorsport reopening across the UK, and as we mentioned earlier - Castle Combe welcomes Motul as its new official lubricant partner. Motul will also sponsor the circuit's own Hot Hatch Challenge racing series, which staged its first post-lockdown event earlier this month. To find out more about the collaboration we spoke to Tom Davis, Castle Combe sales and marketing director.



MOTUL'S PARTNERSHIP ALSO EXTENDS TO CASTLE COMBE'S OWN HOT HATCH CHALLENGE SERIES, WHICH SOUNDS LIKE A GREAT RACE SERIES...

Yes, Motul is also sponsoring the Hot Hatch Challenge, which is a race series that Castle Combe Racing Club runs. It has upwards of 40 cars on the grid, and it's been running for more than four years. It is a great series. It's entry-level motorsport and we get a lot of new faces. It's competitively priced, and it's fantastic Motul's attached to that and supporting grassroots motorsport, and not just top-flight racing. The competitors will have Motul logos on their cars, and we'll have a logo on our website, as well as a few advertising hoarding boards on site as well. The plan is to work out what we can do across the brands next year and tap into Motul's incredibly large range of products.

WHAT IS IT ABOUT THE MOTUL BRAND THAT MAKES IT A GREAT PARTNER FOR CASTLE COMBE?

A number of reasons. It's global, its heritage in motorsport and the fact it's a trusted brand and heavily involved in grassroots motorsport. People identify with Motul. For us, it's a really nice partnership.

FOR OUR GLOBAL READERS, CAN YOU TELL THEM A BIT MORE ABOUT WHAT MAKES CASTLE COMBE SO SPECIAL? IT'S ONE OF THE UK'S FASTEST TRACKS, ISN'T IT?

It's one of the fastest. I think Thruxton would argue that they're faster [laughs]. But we're one of the oldest circuits in the UK, celebrating our 71st birthday this year, and one of the few privately-owned circuits. The same family has owned it since the 1970s, and is still heavily involved. We run three of our own race championships here, including the Castle Combe Formula Ford Championship, as well as two motorbike race meetings, track days, car shows and experiences. In a normal year, we'd have 15,000 people here. Castle Combe is a petrolhead's dream.



TOM, CONGRATULATIONS ON THE NEW PARTNERSHIP BETWEEN MOTUL AND CASTLE COMBE. WHAT DOES THIS MEAN FOR THE CIRCUIT?

We work with lots of different partners, but we haven't had an oil partner here for a number of years. The partnership came quite late in the year, after we'd set our budgets and so on, so it's a toe in the water, but we're hoping we can extend the partnership in the future. From our point of view, it's great having a brand like Motul involved. People really like it and we've already been receiving enquiries from our customers about using it in their race cars. For a brand like Motul, while it's great to have your logo on a newspaper advert, to be here where the people that potentially use your product is great.



Back In The Driving Seat

With FIA British F4 Driver Abbi Pulling

Abbi Pulling is back in FIA British Formula 4 and aiming for championship glory with the JHR Developments team after a promising debut campaign last year.



We caught up with the 18-year-old, now backed in her bid to rise through the single seater ranks by Motul, at Silverstone to discuss the season ahead.

WHAT INITIALLY GOT YOU INTO MOTORSPORT AND RACING?

So, I initially got into motorsport through my Dad, he did long-circuit motorbikes and then he took me to corporate karting at a place called Ancaster at the age of eight, then I ended up getting my own kart and started from there, really.



DID YOU HAVE A RACING HERO WHEN GROWING UP?

I do have a racing hero, it's Valentino Rossi. I watched him with my Dad, it's a bit weird saying someone on a motorbike, with two wheels, that's my hero, but he drives so many different things and he just loves motor sport, he wants to be good in everything, he wants to have fun, and that's what I want to do in racing.

TALK US THROUGH YOUR CAREER PATH UP UNTIL THIS POINT...

So I competed in the British championship in karting, first in Cadets, then Junior TKM and I think I did a race in Senior TKM, before moving up to Ginetta Juniors. I did three races in that, then moved into Ginetta GT5, and now I'm in the British F4 championship.

YOU HAVE A YEAR'S EXPERIENCE IN BRITISH F4 BEHIND YOU, DOES THAT HELP GOING INTO A SECOND SEASON?

Last year I competed in the championship and it's helped massively; I'm not going to have those nerves going into the first round, I know all the tracks now, whereas before I learnt Knockhill two days before actually going into qualifying, so it was quite a tall order in some cases, and then the race craft. There's going to be a full reverse grid race this year, so that's going to be quite difficult, but good fun.

BRITISH F4 HAS A REPUTATION AS THE BEST SERIES OF ITS KIND WORLDWIDE – WHAT DO YOU THINK MAKES IT SO COMPETITIVE?

I think the championship is so competitive because of how competitive the go-karting scene is in the UK; it's a high level, motor sport is such a big thing in Britain. I think all the people that go into the championship make sure they're doing enough testing, and the teams are spot on and want to get the most out of the cars, the most out of the drivers and that leads to really close racing and a really good championship.



DO YOU HAVE A FAVOURITE CIRCUIT ON THE CALENDAR?

I don't have one favourite track, I enjoy all the tracks for their own little reasons, for example Oulton Park is like a rollercoaster, it has lots of different aspects to it, high speed and low speed corners and it's a tough track, so you have to put a lot of mental concentration into it. Brands GP is iconic, it has a lot of fun aspects, and Paddock Hill – it doesn't get much better than that!

HOW ABOUT A MOST MEMORABLE RACE?

I would say the most memorable was Oulton Park in the wet, I had a really poor qualifying, I made a mistake on my side, I wasn't quite awake and with it. Then it rained and I thought 'I've got to fix this'; I came from ninth to fifth and made some cool moves in the process, going around the outside of someone in Turn 1. Also, my best finishing position at Thruxton, coming P2. I fought really hard for that, I really wanted it and I fended off the other driver for about the whole race, so I'd say those two.



HOW WILL MOTUL'S SUPPORT MAKE A DIFFERENCE IN YOUR TITLE BID THIS SEASON?

Motul are a very reliable oil and their products will help us get the most out of the engine and hopefully win some races this year.



TALK US THROUGH YOUR PARTNERSHIP WITH YOUR COACH TOO – W SERIES STAR ALICE POWELL...

Me and Alice work really well together, we're like the Ant & Dec of the paddock! She's not only made me better as a driver, but also a person, I'm a lot more confident with her and she made me a character within the team. She's helped me technically, and off track as well with my preparation to get the most out of me. She believes in me, and having someone have that confidence in you, it does bring the best out of you.



WHAT ABOUT FREE TIME, HOW DO YOU LIKE TO SPEND THAT?

"When I'm not racing, I spend my free time preparing for the next time I'm on track, but then in my absolute free time, I'm doing graphic design and art, I'm very much into that kind of thing – I've actually designed a helmet for my team-mate Joseph Loake this year, and it's quite a cool design, I'm quite happy with it."

LASTLY, WHAT'S YOUR ULTIMATE GOAL IN MOTOR SPORT?

My ultimate goal is going to be Formula 1, because I think for anyone in this championship, those are their aspirations. But if that doesn't happen then I won't have tunnel vision, I'm going to keep my options open.

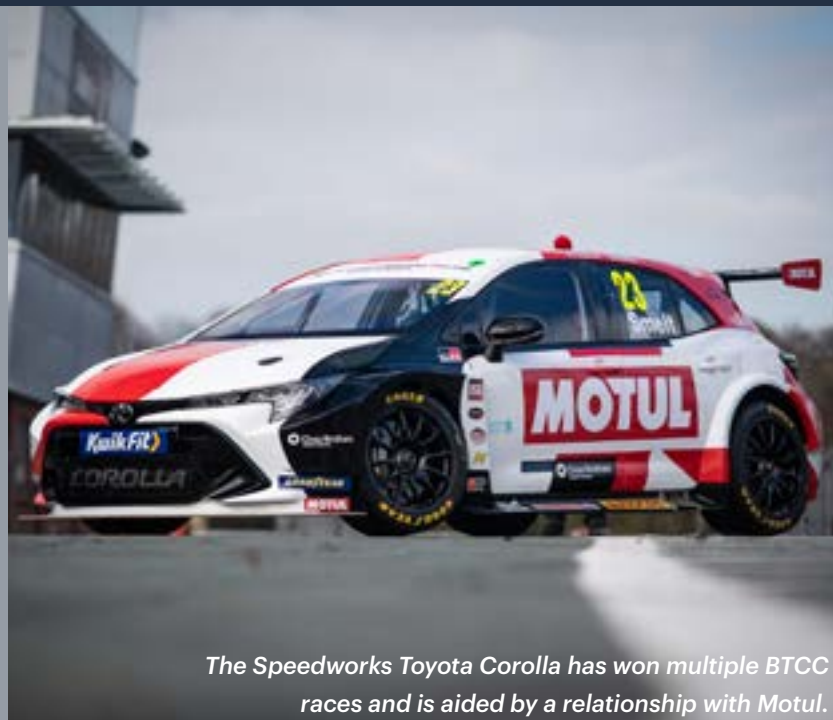


[CLICK HERE TO SEE THE ABBI PULLING VIDEO](#)

A Successful Partnership Grows from Strength to Strength!

It's been an exciting few months for Speedworks Motorsport. As you've read, not only have they announced their two new drivers for the 2021 season, they've revealed their brand new Motul-sponsored livery and have launched their aspirational Young Driver Programme in partnership with Toyota Gazoo Racing Europe.

We recently caught up with joint-owner of Speedworks Motorsport and Team Principal of Toyota Gazoo Racing UK, Christian Dick, to find out how their relationship with Motul has grown over recent years, how it benefits all of their activities across the British GT Championship and their BTCC campaign, and why he says 'it is a great satisfaction to know that we have the real experts on our side.'



The Speedworks Toyota Corolla has won multiple BTCC races and is aided by a relationship with Motul.

Since 2011, Speedworks Motorsport has been at the cutting edge of the competition. For the last two seasons, it has operated the Toyota Gazoo Racing-backed Corolla. It has been a seven-time race winner since its inception and the Cheshire team will launch an all-out attack on the teams championship this year with an expanded two-car assault with Rory Butcher and Sam Smelt at the controls when the 30-race contest gets underway at Thruxton in Hampshire in early May.

Part of Speedworks' preparations has been working hand in hand with Motul and Witham Oils to make sure that the adrenaline flowing through the hatchback is as slick as it can be.



Christian Dick says the partnership is beneficial

Christian Dick runs the Speedworks Motorsport team with his wife Amy, and he says the partnership between his crew and Motul has grown over the course of nearly a decade. "We have worked together since 2012," he explains. "It has been a wonderful relationship and it has developed over the years. Initially, it was purely an oil supply deal and then there was some financial support".

"It has grown over the years and our link with Motul is now a proper technical partnership where we now send off oils that we have used in different temperature ranges. They look at our samples and see if they can improve it in any way. That works across the oils we use and the greases as well from all areas of the car."

Not only does the relationship benefit both parties, it can also help protect the investment of the team in its race programmes, and that runs across all of Speedworks' activities. It runs in many different categories, including the British GT championship alongside its BTCC campaign.

"If you were on the wrong product, the difference would be evident in the horsepower you can generate," explains Dick. "If there is less drag and friction coming from the greases and oils, that is also going to improve your overall performance."



Speedworks uses Motul products in all its cars

"The relationship is a pretty vital part of everything that we do at Speedworks and it isn't just about how fast we can go on the track: there is an aspect of the product that looks after the life of the components too."

As part of the relationship between the two parties, information is not only fed back from the team to the experts at Motul, it comes in the other direction too in the relentless quest for performance and perfection. Dick concludes: "There is a whole range of different products that we use and will listen to all the recommendations that come to us: that can be anything from a wheel-bearing grease to a CV joint grease. The oils are not only what you would think of traditionally, you have to include things like gearbox oils too. It is a highly complex area, and it is a great satisfaction to know that we have the real experts on our side."

SPEEDWORKS
MOTORSPORT

TOYOTA
GAZOO
Racing

Speedworks Motorsport, is also working with TOYOTA GAZOO Racing Europe to support future stars of British GT racing with the launch of the exciting TOYOTA GAZOO Racing UK Young Driver Programme.

In parallel, and with engineering support from TGR-E in Germany, Speedworks debuted the 430bhp GR Supra GT4 in the British GT Championship in 2020, achieving a pole position, fastest lap and brace of podiums in the fiercely-disputed GT4 category.

Behind-the-scenes, Speedworks has been working closely with TGR-E to put together a UK Young Driver Programme and selecting the first candidate for the scheme. It is open to competitors aged 25 and under with a background in GT racing who demonstrate the ability and motivation to forge a professional career in the sport.

Not only will the candidates benefit from Speedworks and TGR-E's combined experience and expertise, they will also enjoy privileged access to TGR-E's state-of-the-art Cologne facility and driving simulator. Not forgetting the incredible opportunity of support from TOYOTA GAZOO Racing stars such as reigning FIA World Endurance Champion and multiple Le Mans 24 Hours podium-finisher Mike Conway.

Christian Dick, Team Principal, Speedworks Motorsport, said:

"It is an immense honour to collaborate with TGR-E to establish the TOYOTA GAZOO Racing UK Young Driver Programme, an exciting project that we have been working on for several months now. We have an excellent relationship with TGR-E and believe this new initiative can genuinely help to discover and develop British GT stars of the future."

"We have spent a lot of time evaluating potential drivers to become the first member of the programme, taking into account not only their pace and performance inside the cockpit but just as

importantly their work ethic, attitude and media skills away from the car to ensure we make the right choice.

"This is a golden opportunity for initially one young driver – and, moving forward, hopefully more – to significantly advance their career prospects through an association with one of the most prestigious and successful companies in global motorsport, and we look forward to helping to guide the next generation in tandem with our friends at TGR-E over the coming months and years."

Rob Leupen, Managing Director, TOYOTA GAZOO Racing Europe, said:

"The TOYOTA GAZOO Racing UK Young Driver Programme is a great initiative to support up-and-coming British talent and we are happy to co-operate with Speedworks on this project. Christian and his team have a strong relationship with our colleagues at Toyota UK and participate in the BTCC under the TOYOTA GAZOO Racing UK banner, so they are already part of the TOYOTA GAZOO Racing family."



"The GR Supra GT4 has made a positive impression in series around the world and we value the feedback and support of our customers, who have put their trust in TGR-E. With the UK Young Driver Programme, we intend to add further value while supporting Speedworks to nurture a new generation of British talent."





BTCC'S RORY BUTCHER: "THE BUTTERFLIES ARE STARTING TO COME"

At the beginning of May, Rory Butcher will make his 100th British Touring Car Championship (BTCC) start behind the wheel of a Corolla for Toyota Gazoo Racing UK and Speedworks Motorsport. We talk to the Motul-backed driver about his transition from independent to team driver.

RORY, YOU'RE A RELATIVELY NEW SIGNING TO THE TOYOTA GAZOO RACING BTCC TEAM. HOW ARE YOU FEELING?

I'm really, really excited. It's a new challenge going into a new team and a new car, the Toyota Corolla. I've been lucky enough to test the car already. I've done three days: one day at Donnington and two days at Snetterton. It was a really good opportunity to get to know the team, who's working on the car and get a bit of rapport going before the season starts. Now I just want to put some work in and get dialled into the Corolla.



YOU'RE VERY WELL KNOWN AS AN INDEPENDENT BTCC DRIVER. WHAT'S IT LIKE JOINING A BIG MANUFACTURER-BACKED TEAM?

I'm coming into a team that's got manufacturer support and backing. It makes such a difference in terms of the budget that's available to go testing and to make sure you've got the right components on the car. But also getting the right people on the team to make the car go fast. As a racing driver, that's all you want. I can't wait.

YOU'VE SURPASSED AN INCREDIBLE MILESTONE IN BTCC: 100 RACES. CAN YOU TELL US A BIT MORE ABOUT YOUR BTCC HISTORY?

The 100 races have come in quite fast. I kind of got thrown into the BTCC midway through 2017 to replace a driver who was injured. Before this, I was an endurance racer and GT driver racing in 24-hour races. It went from there. After I'd completed the second half of the season, I was now a touring car driver. I used 2018 to establish myself and learn the car because it was so different to anything I'd done before. The racing is short, sharp and aggressive, so it's a completely different race craft and strategy. 2018 was great and I bagged some points. Went into 2019 and had pole positions and race wins and ended up winning the independent driver's title, which was an amazing achievement. And that led me to move to a bigger team and have more wins and finish fifth overall in the driver's title. And that's what's led me here. Our goal is to win the championship overall but it's a very intense series that requires a lot of experience. Hopefully, now that I've 100 races under my belt, I'll have the tools to make that happen.



YOU'VE LESS THAN A MONTH TO GO UNTIL THE FIRST RACE. WHAT'S GOING THROUGH YOUR MIND BEFORE THE START?

The butterflies are starting to come, and I'm starting to think this is real now. It's now when I appreciate why I love what I do. It's such a challenge and you want to push yourself to see how good you can be. But at the same time, it's quite daunting. That feeling that you're going to have to go and put yourself on the line again. Once the lights go out on that first event, it's game on and everyone's back in action.

AND AS WELL AS A NEW TEAM, YOU HAVE A NEW LUBRICANT PARTNER WITH MOTUL...

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 board 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.



Why Engine Coolant Is Crucial?



Developed on the world's racetracks, Motul's lubricants are designed to protect your car in extremes of temperature. When it comes to the liquids we put into our cars, we probably don't give much thought beyond fuel, a bit of windscreen washer fluid and an oil change come service time. But there's one more fluid that's vital for the slick operation of your car's engine. Coolant.

Not only is coolant essential to the longevity of your engine, but it's a wonder fluid that goes beyond its literal meaning. Because not only does coolant protect your engine in cold temperatures, but it also protects it in hot temperatures, too.

"As far as road cars go, coolant has anti-freeze capabilities, allowing your car to perform better in cold situations" explains Luke Sedzikowski, one of the co-founders of Tegiwa Imports.



Luke Sedzikowski

Luke's company specialises in high-performance parts for Japanese cars, but he's also forged a successful racing career on the side. He currently races a Honda NSX and a BMW M4 GT in the UK Time Attack Championship. So, if anyone knows the importance of coolant, it's him.

"But as well as protecting your car in cold weather, coolant has a really high boiling point, so it helps your car when it's on track and the engine's getting hot."

It is this dual aspect of coolant that's so special: the ability to protect your car at both ends of the temperature spectrum. But not all coolants are created equally, and that's why Luke chose to run Motul in his race cars as well as stock it in his shop.

"Motul has a great reputation. It's a premium brand. Our most popular coolant, Motul Inugel, is pre-mixed. So, it's ready to use. It's a great coolant that works really well and has been proven time and time again," adds Luke.

"In more performance applications Mocool is an even better product because it actually helps lower the engine temperature. You don't get that from any other coolant on the market. That's an exclusive advantage Motul has managed to develop."

Motul's products are created under its "living laboratory" conditions. From the high-speed straights of Le Mans to the

challenging dunes of Dakar, Motul's coolants are put through some of the toughest motorsport tests on the planet. Its engineers and scientists are present at the racetrack constantly analysing and evaluating to ensure its fluids do what they are designed to do – getting cars over the finish line. After all, you can't win if you can't make it to the end.

As well as offering protection to your engine in hot and cold temperatures, coolant lubricates the moving parts in your engine. It is housed in a radiator and is drawn into the engine via the water pump, where it absorbs the excess heat and helps to control the engine's temperature.

"As people ask more and more from their cars, like track days or tuning, coolant becomes more and more important," says Luke: *"Coolant's far better than water because of the corrosion properties. When you use coolant you essentially avoid getting a rusty engine. That's a vital reason for using it."*

If you're looking for a high-performance coolant that's been proven on the world's racetracks, Witham Motorsport stocks the full Motul range. As the UK's official supplier of Motul products in the UK, we provide stockists, distributors, direct customers and the motorsport industry with high quality products designed with performance and reliability in mind.



RESTORED: THE MOTUL POWERED, BARN-FIND CLIO CUP

Keen track-day driver Lewis Cunningham bought a Clio Cup barn find a year ago and has devotedly restored it back to race health. We talk to him about the build, and why he chose to run it on Motul lubricants.



LEWIS, COULD YOU TELL US A BIT MORE ABOUT THE BUILD?

It's a 2010 Cup car. It was originally made by Renault Sport in the factory in Dieppe, so it would have raced in the Clio Cup series. I purchased it about a year ago. It had been kept in a barn for a few years. So it needed a bit of restoration work. We gave it a full strip-down, went over everything, cleaned and painted it, inspected it, and put it back together. And obviously, I was putting new fluids in it, which is where Motul comes in.



DO YOU HAVE ANY CONNECTION OR PARTNERSHIP WITH MOTUL?

I don't have any affiliation with Motul at the moment. But I've been hashtagging Motul on social to let people know what kind of products are in the car. I often get asked questions about what products I'm using.



WHAT ATTRACTED YOU TO MOTUL? WAS IT RECOMMENDED TO YOU?

I went to the Goodwood Revival, and Motul had a big stand there. I got chatting to a Motul guy there who told me about the benefits of the lubricants. I've also got a friend who races a Clio in Germany. I asked him what gearbox oil to use. He said one of the brands Renault recommends is Motul, and he's had really

good results with it. He strips the gearbox down and changes the oil regularly and has found that the Motul gearbox oil is a lot better quality and produces less wear. I've also got a BMW M3 that I use a lot at the Nürburgring. I needed to upgrade the brake fluid and, when I examined the price versus the performance, I chose Motul 660. It was reasonably priced, had good reviews, and seemed to do what I wanted it to. It really transformed it over the stock, original fluid. That's why I used it again in the Clio Cup car.



WHAT DO YOU USE YOUR CAR FOR? IS IT FOR TRACK DAYS AND TRIPS TO THE 'RING?

Yeah, that's it. So mainly just trips to the Nürburgring and a few UK track days. The car's not currently on the road, but I'm going to be road registering it to do more tourist laps at the Nürburgring.

WOULD YOU SAY YOU'RE A CONVERT TO MOTUL NOW BECAUSE OF THE EXPERIENCE YOU'VE HAD WITH IT?

Yes! I've had really good results with it and I like the branding. Seeing Motul at the Goodwood Revival and the effort they put into that event, it just felt like a cool brand to use. Branding and the look of a brand definitely helps. Other companies' branding looks dated, in my opinion.



WHAT'S IT LIKE TO BE A PRO LEVEL DRIFTER?

We Interview British Championship Driver **Olly Silcock** to Find Out More...

Drifting is a spectacular form of motorsport with a huge following around the world, and yet it doesn't always get the coverage that other classes of motorsport do. Now, with the recent news that Motorsport UK (the national governing body of four wheeled motorsport) and the UK Time Attack event organisers have formed a new Motorsport UK Drift Pro Championship for 2021, top-tier Drifting is set to be re-established in Britain.

This new 'invitation only' series intends to implement a series of new controlled regulations that will ensure professionally administered competition, participation by the sport's leading drivers and the highest standard of cars. Three events are scheduled for later this year at Brands Hatch, Donington Park and Snetterton, with a full season planned for 2022. Each will take place along a round of the hugely popular Time Attack Championship and supported by a major car show held at each of the venues.

We've caught up with one of the sport's key UK professional drift drivers, Olly Silcock, for an insight into what's happening in the drifting scene, why the sport is so addictive and the reasons that he and his support crew JDM Motorsport, chooses to only use Motul products in his amazing 675bhp machine.

WHAT'S COMPETITIVE DRIFTING LIKE IN THE UK?

Competitive drifting in the UK has come a long way, even since I started back in 2013. It's easy to see why it's one of the fastest growing motorsports in the world - the level of tracks, cars, drivers and fan interaction just goes from strength to strength. The popularity of live-streaming has really brought it to a wider audience in the past few years too which is awesome for the sport.

Back when I started at professional championship level, we were competing with 300 to 400, maybe sometimes 500 horsepower cars; with machinery values averaging under £20k. These days, even some entry level car builds exceed the £100k mark, with the average Pro car performance moving to between 500 and 1000 horsepower! Nitrous, Anti-Lag and Sequential gearboxes are also becoming 'normal'.

Whilst there are very stringent rules and regulations on the car builds, there is also a lot of free rein on design and engineering; meaning drivers and teams invest a lot of their own experience or ideas into their builds. It's quite unique to the sport and means there's always new things you're able to try to improve your driving and car.

WHAT'S IT LIKE BEING A PRO LEVEL DRIFTER?

Hard work! Whilst the level of competition in the UK has got crazy over the past few years, you'll find that 95% of the grid still work full time to support their programmes themselves. That's alongside the majority of drivers building and working on their own cars too. It's almost as much of how good a mechanic or engineer can you become, as well as your driving performance on track.



I think that is one of the things which makes competitive drifting such a passionate sport - all the drivers there have invested so much of themselves, friends and families to get out there on track, it really does make it a high stakes motorsport. Especially when you're pushing cars beyond their normal limits. But when it all comes together, you can take unbridled satisfaction in the fact that your efforts have paid off and you're achieving what you set out to. Definitely a sport which when you're into, you're 110% into. But I also think that's what makes it so great, and how it can deliver such gripping action.

Plus getting to throw a 650bhp car sideways inches away from someone else is one of the most exhilarating things you can do. Every run, you want to drive harder, get closer, do better. It's addictive.

WHAT TYPE OF BUSINESS ARE YOU INVOLVED IN AWAY FROM THE TRACK?

I actually work in the Transport industry full time, facilitating emergency responses for water utilities throughout the UK.

HOW LONG HAVE YOU BEEN INVOLVED IN MOTORSPORT? HOW DID YOU GET INTO IT?

I began from a fairly young age on motorbikes; I built my first bike from a box of bits when I was about 12 and then went on to compete in motorcycle trials as a schoolboy. Years later after having bikes on the road too, I transitioned to 4 wheels and started doing a few autocross events and trackdays. It was quite a while before I discovered drifting - but boy was that a game changer!



WHEN WAS YOUR FIRST RACE?

My first competitive event was Round 1 of the British Drift Championship in 2013. I'd never competed before - yet my Qualifying session saw me land 2nd place! Sadly my clutch failed in my first battle putting me out of the competition, but what an explosive start to a competition that was!

WHAT LEVEL OF MOTORSPORT DO YOU COMPETE IN? WHAT TYPE OF CAR DO YOU DRIVE?

I currently compete at the top end of competitive drifting in the UK, the Pro class of The British Drift Championship. My car is a Nissan Silvia S13 with a fully build Toyota 1jz.

DO YOU PREPARE THE CAR YOURSELF OR DO YOU HAVE A TEAM?

The majority of prep on my car over the years has been myself with help from friends. A local garage helped me start off, teaching me basic skills to keep my car running and on track. Following that I took a few years out to upgrade my car, which I did in a little workshop unit with the help of some friends; I learned to fabricate, weld, wire and generally build a race car from the ground up!



In 2020 I formally partnered with JD Motorsport Engineering, who helped me raise the bar in car preparation, setup and attitude! This led to previously unimagined successes and kicked off a great working relationship.

WHAT PREPARATION IS INVOLVED BETWEEN RACES?

A surprising amount! Drift cars at Pro level have a really hard life! Our general rule is to ensure that everything is cleaned, all fluids are drained, assessed and replaced with fresh and we go over every component to check for wear and degradation. That said, if we have any on-track incidents during an event, I normally have already created something we need to replace, fix or re-fabricate it.

WHAT IS YOUR TRAINING REGIME FOR FITNESS?

Grafting in the workshop! I do like to get out on a mountain bike as often as I can around our work on the car between events though.



WHAT IS YOUR RACING SCHEDULE LIKE? HOW MANY EVENTS ARE YOU INVOLVED IN PER YEAR?

The British Drift Championship normally holds 5 events per year, however there are other competitions we drive in where dates don't clash. As a rule we hope to be out for around 10 events per season. Essentially, if there is somewhere we can drive, we're there!

WHAT CHAMPIONSHIPS HAVE YOU CONTESTED IN?

The British Drift Championship has been the mainstay over the years, and I've progressed through the classes to Pro. I have taken part in the Retro Drift Challenge, Extreme Torque Show, Battle Royale and other showcase events too. Each has a different vibe and audience, but they all share the common factor - everyone there is a massive drifting fan.

WHAT IS YOUR FAVOURITE TRACK AND WHY?

This is hard to choose, as different tracks have different aspects when it comes to drifting. The track that I know best and has a great level of variety for drifting is Teesside Autodrome - however I have to say that being privileged enough to get to perform drifting demonstrations during Time Attack at Brands Hatch was an eye opener. It was great being on such a large track where you could carry some real speed through the course and put on a show for the crowds.

MOST MEMORABLE RACE?

This has to be the British Drift Championship round at Teesside Autodrome during 2014. I was leading the Intermediate class in the Championship but also had the chance to qualify with the big boys in the Pro class, which I did, and ended up making it into the Great 8, battling some serious big-hitters. I also ended up on the top of the podium, having come first in the Intermediate class that weekend.

WHAT ARE YOUR GOALS IN MOTORSPORT?

Firstly to have fun, which is easily done! I like including people in the journey, and the more people I can help to experience and take part in Drifting the better. Long term, I'd love to continue to compete whilst also providing input to the advancement and development of the sport.

HOW DID YOU BECOME INVOLVED WITH MOTUL?

Our involvement with Motul began with looking to find the best branded lubricants we could get, recommended for the composition of engine, gearbox and differential setup we were using. Our HGT Precision sequential gearbox actually specifies Motul Gear Competition 75W140 to be the only oil used! Starting out in 2020 with a refresh of the engine and drivetrain was the perfect time to speak to Motul about their recommendations for each of the different areas of the car, taking their group expertise on board and combining it with what we know about the stress points of a drift car.

WHAT DO YOU LIKE ABOUT MOTUL PRODUCTS?

Well the quality speaks for itself, and the range and variety is also a great bonus. Drift cars commonly suffer in areas such as heat-soak into brake and clutch master cylinders in the engine bay, and when running engine swaps like I am, these can be big issues. This is where we used the RBF660 Dot4 fluid. In prior years I'd suffered a lot with brake fade, and loss of clutch engagement, but in 2020 we saw no such issues.



WHAT MOTUL PRODUCTS DO YOU USE AND WOULD YOU RECOMMEND?

The primary oil to consider is the engine oil, and for this we use the 8100XS series 10W60. This weight of oil suits our application, since drifting isn't like circuit racing where there's a prolonged warm up and cool down period. Whilst we do what we can, the engines go from idling to absolutely flat-out limiter bashing for 30 - 40 seconds, then back to idling again. I also run a forged engine, with ring gaps optimised for high boost pressure and Nitrous Oxide; so the correct engine oil is really important.

For the gearbox we use Gear Competition 75W140 as recommended by the manufacturer. HGT Precision gearboxes are works of art, but so is their operation and we want to prolong that as long as possible, especially with the violent loads put onto the drivetrain when drifting.

For the differential we run a shimmed LSD, which works much like a mechanical two-way. The best suited oil we have found for this is the Gear 300LS 75W90. Minimising heat soak in the brake and clutch systems we chose the RBF660 since it's compatible with Dot4 specified systems, but also has great heat resistance. If you know anything about drifting techniques, you'll appreciate just how important the clutch operation is for modulating your power delivery and grip.

WHY DO YOU CHOOSE MOTUL OVER OTHER LUBRICANTS?

We don't like to take chances on quality or reliability, and from our initial interactions with Motul and seeing how seriously the brand takes their motorsport and lubricant development, we knew that it was a brand to trust. I don't think I've seen any other lubricant company have a Dakar-capable oil laboratory!

HOW DO YOU SPEND YOUR FREE TIME?

What's free time?! Our team eats, sleeps and breathes drifting - so we have very little downtime 'away' from it as it's what we love doing! In the evenings when I'm not at a workshop, I'll most likely be practicing on my home simulator rig alongside other competitors and friends. When I do deviate from drifting, I like to get up to adventurous activities, I play a little Airsoft when I can or dabble in downhill mountain-biking.

HOW HAS THE CORONAVIRUS IMPACTED YOU?

I'm very fortunate in the fact that I work for an essential service, so I've continued working throughout the pandemic as a keyworker.

WHAT IS YOUR FAVOURITE FILM AND ACTOR?

I'd have to say that my favourite film is Event Horizon - I've got a real soft spot for sci-fi horror. Can't say I've got a favourite actor though, different people are suited to and excel at different roles - much like motorsport I guess!

WHAT IS YOUR GUILTY PLEASURE?

Well considering my background playing in metal bands in my younger years, you could say my guilty pleasure is listening to Johnny Cash when I'm TIG welding. No idea how it happened, but I've discovered that my welding turned out loads better!

WHO WOULD YOUR IDEAL DINNER DATE BE?

That would be telling.

WHAT IS YOUR PROUDEST MOMENT SO FAR?

The first time my 1jz-gte engine fired up after a friend and I built it in my small workshop. I'd never built an engine before - so why not build an incredibly tight tolerance forged engine to run over 600bhp for a first attempt?

WHAT IS YOUR FAVOURITE SMELL?

Two-stroke mix. That nostalgic smell spells fun by the bucket load!

WHO IS YOUR FAVOURITE ALL TIME MOTOR RACING DRIVER?

This has to Naoki Nakamura, ever since I saw him drift I wanted to be that aggressive and consistent. He's still by far one of the most exciting drivers you could ever watch.

WHAT ARE YOUR DREAMS AND ASPIRATIONS FOR THE REMAINDER OF THE YEAR?

To go out and put on a show bigger and better than last year! We have big plans (although they're currently a little secret), so we'll be focussing on making them a reality.



[CLICK HERE TO SEE OLLIE AND THE FULL INTERVIEW](#)

Olly's Car - Nissan PS13 Silvia Technical Specifications:



Chassis: Nissan PS13 Silvia
Engine: 2.5ltr Toyota 1jz-gte
Power: 675bhp (with full range Nitrous).

Engine Modifications: Single Turbo BW S366sxe, 8.5:1 compression ratio, ported and polished head, Crower 264 camshafts with BC valve springs and titanium retainers, fully forged block, Wet Nitrous System mapped to boost levels, Link ECU, 320a Alternator (and too much more to list).

Drivetrain: HGT Precision Sequential Gearbox, one-piece prop, Nissan GTR LSD, hubs and driveshafts.

Suspension: Wisefab front and rear control arms and hubs (65 degrees of steering lock and no rear camber gain), Tein suspension, Electric Power Steering conversion.

#60



JAMES GLICKENHAUS: A Vision To Build Race Cars For The Road

James Glickenhaus' love of cars is well documented. The avid car collector owns some of the rarest and most unique vehicles ever made. But for the past few years, the aficionado has been working on his own road car and racing company, Scuderia Cameron Glickenhaus. As the company prepares for record sales and a busy motorsport season ahead, we speak to James about the new lubricant and technical partnership with Motul.



JAMES, WHAT IS SCUDERIA CAMERON GLICKENHAUS?

We're a car company. We manufacture and sell road vehicles, from the SCG004 sports car to the Glickenhaus Boot. This year we are hoping to deliver 30 to 40 road-legal vehicles, and we will look to grow very quickly to about 300 road-legal vehicles a year.



DO YOU OPERATE INTERNATIONALLY OR ONLY IN NORTH AMERICA?

Initially, we only sell them in North America because our cars are homologated and legal in the United States, but we are expanding that homologation, and we have tremendous interest from Europe, Asia, the Middle East and other parts of the world, so I think eventually we will sell worldwide.



UNLIKE A LOT OF OTHER HYPERCAR MAKERS, YOU TAKE YOUR CARS RACING, TOO. HOW DOES YOUR RACING ACTIVITY INFLUENCE YOUR ROAD CARS?

We're at the stage where Ferrari used to be, which is we use racing to develop and improve our cars. And all of that information goes into our road-legal cars, and it is the sole advertising that we do. Racing is very important to us because it allows us to test our cars, to develop them, and learn from them, and everything we learn goes directly into our road vehicles. What we learn at the Baja, the Nürburgring and Le Mans enables us to take a further step forward and to operate at the edge of engineering. This year we will race in the Nürburgring 24 Hours, WEC and Le Mans as well as the Baja 1000.

YOUR LOVE OF RARE, UNIQUE CARS IS WELL DOCUMENTED. DID THIS INSPIRE YOUR JOURNEY TO CREATE YOUR OWN CAR MODELS?

I have always loved beautiful race cars and I began collecting them when I made money in my film career. I love taking race cars and converting them so they can be driven on the road. And this vision of race cars for the road eventually turned into us designing, building and engineering on our own. Our first fully hands-on car was the SCG003. It's the first vehicle that we built, designed and engineered from the ground up. Initially, we envisioned that as a race car only, but then we said "hey, you know this would make a fantastic road car". So, we engineered a road version of it, and we've sold a number of those to customers and we are going to deliver another one very soon.



WHAT ATTRACTED YOU TO PARTNER WITH MOTUL AS YOUR OFFICIAL LUBRICANT SUPPLIER?

Motul has a long and wonderful history. It began in New York and eventually wound up moving to France, and it started out making lubricants for the industrial age before moving into motorsports. And we're delighted to be a part of it. Motul is also racing at places like the Dakar and Baja. They're really enthusiastic and they actually send people to these races to make the oil better. This is a great plus for us. I'm especially happy that Motul's technical experts will be working with our engineers to customise the lubricants where necessary to our vehicles as they drive and race from the Baja to the Nürburgring, to the WEC, to Le Mans and onto Paris to Dakar. Three of our collection cars, our Ford MK-IV, our Ferrari P 3/4 and our Ferrari 412P raced against each other at Le Mans in 1967 and I remember Motul's sponsorship of that race fondly."



[CLICK HERE WATCH THE BAJA BOOT BUILD MOVIE](#)

CATERHAM RACER Jonathan Gibbs

"Normally You Have To Change The Gearbox Oil Every Hour"

CATERHAM



Jonathan Gibbs' life revolves around cars. When he's not working for Ford as an engineer, he can usually be found either in his garage working on his Caterham R300 or Clio Cup racer, or at a track day blowing away the cobwebs. And when it comes to fluids, there's only one brand Jonathan trusts to keep his cars in tip-top condition. Motul.

JONATHAN, TELL US MORE ABOUT YOUR CATERHAM BUILD

I used to race Caterhams in the Magnificent Sevens championship. I stopped that a couple of years ago. Around that time, I started building this red R300 car that I have now, which has taken about a year to build. I bought it as a race car when I was racing. After I stopped, I basically built it using all the spares that I had for racing.



HAVE YOU STARTED RACING AGAIN OR DO YOU USE THE CAR FOR TRACK DAYS?

Since I stopped racing, I've just been upgrading the car and doing track days. I've also taken it to the Nürburgring three times. The first time was just after I'd built it. Last year was the first time I took it on a trailer. Before that, I'd always driven it there. I'm going to trailer it from now on [laughs].

WHAT'S IT LIKE DRIVING A CATERHAM FROM THE UK TO THE NÜRBURGRING?

It's such hard work driving it there. It's loud and doesn't have much room (of course, it's worth it when you get there!). It also always seems to rain when I'm driving there.



AS WE'VE SEEN ON INSTAGRAM, YOU'VE BEEN USING MOTUL IN YOUR CAR. WHY DID YOU CHOOSE MOTUL AND WHAT SORT OF DIFFERENCE DO YOU THINK IT MAKES TO THE PERFORMANCE AND RELIABILITY?

Yes, I used Motul for years on my race car for the sequential box. And then on this car I've used it for the gearbox, too. I think it just makes the gearbox last a bit longer. The longevity of it seems a lot better than other fluids I've tried. When you take the gearbox apart, you can actually see the lubricant coated to all

the gears, whereas with other fluids it doesn't really stick and just runs off. Normally you have to change the gearbox oil every hour or so, but with Motul it seems like we can get away with running it a bit longer, maybe for three or four hours.



WHAT DO YOU DO WHEN YOU'RE NOT RACING AND TINKERING ON YOUR CATERHAM?

I'm a software engineer working on the Ford Transit. I've been doing that for 13 years. I've also got a Clio Cup that I rebuilt, and also use for track days.

HOW'S THIS YEAR LOOKING FOR YOU?

We're going to the Nürburgring again in September, and then the normal track days in the UK. I might do a few sprints and hill climbs as well. But it really depends on Covid-19. A lot of track days have been cancelled already and all the tracks are shut until lockdown ends.



WILD CAMPING IN A PORSCHE

with Brock Keen



American Brock Keen has become an accidental cult figure, inspiring Instagram followers around the world to join him, metaphorically at least, on a new kind of automotive adventure. Combining his passion for Porsche with a love of the great outdoors, his road trips have become a social media sensation – and so has his unmistakable 911. A chance visit to an outdoor shop would go on to transform Brock Keen's life. The roof-top tent was originally destined for his Range Rover but has since made it onto the top of his Porsche 911 (996). In the two years since, he's been sharing his wild camping adventures with his thousands of followers on his "996roadtrip" Instagram page. We interview Brock to find out more...

BROCK, FIRST OF ALL, A TENT ON A 911?

The tent makers are pushing these rooftop tents for big SUVs and trucks. I'm like, no, no, you've got it all wrong. I've tried it on my Range Rover, and honestly, it's so much better on a car. It's easy to close up. It takes me four minutes to set it up, start to finish. I open it up and I'm done. On a truck or SUV, it's going to take me 10 minutes because I have to climb onto the roof.



WHAT'S THE APPEAL OF ROOF-TOP CAMPING?

It's so cosy. It's me, my wife and my dog up there. It makes me happy. I really just like to get in my car with my tent, and then find a quiet place away from everyone. That's so fulfilling for me, to just unplug and be somewhere where there's no one else.



WHERE DO YOU TRAVEL TO WITH THE 996 AND THE TENT?

Where we live, in the Pacific North West, we're in the heart of the outdoor world. An hour and a half from the ocean, an hour and a half from the mountains. I've got rivers and lakes in between. And so, what I really like to do is just go camping and travel.

WHAT HAVE YOU BEEN UP TO IN THE PAST FEW MONTHS AND WHAT'S ON THE HORIZON?

2021 has been off to a great start for me. We've already managed to get a few camping nights in, and I've started working on a short film series with a couple of guys who also aren't afraid to put their Porsches to use in unconventional ways.



YOU'VE HAD AN AMAZING RECEPTION ON SOCIAL MEDIA FOR YOUR EXPLOITS. WHAT IS IT THAT DRIVES THIS INTEREST IN YOU AND YOUR CAR?

Nowadays with social media, people are really in tune with authenticity. And if they feel they're being sold something, or they feel they're being pitched something, they're going to push that away. They've realised that what I do is real. And if you want to tag along, by all means hop in the passenger seat, let's go.

HOW'S THE 996 AS A TRAVELLING COMPANION?

The 996 gets a bad rap, but you know, I've had a G-body 911, a 993, Boxsters, I've had all sorts of different Porsches over the years, and this has been the best of them all. I have always been the guy who likes an underdog and the 996 has that reputation. Also, to me, the 996 represents a line in the sand for the Porsche brand, the transition from air-cooled to water-cooled is a defining moment for Porsche and I love that aspect. And for the time being, they are also still very affordable so with the right budget and patience you can find a 911 to check that Porsche box in your life.

AFTER A COUPLE OF YEARS ON THE ROAD, WHAT'S BEEN THE MOST MEMORABLE MOMENT?

It's hard to pick just one but anytime I get asked this question I think about my first long Porsche camp trip down to Rennsport Reunion VI. Camping at Laguna Seca and shocking some fellow Porsche owners with my unique overnight accommodations.



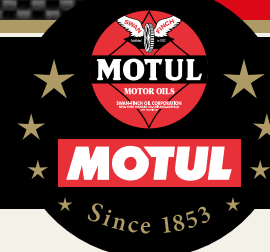
YOU'RE NOT SPONSORED OR PARTNERED WITH MOTUL, BUT YOU HAVE USED MOTUL PRODUCTS IN THE PAST. WHAT WAS THE REASON FOR THAT?

I enjoy doing my own services on our cars and I'm also the person who likes to research the products I'm going to use. It was easy to discover Motul is Porsche approved and it didn't take long to determine it was a top choice of shops that maintained some high-end customer cars. That made the choice easy.



[CLICK HERE SEE BROCK 996 ROADTRIP](#)

The Stunning Rolls Royce Phantom II



Motul's highly reputational lubricants go back a long way and Motul has an unrivalled history in the development and innovation of lubricants. As classic cars from yesteryear continue to grow in value and popularity, we take a look back in history to the 1930's decade and review a car from that era – the amazing Rolls Royce Phantom II. We consider what made the car special and what lubricants are recommended for the astonishing vehicle today.



The Rolls-Royce Phantom II was the third and last 40 – 50 horse power models, replacing the original New Phantom in 1929. It used an improved version of the Phantom I engine in an all-new chassis. A "Continental" version, with a short wheelbase and stiffer springs, put new automotive luxury at the fore for willing payers. Continental models were the rarest and most coveted. These two-seat versions of the car were also the ones where the coach builders of the day really got creative.

With 1680 cars produced from 1929 to 1936, the Rolls Royce Phantom II was the height of luxury in the 1930s.

The engine in the Phantom II was the sort of thing that you just don't see anymore, a 7.7-liter inline-6. This carried over from the Phantom I, but was upgraded in several ways. The push-rod overhead-valve cross-flow cylinder head was now aluminium, and featured a twin-spark system.

This giant engine produced 120 horsepower, which wasn't a lot for an engine that size even in 1930. The engine was designed for smooth power delivery, rather than to have a whole bunch of power up at the top end. Still, the shorter wheelbase and stiffer chassis of the Continental did make for a car that could at least corner.

Driving any properly maintained Phantom II is a marvellous treat. Sublime delivery from the engine, enables this 2-ton beauty with majestic ease and, once rolling, the worm-and-nut steering is precise and superbly weighted. With such reserves of torque, the gear change is barely needed but the action via a deep gate and lovely smooth movement is a joy to operate.

The mechanically servo-assisted drum brakes also inspire, pulling up the big car strongly in an emergency, while the ride, despite the Continental's sportier specifications – with flatter springs and fewer leaves at the rear – is still serene.

A Star of the Silver Screen, featuring on many films over the years, the Phantom II is a true classic in every sense. Today it could be compared to a private jet, the height of luxury and yet so personally finished.

Motul Lubricants are able to provide the correct detergent level and performance lubricants for these beautiful classics, so helping to avoid wear and tear and maintain an astonishing drive.

Motul's lubricant recommendations for this vehicle would include:

ENGINE OIL

CAPACITY 7,96 LITRE
CLASSIC SAE 30



REAR AXLE OIL

CAPACITY 1,14 LITRE
90 PA



GEAR OIL

CAPACITY 3,98 LITRE
CLASSIC SAE 30



PROP SHAFT OIL

GEAR 300

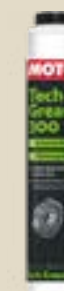
HD 80W-90

GEARBOX 80W90



WHEEL BEARINGS

MULTI GREASE 200
TECH GREASE 300



STEERING FLUIDS

MOTULGEAR 75W-90

HD 80W-90

GEARBOX 80W90



SHOCK OIL

CLASSIC SAE 30



MOTUL

8100 X-CLEAN+ Special Edition Drum Now Available

We are happy to announce that the 8100 X-CLEAN+ special edition drums are now available. The iconic **MOTUL** drums are back and are a real eye-catcher for your garage workshop or salesroom.

Order a 60L special edition drum and receive a seat cushion free of charge. The 208L drum comes with a free table top.

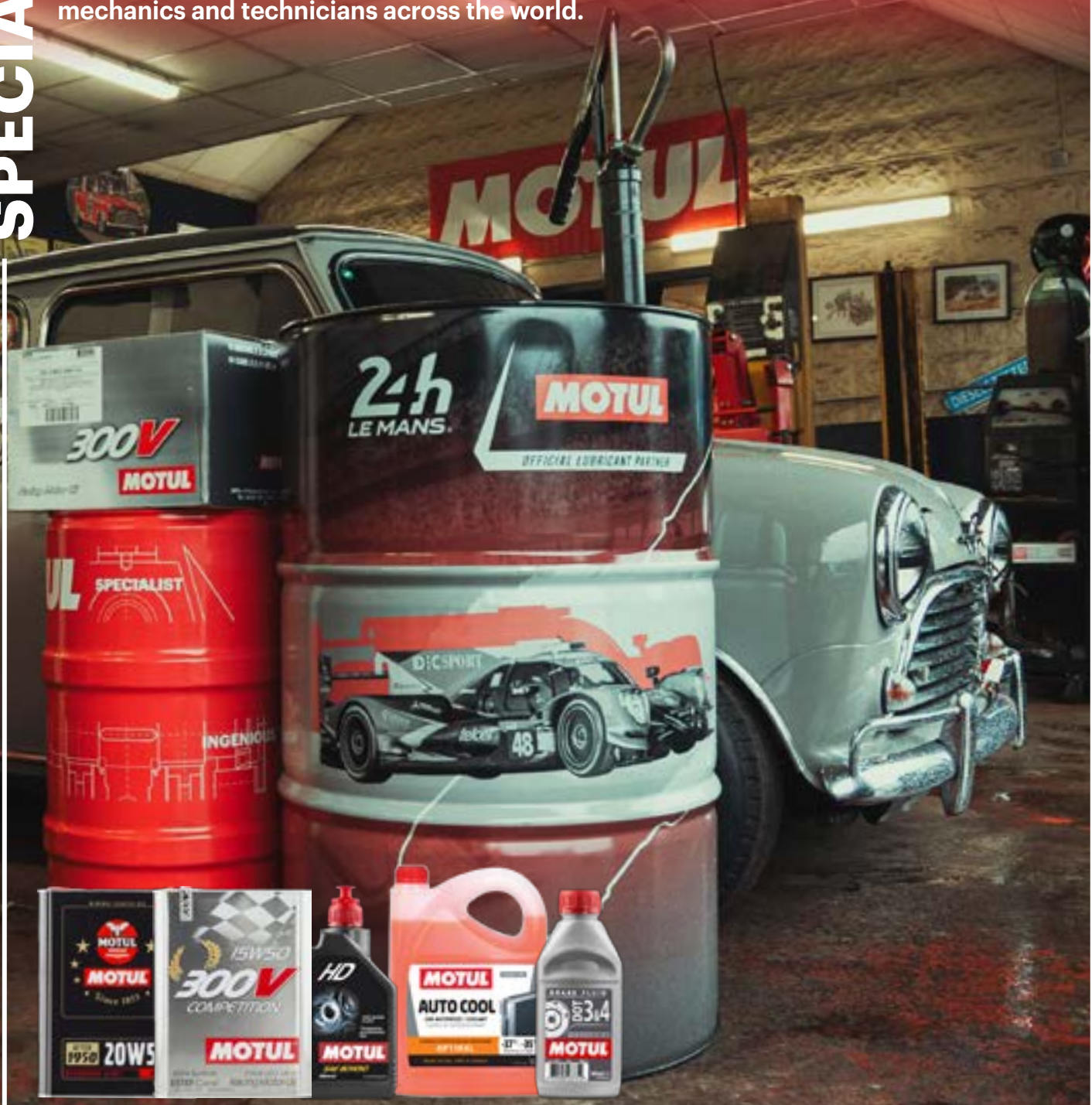
Call: 01353 723373 to order, available while stocks last.



PERFORMANCE LUBRICANTS

SPECIALIST

Oil is the lifeblood of an engine and performance vehicles need only the best lubrication to win under arduous conditions. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality lubricants, used by drivers and race teams, mechanics and technicians across the world.



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.

To order online or for more information contact:
☎ 01353 723373 ✉ motul@withamgroup.co.uk

withammotorsport.co.uk

