

Revolution

May 2021

The official magazine of  motorsport uk

LICENCES TO THRILL



FEATURE:

EDUCATING AND
INSPIRING FUTURE
GENERATIONS

VANTAGE POINT:

ELECTRIFYING
RALLYING WITH
MALCOLM WILSON

INSIGHT:

PETROL AND
ELECTRIC VEHICLES
GO HEAD-TO-HEAD

PLUS MY MOTORSPORT • WHAT'S ON • RESULTS

CEO's MESSAGE

Hugh Chambers



As we emerge from the shadows of the pandemic, we hear wonderful stories of successful events and communities coming together again for the first time for many months, and in some cases for over a year. One of the great things about sport is that it allows everybody escape from the challenges of everyday life and to immerse themselves in the excitement and passion of competition. We are particularly grateful that so many of our members have returned so swiftly to motorsport, whether as competitors, officials, marshals or working in the medical and rescue and recovery teams. The pandemic's immense global challenge has caused everybody to take stock and weigh up their priorities. It is therefore particularly gratifying that our sport is bouncing back with such vigour.

However, we need to temper our excitement with the fact that not all regions and countries, or disciplines of the sport, are fully operational as yet. As we work with our

government at a national and local level, we have pushed hard to navigate the legislation which is often of a blanket nature designed for every shape and size of sport and does not necessarily recognise the unique nature of motorsport operating in what are generally large and open-air venues. Nonetheless, I am confident that the entirety of the UK, and all of our disciplines will back to full strength as we progress through the summer months. We have to hope that the extraordinary vaccination programme that the UK has initiated will keep everybody safe and secure in the future despite the threat of further variants. So, in many ways we should be extremely grateful for the position that motorsport finds itself in, with our clubs emerging intact and most championships and promoters having found a way to weather the storm. Our competitors are resilient and committed, as the extremely high levels of licence applications across all categories, resulting in sell-out events and bumper grids attest.

That said, the uncertainties in some sectors of the UK and in some disciplines, in particular rallying, has left some people concerned about their ability to find events across the grassroots of the sport. As this month's lead article explains, the RS Inter Club licence provides drivers with an incredible array of competitions that they can enter - from Hill Climbs and Sprints to Trials and AutoSolos. One of the many fascinating aspects of our sport is how with one licence you can take part in so many different types of events, and often using the same vehicle which may well be unmodified from its road registered condition and can be driven to the event. So, if you have not yet taken out your new licence for 2021, do follow the links in the feature and see what a fantastic range of events have already been planned, and hopefully you can get back behind the wheel and competing at one of these events over the summer months.

Although we are not back to normal just yet, the indications are positive, and we could be forgiven for thinking that means that motorsport has a safe and secure future in this country. However, I think we all know that there are some tectonic shifts in the post-COVID-19 landscape that mean motorsport is going to face some stiff headwinds and an uphill climb.

The most obvious challenge that is now becoming more and more prevalent is the advance of electric propulsion for vehicles. We have spoken before about our support for the principles behind electrification for the benefits that are delivered at the point of use, and thus they are ideal for urban and inner-city areas that suffer from vehicle pollution. In fact, we are embracing the integration of electric propulsion in UK motorsport with the specific regulations published last year and the confirmation of electric and ICE cars competing side by side, as detailed in this issue of the magazine.

However, the complexity of measuring the real emissions and carbon impact of electric vehicles is only just beginning to be understood. The manufacturing of batteries and critical components in an electric vehicle is a complex and energy-sapping exercise that in itself creates a level of pollution that places the vehicle in a net deficit that lasts for several tens of thousands of miles before it reaches net zero. The news right now is full of the

concerns with the very limited supply chain for precious metals that are essential for battery production as they are sourced from a handful of countries and controlled by global powers that may not always be favourable for us. On top of this there are still many challenges for electric vehicles to present the same user experience that we are all used to for refuelling and consequent range of travel. Of course, the latest electric vehicles are wonders of technology, and have demonstrated just how swiftly vehicle manufacturers can embrace a whole new level of engineering. But the huge surge in adoption has been driven very much by significant government subsidies (and specifically the tax benefits for electric company cars) which is a legitimate and laudable mechanism, but the underlying wisdom of a wholesale shift to electric at the expense of any alternative is worrying.

There is an estimated 1.4 billion vehicles in the world today, of which all but a very small handful are powered by internal combustion engines. The prospect of switching this enormous fleet from petrol and diesel to electric propulsion is simply infeasible in any realistic timeframe. And although western countries have now made bold moves to ban the internal combustion engine from sale, as soon as 2030 in the UK, this will leave a residual vehicle population that continues to emit toxic fumes for decades to come around the planet.

"One of the many fascinating aspects of our sport is how with one licence you can take part in so many different types of events"

It is with all of this in mind that Motorsport UK is seeking alternative solutions that will allow net zero fuels to be developed, tested and demonstrated in competition vehicles so that this technology could be deployed and rolled out across the existing hardware with no modifications or additional expenditure but could shift to a net zero emissions status. The development of these synthetic net zero fuels has been slow until now, as the process is new and initially costly, but ultimately given



the fundamental simplicity of the concept which is to synthesise a fuel from natural elements - with the input of renewable electricity for the chemical reaction - it is only a matter of time before the giant petrochemical companies/nation states recognise the opportunity that lies in this route for their vast infrastructure and retail networks to deploy such a solution. It is at that tipping point that these types of fuels will become readily available, but in the meantime, there is a danger that the bridges are being burnt in the name of pure electrification.

"It is Motorsport UK's intention to introduce certain championships that will run purely on net zero fuel as soon as 2022"

We see it as an urgent priority for motorsport to be in the vanguard of demonstrating the viability of these new fuels, and I'm delighted that the FIA has now announced that the WRC will be moving to a net zero fuel from 2022, soon to be matched by other FIA series. These major showcases of technology will capture the imagination of the media and fans around the world, which should be the accelerator of acceptability that gives political legitimacy for our leaders to recognise that there needs to be a dual approach to solving the problem of net zero transportation.

The leading F1 engineer, Paddy Lowe, has established a new enterprise focused on these Net Zero fuels. "The need to move away from fossil fuels has never been clearer," says Lowe. "We are in a climate emergency. Electric vehicles are fantastic for many situations where weight and endurance aren't performance imperatives. However, the low energy density of batteries compared to liquid petroleum fuels (gasoline, kerosene, diesel) means there are many applications where electric power isn't an option and won't be in the foreseeable future."

Zero Petroleum's vision is to become a leading supplier of carbon-neutral fuel, created by recycling water and carbon dioxide using renewable energy. "The fuel we will produce is a drop-in solution," explains Lowe. "It will enable vehicles to run without any engine modification, creating a perfect net-zero carbon energy source for the transportation, motorsport, and classic car industries. The advantages of Zero Petroleum lie in their ease of application. They can be used in combustion engines and plug-in hybrids and can make use of the existing network of petrol stations."

It is Motorsport UK's intention to introduce certain championships that will run purely on net zero fuel as soon as 2022, which will deliver a practical demonstration

of the way that these fuels can provide exciting affordable and technically viable solutions at a national level of competition.

There is one further area that gives us real cause for concern in the long-term sustainability of motorsport in the UK, and that is the evolution of an ever-greater distance between young people and the automobile. In an article in The Times last weekend a study by the Department for Transport has shown that in the age group 17-20 there has been a drop from the early 1990s when around 50% were in possession of a driving licence, and would drive regularly, to 2021 where this has dropped to below 35%. To think that only one third of that population is now driving is a clear indication of the lack of connectiveness that youngsters are feeling towards the car and its relevance in their lives. They cite the cost as the principal reason for not wishing to even take driving lessons let alone invest in a car themselves. It is in stark contrast to my generation, for which getting a driving licence and getting a car was such an enormous priority at the age of 17, with all the ensuing freedom and excitement that came with it.

There are many reasons why younger people feel less inclined to take these steps as they reach their late teens, and certainly the cost of insurance and maintenance run high on this list, but I feel there is also something more fundamental and not really measured in the research that was undertaken. I don't think that young people today view the car as an object of fun and enjoyment, but largely as a utility that gets them from A to B. On that basis they are as happy to take an Uber as they are to bother with the hassle and expense of getting a licence and owning a car.

At the heart of this issue is the lack of visibility for motorsport to be seen by mass audiences. It is with great credit that TOCA and Alan Gow have managed to maintain

and even expand the visibility of the BTCC through their contract with ITV, which is a tremendous platform that runs all day long. The production values that Sky has brought to Formula 1 are undoubtedly considerably higher than they were even 10 years ago, with a corresponding uplift in the spectacle. But there is a problem here and it is simply that there is a new generation who do not consume their media through either terrestrial television or via a subscription service such as Sky, that sits behind a paywall. This issue is significant for us, as this cohort are therefore blind to the excitement of motorsport competition and have at best only a vague inkling of what is involved. We therefore need to bridge the gap into their world, and lift motorsport back into a populist environment that gives exposure and oxygen to our story.

The world of Esports grows bigger every year and our efforts in digital motorsports need to be redoubled if we are to get our fair share of the attention of teenage kids and expose them at an early age to the excitement of handling a vehicle, albeit in a virtual way. In terms of broadening the appeal and promotion of motorsport to new audiences, the FIA is placing huge resources and energy behind the FIA Motorsport Games that will be held at the end of the year at Paul Ricard in France. By turning a multidiscipline event into a nation versus nation competition it gives us a platform that has a much more accessible backdrop. Think of the sports that you will watch at the Olympics that you have possibly never viewed before, or at least in any depth. For the Motorsport Games we will be there with Team UK and will maximise the opportunity to reach new audiences and new media with this compelling new format and event.

Whilst we greet the post-pandemic era of motorsport, we are very focused on what lies beyond and the challenge to everybody in the community to ensure we remain relevant, exciting and accessible to future generations.

Kind regards,

Hugh Chambers
CEO, Motorsport UK

"We need to lift motorsport back into a populist environment that gives exposure and oxygen to our story"

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CONTENTS

In this month's *Revolution*: Why an RS licence is the key to unlocking motorsport opportunities, exploring options for educating and inspiring the next generation, new regulations that allow EVs and ICE cars to race together, Malcolm Wilson's Vantage Point on hybrids in the WRC, and much more.



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PLUS What's On + My Favourite Corner

UP TO SPEED

LATEST NEWS



RallySport Media

DEVOLVED NATIONS UNLOCK MOTORSPORT

A number of disciplines have seen a welcome return to competitive action

Following the resumption of motorsport in Guernsey and England over the Easter weekend, four more devolved nations have welcomed a return to competition with Jersey, Northern Ireland, the Isle of Man and Scotland getting their seasons underway.

Northern Ireland saw its first event in 123 days with Larne Motor Club holding an Autotest on 24th April with 50 competitors taking to the course. With the easing of restrictions we can continue to look forward to more events being unlocked and the return of spectators once again in Northern Ireland. For further details and to find your nearest event or club, visit: www.anicc.org.uk



Ulster Rally



Jersey held the first round of its Kart Championship, organised by the Jersey Kart Club, while the Jersey Motorcycle and Light Car Club staged its first rally of the year on 24th April, with a hill climb and sand racing season to follow.

On the **Isle of Man**, an AutoSolo and the opening round of the Mylchreests 4x4 Challenge, organised by the Isle of Man Fourwheel Drive Club, got the Manx motorsport season underway, with local residents able to look forward to autotests and a return to rallying through Manx Autosport Ltd.



Competitive action returned to **Scotland** at the start of May with competitors now able to travel to events in Scotland and other parts of the UK. Several events signalled the restart of the sport including an Autotest organised by East Ayrshire Car Club, a Tyro Trial by the Buchan Off Road Drivers Club, Treasure Hunt organised by the Tay 4x4 Off Road Club and a Trial run by the Edxell Off-Road Club. Dual occupancy is currently permitted on some Scottish events where occupants are from the same household. Motorsport UK is seeking a start date for when events can run with multiple occupancy of vehicles from mixed households. To find your nearest club, visit the Scottish Association of Motor Sport Clubs at: www.scottishmotorsportsclubs.co.uk/



Meanwhile, registrations have flooded in for the **2021 Motorsport UK Pirelli Welsh National Rally Championship**, which features 14 different classes designed to attract a wide variety of cars and drivers and including, by popular demand, a new category for Road Rally cars. The opening round of the championship is the Nicky Grist Stages on Saturday 10th July. Find out more about the 2021 Motorsport UK Pirelli Welsh National Rally Championship at: wnrc.wamc.org.uk

"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. I would like to say a big thank you to all of our officials, marshals, competitors, clubs, rescue and recovery crews and medical teams for their diligence, hard work and perseverance throughout the lockdown, and for contributing to the development of the latest guidance and protocols that have allowed the sport to restart. It is the community as a whole who will make sure this summer we have a safe, fair and fun celebration of motorsport across all the different disciplines."

All the latest COVID-19 guidance is available in both the dedicated Resource Centre and COVID-19 sections at: www.motorsportuk.org



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A TRIBUTE TO HRH PRINCE PHILIP

Prince Philip took a keen interest in motorsport. In 1952 he accepted the role of President in Chief of the British Racing Drivers' Club (BRDC), a position he held for 42 years.

Prince Philip always took a keen interest in the BRDC's affairs, attending the 21st Anniversary Dinner in 1948, the Daily Express BRDC International Trophy in 1950, and opening the new Silverstone Pits in 1975 amongst other events. He became one of the BRDC's oldest members, retaining a keen interest in both the club's activities and Silverstone.

As a mark of respect during the ceremonial funeral of His Royal Highness The Prince Philip, Duke of Edinburgh, organisers of motorsport events taking place on Saturday 17th April observed the national minute's silence at 3pm.

His Royal Highness The Prince Philip, Duke of Edinburgh talks with Graham Hill, who finished eleventh in what became his final Formula One race performance.

BRDC Daily Express International Trophy, Silverstone, England, 13 April 1975.

Photograph courtesy of Motorsport Images





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TAKING A STAND AGAINST ONLINE ABUSE

Motorsport UK joined the Social Media Boycott alongside English football and other sports in calling for action to **#StopOnlineAbuse #NoRoomForRacism**

A number of UK National Governing Bodies (NGBs), national and international championships, sports broadcasters and athletes stood shoulder to shoulder with English football's four-day Social Media Boycott, which took place from 30th April - 3rd May.

The Boycott was in response to online abuse targeted at professional athletes and others in sport.

Motorsport UK has a clear commitment to Equality, Diversity and Inclusion, and during its work to establish the EDI Committee and Sub-Committees it has come to light that members of our community have been the subject of online racial abuse. This will not be tolerated and steps are being taken to ensure that social media is a positive space for the motorsport community to come together and celebrate the sport.

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MOTORSPORT UK IS SEEKING NEW MEMBERS FOR ITS COMMITTEES IN 2022

As motorsport's national governing body, recognised by the FIA as the official ASN for the UK, Motorsport UK is charged with the management and development of the sport in a safe and fair manner, allowing many thousands of people to enjoy the sport fully. At the heart of its governance lies the committee structure designed to ensure that there is a balanced development of ideas and proposals.

Motorsport UK's committees are made up of motorsport enthusiasts and professionals, drawn from clubs, teams, manufacturers, competitors and officials – in fact the widest

possible cross section of our sport. They all kindly give their time and energy to help ensure we have a safer, better managed sport, with fair play at its heart. In total over 250 people sit on the wide diversity of committees, sub-committees and advisory groups.

Every year we invite applications to join this community, as some members retire and we seek fresh thinking and perspectives. If you would like to get involved in creating the future of motorsport and feel you could contribute your experience, please get in touch.

DISCIPLINE SPORT COMMITTEES	SPECIALIST COMMITTEES	APPLICATION
- Autotest Committee - Cross Country Committee - Historic Committee - Kart Committee - Race Committee - Rallies Committee - Speed Events Committee including: - Autocross & Rallycross Sub Committee - Dragster Sub Committee - Sprint & Hill Climb Sub Committee - Trials Committee - Volunteer Officials' Committee including: - Clerks' & Stewards' Advisory Group - Marshals' Advisory Group - Training Advisory Group	- Judicial Committee - Kart Technical Advisory Group - Medical Committee - Medical Advisory Group - Safety Committee - Rescue & Recovery Advisory Group - Technical Committee - Timekeeping Advisory Group	Please e-mail your motorsport CV along with a letter explaining why you feel you can contribute to the future development of motorsport to: committeeinterest@motorsportuk.org by Friday 2nd July. Please state which committee you are applying for. The Nominations and Appointments Committee will review all applications received and submit recommendations to the Motorsport UK Board for approval. New members will be informed of their appointments in September.
	NEW COMMITTEES - Equality, Diversity & Inclusion Committee - Sustainability Committee	

MOTORSPORT UK ANNOUNCES NEW MEMBER BENEFIT PARTNERS



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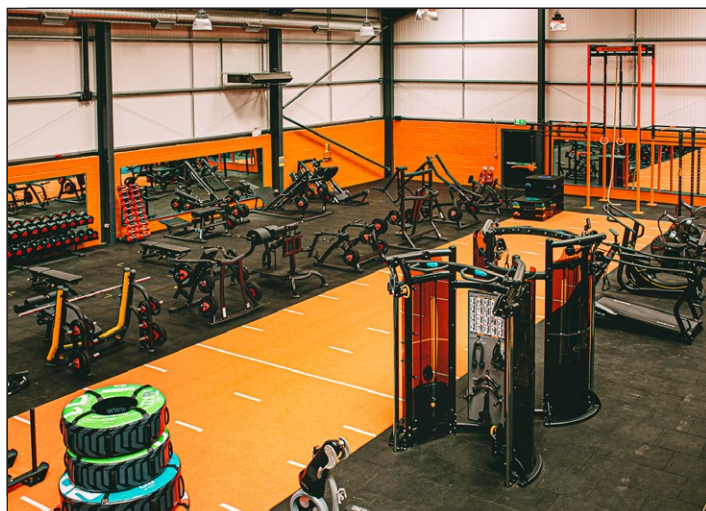
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THE INTERCOOLER


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For more information or to access these discount codes, simply log in to your Motorsport UK membership portal at: members.motorsportuk.org

JOHN WRIGLEY

Motorsport UK would like to pay tribute to John Wrigley, who sadly passed away following an accident at Darley Moor Circuit on Monday 3rd May.

John was a much-loved member of the superkart fraternity. He returned to kart racing in 2015 and was a staunch supporter of all superkarting events, enjoying the camaraderie of the 450 'Happy Gang' who loved the competition on track and the social scene away from it.

John was leading the 2021 450 National championship class and was due to contest the upcoming Motorsport UK British Superkart Championship this season.

John will be fondly remembered driving the number '54' Anderson at circuits up and down the country. Our thoughts are with his family, friends and fellow competitors.

BRITISH CROSS COUNTRY JOINS MOTORSPORT'S RETURN TO THE FOREST TRIAL

Two test events will facilitate the preparation of supplementary insight and guidance

Following the announcement last month that motorsport competition is returning to the Forestry England estate, Motorsport UK has confirmed that a second event will form part of the test event weekend, with a round of the British Cross Country Championship set to be held on 25th-26th September.

As a result of ongoing consultation between Forestry England and the governing body for UK motorsport, the British Cross Country Championship

will now be able to host a round of the series in the Kielder Forest on the same weekend as the Trackrod Rally takes place as a test event in Yorkshire.

The two-day event will also be used to test Forestry England's capacity for restarting large scale events – this time in the northern region of the country. This will facilitate the development of any supplementary guidance in preparation for other events accessing the forests shortly afterwards.

Motorsport UK CEO, Hugh Chambers, commented: "We are grateful for the continued dialogue and support of Forestry England, and delighted to see another of our disciplines return to the forestry estate. Together with the Trackrod Rally, we will be able to gather valuable insight from these two test events and help shape any future guidelines and protocols across our disciplines."

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BTCC BACK ON THE GRID

2021 season comprises 30 races across ten events at eight venues around the UK

The 2021 Kwik Fit British Touring Car Championship (BTCC) was officially presented at Silverstone on 22nd April, as a capacity grid took to the famous circuit during the annual season launch event.

The championship gets underway at Thruxton on 8th-9th May with a stellar line-up of proven contenders, young challengers and returning champions battling it out in racing versions of familiar road cars from eight different marques. Although the first event of the season is set to take place behind closed doors, spectators are able to return trackside from June onwards.

The scene is set for another sensational season, with reigning champion Ash Sutton heading the 29-driver grid, chased by a host of legendary names including Jason Plato (back after a one-year break), triple-champion Gordon Shedden returning from a three-year sabbatical, and Colin Turkington will be out for that fifth drivers' title having been denied last year.

It is not just the glittering list of former champions that will be considered contenders, as a number of young chargers

have been fighting at the front for several years including former championship runner-up Tom Ingram who has swapped Toyota for Hyundai machinery and Rory Butcher who has taken the vacant seat at Toyota Gazoo Racing UK.

Fresh from contesting three rounds at the end of the 2020 season, Jade Edwards joins BTC Racing and becomes the first full-time female BTCC driver since 2007.

Alan Gow, BTCC Chief Executive, said: "It's always an exciting and proud day when we officially present our packed grid of cars and stars at our annual Season Launch event.

"To display such a high-quality capacity field – despite all the challenges faced over the last 12 months – is testament to the huge enthusiasm, determination and professionalism of everyone involved."

Fans unable to follow the action trackside can benefit from the extensive live, free-to-air UK coverage on ITV4, as well as multiple platform live-streaming and catch-up options.

For more information visit: btcc.net



FORMULA E CONFIRMS LONDON DOUBLE-HEADER

ExCeL London to host rounds 12 and 13 of the 2020/21 ABB FIA Formula E World Championship

The full Season 7 calendar has been revealed and is set to host more races than ever before in a single season, comprising 15 races in eight cities, covering three continents.

The final set of races to be announced includes the Puebla E-Prix in Mexico on 19th-20th June, while New York City will play host to rounds 10 and 11 set against the Manhattan skyline on 10th-11th July. Formula E then returns to Europe for the London E-Prix using a unique indoor/outdoor track at the ExCeL London on 24th-25th July for a double-header event, before heading to Berlin for the season finale double-header on 14th-15th August.

All calendar updates depend on travel restrictions, as well as local government protocols, and are subject to the approval of the FIA World Motor Sport Council.

2020/21 ABB FIA Formula E World Championship

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| <ul style="list-style-type: none"> ▪ Diriyah, Saudi Arabia 26th February 2021 ▪ Diriyah, Saudi Arabia 27th February 2021 ▪ Rome, Italy 10th April 2021 ▪ Rome, Italy 11th April 2021 ▪ Valencia, Spain 24th April 2021 ▪ Valencia, Spain 25th April 2021 ▪ Monaco, Monaco 8th May 2021 ▪ Puebla*, Mexico 19th June 2021 | <ul style="list-style-type: none"> ▪ Puebla*, Mexico 20th June 2021 ▪ New York City, USA 10th July 2021 ▪ New York City, USA 11th July 2021 ▪ London*, UK 24th July 2021 ▪ London*, UK 25th July 2021 ▪ Berlin, Germany 14th August 2021 ▪ Berlin, Germany 15th August 2021 <p><i>*Subject to circuit homologation</i></p> |
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Photos: MSV



EXPANSION PLANS FOR DONINGTON PARK

Car preparation and storage complex will complement existing circuit facilities

MotorSport Vision has announced plans to enhance Donington Park circuit with the acquisition of the Donington Hall Estate.

Hastings House will be transformed into Donington Hall Motorhouse with restoration, maintenance and storage for supercars, classics and racing machines, while Donington

Hall will be developed into a 40-bedroom hotel which is planned to open for the 2023 season.

Owners will be able to arrive at the hotel to find their chosen car ready to run, with direct access to the circuit from the hotel grounds. This will also mean that post-race ceremonies and presentations can be held in front of the Hall.

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Developed by the Motorsport UK Academy in collaboration with Loughborough College, the bespoke two-year sporting excellence and motor vehicle education course is designed to support talented drivers and co-drivers through both the sporting and academic pathway.

This unique programme allows the flexibility to follow the education path of choice within motorsport, whilst simultaneously developing driving or co-driving skills. Developed from the government-funded Diploma in Sporting Excellence qualification, the course is combined

with motorsport specific education to create a wholly exclusive syllabus, supporting individuals to become better athletes while also providing formal academic qualifications.

Recent graduates include Luke Browning (2020 British F4 Champion), Sandy Mitchell (2020 British GT3 Champion) and Harry King (2020 Porsche Carrera Cup Champion).

For further information on the course content, delivery and how to apply, visit: <https://www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise>

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GETTING SOCIALLY SAVVY

Motorsport UK's Monthly Marketing Shows with ContentCal

With clubs needing to raise awareness of their activities and attract new members, particularly younger ones, social media is now one of the most effective ways of doing this. However, simply putting up posts on a Facebook page is not enough. To widen the reach, clubs need to use all the tools that are available, and the good news is that many of these are free.

Motorsport UK engaged with ContentCal to deliver a series of webinars that guided clubs through the process of delivering successful social media to engage with existing and new audiences. The series explained how to use the free tools available, set a social media strategy, plan content effectively and reach interested audiences that are currently outside of a club's current engagement.

ContentCal is a content marketing planning tool that puts everything in one place to make creating, scheduling, and posting on social channels an easier process.

Representatives from 123 clubs attended the series of 5 webinars with 70% of participants feeling that they are very

or extremely likely to implement a social media marketing plan. 80% of clubs found the webinars very or extremely useful.

Positive feedback was received from many attendees. "Very interesting session. Although I've used FB for 12 years there was lots of good info about how it works in the background e.g. putting images into posts to prevent direct link previews," said one typical submission in the post-event survey. "These sessions are absolutely brilliant. I've got no knowledge of this sector and the wealth of information is fantastic," responded another.

Motorsport UK Director of Learning and Development, Sue Sanders, commented: "This webinar series has created a great resource for all clubs to learn from, thanks to Andy for sharing his knowledge and giving up his time to support clubs with their social media. We will be delivering more initiatives like this for clubs in the future."

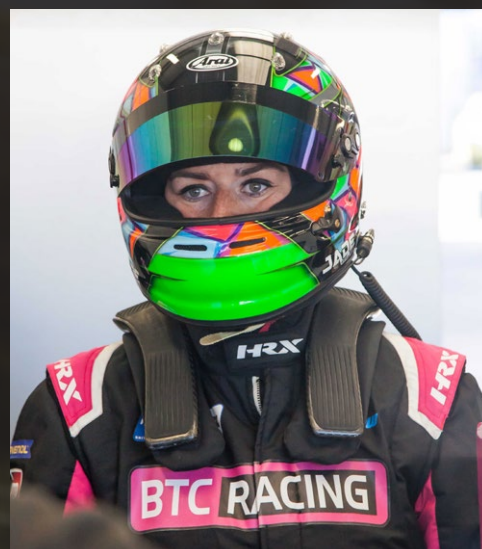
Catch up on the content and revisit the webinars at:
www.motorsportuk.org/clubs-organisers/club-webinars

MY FAVOURITE CORNER

Drivers share their favourite sections of British circuits and stages, with tips to help you drive them faster!

Goodwood/Church, Thruxton





Name: Jade Edwards

Currently racing: Honda Civic Type R for BTC Racing in the Kwik Fit British Touring Car Championship

My favourite corner on a British race track is: "It's actually two corners at Thruxton, and the section from Goodwood into Church - they're the fastest corners we race on in BTCC."

Why I love it: "I love circuits that are fast, and the more committed you are, the bigger the reward. Although it takes full commitment and you have to take a deep breath, looking back at your race seasons you remember the rounds at Thruxton because, if they go well or you get a result, it's always more satisfying because you know you had to dig deep."

How to drive it like a pro: "Shut your eyes and go full throttle! In all seriousness, the whole of Thruxton is high speed, so my tips are being smooth with your inputs as well as brave. The smoother you are, the faster you'll go."



BRUNDLE FILM HAILED A CLASSIC

A special film released to celebrate the continued partnership between Alex Brundle and Adrian Flux has been described as a thing of beauty.

Thousands of people have watched the beautiful film shot at several of the UK's greatest motorsport venues throughout 2020, as the modern racing driver explored the world of classic car racing while being sponsored by the insurance broker.

Brundle, a globally recognised British driver and motorsport commentator, gets behind the Lola T70, Jaguar D-type and Jaguar E-type before sharing his experiences in the cinematic 16-minute piece.

It has proved hugely popular on Adrian Flux's social media channels with viewers on YouTube describing it as 'beautiful' and a 'great video', as well as hailing Brundle as a 'class act' who has a 'great future in classics'.

"This video documents the first 'baby steps' into an environment where really interesting people race incredible historic cars, very fast indeed," said the 30-year-old driver.

"Alongside my day job in the world's best modern sports car races, I'm excited to continue and I can't wait for what the rest of 2021 will bring. I am incredibly grateful for the chance to continue experiencing the cars and the respectful but fierce competition.

"I just love working with Adrian Flux's tremendous media team to communicate my passion for racing in any era and connecting with people who share that passion with me through all their publications and media channels."

Brundle completed his seventh Le Mans 24 Hours race and became European Le Mans Series vice champion for United Autosports last season. The son of ex-Formula 1 driver and highly acclaimed commentator Martin Brundle also got behind the mic for F1 TV where he covered the 2020 Formula 2 campaign.

The British endurance star's experiences of his packed 2021 calendar will form part of more planned content, social media takeovers and behind-the-scenes insights, and continues Adrian Flux's ongoing desire to support motorsport and the classic car market.

Gerry Bucke, Adrian Flux general manager, said: "It was great working with Alex throughout 2020 even if it was a very different year to the one we'd expected.

"He's not only a fantastic driver but he's so knowledgeable about his audience and content creation that we managed to put out some really engaging pieces across a variety of platforms. This film is the icing on the cake and we're sure it'll interest motorsport fans as well as lovers of classic cars.

"Alex represents himself, his family name and the brand so well and it's a nice little touch that he's doing that having grown up so close to our head office near King's Lynn."

You can watch the video [HERE](#) on Adrian Flux's YouTube channel.

Do you love being on a track as much as Alex Brundle does? Don't let insurance get in the way if you do. To find out more about Adrian Flux's track day cover visit: www.adrianflux.co.uk/motorsport/policies/track-day-insurance

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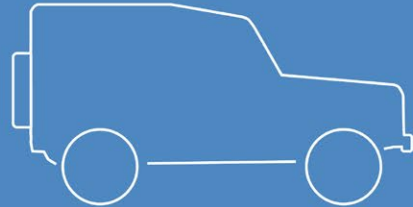
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Classic Cars



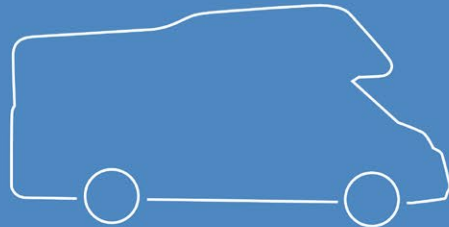
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LICENCES TO THRILL

The 'Rally and Speed' RS licences open the door to a range of motorsport disciplines. Will Gray explores how to get one and the wide-reaching opportunities they offer

As motorsport gets back on track following the easing of restrictions, this is a great opportunity for anyone who has ever dreamed of competing at grassroots level to take the plunge. And it could not be easier.

In 2019, Motorsport UK simplified the competition licencing structure with a view to encouraging participation. These changes opened the door to many who were, perhaps, previously too bamboozled by the different options to get involved. The aim was to make motorsport as accessible as possible for everyone, with plenty of entry points and a huge range of levels at which to compete.

The thrill of competition, combined with the joy of meeting like-minded members, is what makes participation in motorsport events so popular and, as the old adage goes, it is not the winning, but the taking part that counts. Well, for some, at least.

The point is that you do not need to aspire to be the next superstar driver to get a taste of the action. Whether you are a young rookie taking the first step on the ladder, an experienced hand looking to expand your involvement, or you just fancy a spin behind the wheel, an RS licence could be just the ticket.

“You do not need to aspire to be the next superstar driver to get a taste of the action”







A RANGE OF CATEGORIES

The selection of motorsport on offer to anyone who holds an RS Inter Club or National licence is immense. A wide variety of disciplines are covered, with events taking place across the UK throughout the year. We have provided a summary here, but visit: www.motorsportuk.org/get-started/types-of-motor-sport for further information.

→ Autotests and AutoSolos

One of the most accessible forms of motorsport, participants can use their own road car and do not even need a crash helmet and race suit to take part. These slow-speed events run on car parks or flat fields and are all about car control, but they are far from pedestrian. At Inter Club level, you need to get the hang of handbrake turns and J-turns to get round. AutoSolos are a very popular form of Autotest for road-legal cars and tend to include much easier challenges, ideal for beginners.

→ Trials

Another easy-access discipline, these hill climb events are about how far rather than how fast you can go. Drivers and passengers must do all they can to find the grip required to get as far as possible on a hillside course. There are three forms: Car Trials, Classic Trials and Sporting Trials which are for purpose-built machines.

→ Rallying

This comes in a number of different formats, from navigational events around country roads to intense off-road competitions. Navigation and Road Rallies, which include Targa, Historic and Endurance events, simply require a road-legal vehicle, two people and a map. Hill Rallies are a little more involved, while Stage Rallies require specially adapted vehicles and are for Stage Rally licence holders only. Drivers must be at least 17 years of age, but navigators can be as young as 12.

→ Cross Country

This 4x4 category combines hiking boots with racing helmets and has a wide range of sub-disciplines, such as Safaris, Time Trials, Team Recoveries and Challenge Events. Trials are a test of off-road driving with a course of gates and penalties for each one you hit, while Team Recovery events challenge teams of vehicles to get through a course by self-recovery or team effort, with the winner being the team that completes it in the shortest time.





→ Autocross and Clubcross

A good place to start for people looking to get their first taste of competitive motorsport, with racing taking place against the clock on a temporary 800-1200m grass or stubble field course. There are typically at least two timed runs, to allow for mistakes, and vehicles range from standard road cars to rally-spec cars and even modified 'Specials'. All cars must be fitted with a fire extinguisher and mud flaps, while roll cages and harnesses are also recommended.

→ Hill Climbs

This classic discipline has been part of British motorsport from day one, and involves driving quickly up a narrow asphalt hillside course, often little wider than the car itself. It can be done in standard road cars, with minor safety modifications, but requires drivers to wear overalls and a helmet. You can enter one-off events or championships.

→ Sprints

This is all about high-speed control, with drivers taking turns to set a time around a lap of a race circuit or a point-to-point course. It is a very diverse discipline, with classes for vehicles ranging from near-standard road cars to F1-style single-seaters. Events are held on racing circuits or disused airfields all around the country.

→ Drag Races

Two cars, two drivers, head-to-head over a quarter mile, it is as simple as that in one of the purest, loudest and fastest disciplines of all. The 'Top Fuel' legends of America are just the tip of the iceberg. You can pull up in your standard road car to get started, and if you like it, there are more than two dozen classes to build towards, from modified cars to bespoke drag racers, all based on engine size, modifications and fuel type.

→ Rallycross

This is a thrill-a-minute behind the wheel, with plenty of close, sideways, wheel-to-wheel action and cars often going four-abreast into a corner. There are plenty of events to get involved in, with three-minute races for up to eight cars on part-asphalt and part-gravel or loose surface circuits. There are many different classes, each of which will define the specification of vehicle you will need.

→ Hot Lap Challenge

Originating in Japan in the 1980s, introduced in the UK in the 2000s and a Motorsport UK sanctioned discipline since 2010, Hot Lap Challenge (formerly Time Attack) challenges drivers to set the quickest lap time, mostly with modified production cars. Entry-level classes provide a seamless transition from track days to competitive motorsport.

MEMBER BENEFITS

Aside from the competition opportunities that licences can open up and the connections and relationships they can allow you to build, being a Motorsport UK licence holder also comes with a wide range of added financial benefits, which many members use to help offset the cost of competition.

While one-off fees for many events are extremely reasonable and the cost of competing can often be kept to a minimum by selecting categories where standard road cars are accepted and minimal equipment is required, the added savings from partner discounts that can be gained as a result of the relatively small outlay on a licence can make a real difference.

For example, Motorsport UK competition licence holders* are entitled to Personal Accident Cover for up to five Track Days if notified to Motorsport UK in advance. Further benefits include money off GPS lap timers, data loggers, dash displays, onboard cameras and sensors with AiM Technologies; a 20% discount on national licence medicals from D4 Drivers; 20% off selected seats and accessories from Motordrive; a 15% discount on competition vehicle insurance from Reis; and 7.5% off all Wera Tools' ToolManiac online prices.

Motorsport UK's Member Benefits programme focuses on providing members with a little extra help on all aspects of competition, from fuel to hotels, with a long list of exclusive discounts and offers from major retailers, automotive partners and travel firms offering savings on car tyres, tools, MOTs, parts, accessories, travel, motorsport merchandise and more.

A full list of member benefits is available at:

www.motorsportuk.org/about-us/partners/member-benefits

* Excludes RS Clubman licence holders.

COMING EVENTS

As COVID-19 restrictions continue to ease, Motorsport UK has experienced a surge in applications from clubs and organisers who are eager to get events back up and running. Coupled with racing regulars who are champing at the bit to get back behind the wheel, places often go fast.

If you want to get started, you should move swiftly to sign up for the appropriate licence, get your car prepped and ready,

and search Motorsport UK's 'Find an Event' listing to see what is happening in your local area available at: www.motorsportuk.org/events/find-events

To give you a taste of what is out there in the coming months, we have picked out a few highlights from the thousands of licensed events taking place through the summer and into the autumn.

Isle of Man

Manx Auto Sport Autotest
Sunday 1st August
Isle of Man

PokerStars Rally (Stage Rally)
Friday 1st October
Douglas

Channel Islands

Sand Race (Rallycross)
Saturday 10th July
Les Brayes, Jersey

Hill Climb
Monday 30th August
Bouley Bay, Jersey

Sprint
Monday 27th December
Five Mile Road, Jersey

Northern Ireland

Cairncastle Hillclimb
Friday 25th June
Cairncastle, Larne

Garron Point Hillclimb
Saturday 14th August
Ballymena, County Antrim

Tour of the Sperrins (Stage Rally)
Saturday 16th October
Swatragh/Draperstown

Loughgall Stages Rally
Saturday 21st October
Loughgall, County Armagh

Scotland

Forrestburn Speed Hillclimb
Saturday 12th June
Forrestburn Hillclimb,
near Harthill

Summer Stages Rally
Saturday 12th June
Crail Airfield, Fife

AutoSolo/Autotest Training Day
Saturday 26th June
Ardeer, North Ayrshire

Arbroath Stages (Stage Rally)
Saturday 25th September
RM Condor, Arbroath

Wales

Lee Holland Memorial Rally
Saturday 3rd July
Anglesey Race Circuit

British Cross Country
Championship Round 4
Saturday 17th July
Sweet Lamb, Llanidloes

Old Forge Garage Mewla Rally
Saturday 28th/Sunday 29th
August
Epynt Ranges

The Three Castles Trial
Wednesday 1st September
Llandudno, Conwy County
Borough Council

Visit Conwy Cambrian Rally
Saturday 30th October
Llandudno, Conwy County
Borough Council

England

Jim Thomson Hillclimb
Sunday 6th June
Harewood, West Yorkshire

Yorkshire Wolds M.C. Targa
Sunday 6th June
Sledmere House, Yorkshire

Three Sisters Early Summer
Sprint
Sunday 13th June
Three Sisters Circuit, Wigan

Wildlife Smeatharpe Stages
(Stage Rally)
Sunday 13th June
Smeatharpe Airfield, Devon

Time Attack Championship
Rounds 2 & 3
(Super Hot Lap Challenge)
Saturday 19th June
Brands Hatch, Kent

Perranporth June Sprint
Saturday 19th June
Perranporth Airfield, Cornwall

Wolfstones Hill Climb
Friday 25th June
Holmfirth, West Yorkshire

Festival of Power (Drag)
Friday 25th June
Santa Pod Raceway,
Bedfordshire

WSCC Blyton Park Sprint
Saturday 10th July
Blyton Park, Lincolnshire

Loton Park Speed Hill Climb
Sunday 11th July
Loton Park, Shropshire

North Lakes 4x4 Club Cross
Country Trial
Sunday 18th July
Penrith

Eagle Sprint
Saturday 7th August
Goodwood Motor Circuit, West
Sussex

Hills Ford Three Shires Stages
Saturday 4th September
Three Counties Showground,
Malvern

Watergate Sprint
Saturday 18th September
Watergate Bay, Cornwall

Saxon Express
(Cross Country 4x4)
Friday 24th September
Bovington Training Area,
Dorset

Motorsport UK British
Rallycross Championship
5 Nations Trophy presented
by Cooper Tires
Saturday 6th November
Lydden Hill, Kent

The Challenger Stages
(Stage Rally)
Sunday 14th November
Bovington Training Area,
Dorset

LICENCE TYPES AND HOW TO APPLY

Whatever form of motorsport you are interested in, if you are thinking of having a go, attend some meetings and chat with some of the competitors and organisers. If you then find yourself keen to participate, join a registered club and apply to Motorsport UK for the relevant licence.

The 'RS Inter Club' licence costs just £69, with no GP medical checks required and a simple online application for both first-time applicants and those renewing. The rallying version, the 'RS Inter Club - Stage Rally', is £99, with initial application via paper after completion of a British Association of Rally Schools (BARS) test and renewals available online.

The next level up, the 'RS National' licence, requires no GP medical and covers a variety of disciplines. Initial applications must be via the paper application form while renewals can be made online. The 'RS National' and 'RS National - Drag' licences cost £149, while the 'RS National - Stage Rally' costs £155 and the 'RS National - Navigator' is available for £99.

Applying for your licence is very straightforward. The initial and renewal application forms are available at: **www.motorsportuk.org/competitors/competition-licences** with online licences dispatched within 10 days. The Membership Services team is available to answer queries in person on: 01753 765050.



Information correct at time of publication. All events subject to Government restrictions in place at the time, please check with event organisers and local Government information.

THE INTERCOOLER

WIN A FREE SUBSCRIPTION TO THE INTERCOOLER WORTH £49.99

To celebrate the launch of its ground-breaking digital car magazine, The Intercooler is offering Motorsport UK members the chance to win a free one-year subscription. There are five prizes to be won.

The Intercooler is a new kind of car magazine. The world's first ad-free automotive subscription app, it was founded by car journalists Dan Prosser and Andrew Frankel. Its world-class team of writers includes Henry Catchpole, Karun Chandhok, Colin Goodwin, Mel Nichols and more.

With an unrivalled line-up of contributors, The Intercooler combines the most engaging stories about cars and motorsport with the most modern and convenient form of delivery.

Find out more at: www.theintercooler.co.uk or [@theintercooler](https://www.instagram.com/theintercooler) on Instagram.



HOW TO ENTER

To enter, just correctly answer this question: *The Intercooler's tagline is 'Where the writer meets the road', inspired by the title of a US racing driver's autobiography. Who is the driver?*

Send your answer and Motorsport UK membership number to: Revolution@motorsportuk.org by midnight on Monday 31st May with the subject line 'The Intercooler'. The winner will be notified by email.

For full terms and conditions visit: www.motorsportuk.org/competition-terms-conditions



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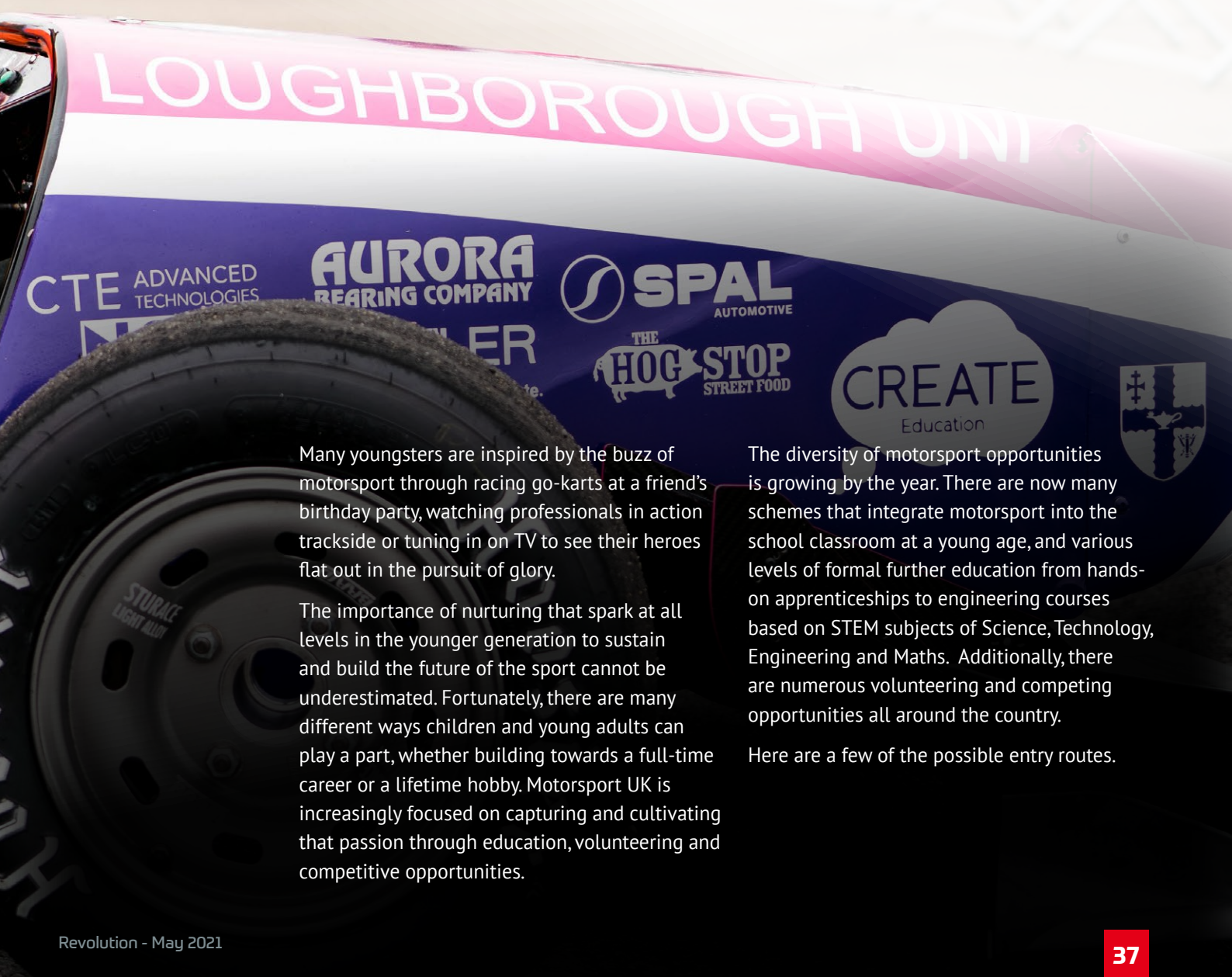
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EDUCATING AND INSPIRING FUTURE GENERATIONS

Sustaining Britain's position as a world leader in motorsport means equipping young people with the necessary skills and enthusiasm – Will Gray explores how that is happening



Many youngsters are inspired by the buzz of motorsport through racing go-karts at a friend's birthday party, watching professionals in action trackside or tuning in on TV to see their heroes flat out in the pursuit of glory.

The importance of nurturing that spark at all levels in the younger generation to sustain and build the future of the sport cannot be underestimated. Fortunately, there are many different ways children and young adults can play a part, whether building towards a full-time career or a lifetime hobby. Motorsport UK is increasingly focused on capturing and cultivating that passion through education, volunteering and competitive opportunities.

The diversity of motorsport opportunities is growing by the year. There are now many schemes that integrate motorsport into the school classroom at a young age, and various levels of formal further education from hands-on apprenticeships to engineering courses based on STEM subjects of Science, Technology, Engineering and Maths. Additionally, there are numerous volunteering and competing opportunities all around the country.

Here are a few of the possible entry routes.



F1 in Schools helps make STEM subjects fun, opening doors to motorsport jobs for students.

F1 in Schools

This simple concept is one of Formula One's big success stories, with more than 26,000 schools now involved around the world. The STEM-based project has inspired many youngsters to take their first professional steps into motorsport at different levels in a range of disciplines.

The programme sets participants the task of manufacturing, testing and racing miniature compressed gas-powered F1 cars down a 20m track. Each year, more than one million students, aged 9-19, work in teams learning topics including design, project management and the use of CAD/CAM software.

Founder Andrew Denford, who set up the scheme in 1999, says: "F1 in Schools takes Formula One into the classroom, inspiring and creating new fans, delivering exciting STEM learning outcomes and signposting future careers."

Greenpower Education Trust

This global charity challenge takes its vehicles to a larger scale, with teams of students challenged to construct and run a real electric racecar. Its Goblin, Formula 24 and Formula 24+ categories cover ages from 9-25.

Younger groups are provided with kit cars that take approximately 15 hours to build, while older participants can also build from a kit but are encouraged to design and manufacture their own machines to the regulations around a supplied battery and motor.

There are currently 700 teams in the UK taking part in more than 35 regional events, culminating in an international final every year. "Having Greenpower on my CV when I applied for university and placements really helped me stand out," says former participant Nikki Jones. "The contacts I made also helped me to arrange my work placement during my degree."

Girls on Track UK

This is a collaboration between Motorsport UK and the FIA's global initiative and aims to encourage more young women into the sport and to open eyes to the careers available. The scheme offers events for schools which include karting, pit-stop challenges, media tutorials, practical STEM activities and fitness and wellbeing workshops. The programme also works closely with F1 in Schools.

Later this year, virtual events will be launched for schools, with a focus on the Kwik Fit British Touring Car Championship. These will include activity handbooks full of lesson plans, resources, videos and photographs.

In addition, the Girls on Track UK community supports 3,900 female members through discussions and live networking events with a range of community ambassadors and champions including young karters, engineering students, marshals, volunteers and individuals working in F1, providing the opportunity for girls and women to connect, support one another and build positive role models.



Courses at Boston College include hands-on karting engineering.

Further education

For formal education beyond senior schools, around 20 universities and colleges across the UK now offer courses related to motorsport.

Among these, the National College for Motorsport (NCM) at Silverstone provides a race technician course. Students experience an intensely practical syllabus, delivered by former professional race mechanics, learning about current race vehicle preparation techniques. Luke, who studied in 2010 and is now working with Hitech GP as Number 1 Mechanic, says: "As a kid, I loved motorsport and I wanted to be a Race Mechanic my whole life. I had an amazing experience (at the NCM). I was an average school student and the lecturers used their experience to drive me on."

Boston College has three levels of Diploma, their courses building on the college's presence at PFI, the UK's largest karting circuit, and including hands-on karting engineering. Head of Projects Richard Chambers says: "People often don't understand the power of engagement that motorsport has.

It helps widen eyes to STEM and the massive opportunities around that and re-engages some of those in education that haven't done as well as they should to get back on track."

BSc or MSc courses in motorsport are offered by a number of universities including the online National Motorsport Academy (NMA) and the National Centre for Motorsport Engineering (NCME) at the University of Bolton.

NCME Director Dr Mark Busfield believes it is just as important for university courses to have a practical presence, blended with the core educational elements. He adds: "Our curriculum is specifically written to have the requirements for a motorsport engineer, with all aspects of understanding the regulations, design, materials, manufacture, assembly and performance evaluation and developments. Many of our industry advisors say they get a host of graduates applying for a position with a degree but no experience, so we try to encourage our students into the workshop. If they understand the manufacturing process and the difficulties, they can consider that when they are doing design and engineering."

Diploma in Sporting Excellence (DiSE)

For those who dream of success on track, this two-year course at Loughborough College, backed by Sport England, supports talented drivers and co-drivers aged 16-18 who are competing regularly in their chosen discipline and show the potential to progress to elite level.

It incorporates education in business and vehicle technology subjects as well as workshops covering a wide scope of relevant topics including psychology, nutrition, sponsorship, communications, career management, coaching, simulator development and industry insight.

Crucially, the course elements, which are equivalent to three A-Levels of study and UCAS points, are designed to cope with time away for testing and travel around race weekends, so individuals can blend study with on-track development, leading to a diverse range of progression routes once graduated.

“The DiSE course ensures athletes are fully equipped with the tools, skills, and right support to enable them to unlock their full potential,” explains Katie Baldwin, Competitors Pathway Manager, Motorsport UK. “It allows for athletes to realise their potential and understand what is required at the next level, what it takes, and how to achieve this.”

Motorsport UK is currently recruiting for this scheme. Head to the website for more information:

www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise

Student racing

There is no better way to learn the highs and lows of motorsport than through competition, and there are plenty of ways for youngsters to get involved, whether that is behind the wheel or wielding a spanner.

The British University Karting Championship (BUKC) runs two levels of championship for teams of students from faculties all across the country. While most budding superstars have been discovered by this age, it offers a forum for students to meet, compete and talk motorsport.

“University can be a great time to get into motorsport,” says Ed Tansley, president of Oxford University Motor Drivers' Club (OUMDC). “The BUKC offers a cost-effective chance to step into the driving seat and, for those new to karting, it offers days to get up to speed and earn a racing licence.”

Some educational facilities even enter club motorsport categories themselves, giving students the opportunity to hone their engineering skills. The West College Scotland Motorsport Academy, for example, engineered a car to a podium in the SMRC [Citroën] C1 Cup last year, while Bolton University's motor club worked with Albatec to win the BRX with Mark Higgins in 2018.

Formula Student is Europe's most established educational engineering competition.





Learning how to prepare classic cars at the Heritage Skills Academy.

Formula Student

Billed as the testing ground for future engineers, Formula Student started challenging university undergraduates to design and build their own racing cars in the late 1990s. It is now Europe's most established educational engineering competition.

The project typically forms part of a degree-level course and combines the wide range of disciplines required of a typical engineering team, from specialist areas such as composites and suspension geometry to the operational elements of business planning and project management. Each year, more than 100 university teams from around the globe travel to Silverstone to compete in static and dynamic events as their machines are put to the test.

The programme has borne many top engineers in F1 and across all genres. "What I find most appealing is the innovation that it encourages, as the competition rules give the entrants a lot of design freedom," says Ross Brawn, in his role as patron. "Having worked my way up, I appreciate that to develop a good grounding in engineering, practical experience is essential. Formula Student combines hands-on practical applications with students' academic studies and also gives experience in budgeting, project management and teamwork."

Apprenticeships

The motorsport industry has many levels and this can present vast opportunities for those wanting to take their first step on the ladder to success. While those rare placements at the top level are hotly contested, there is a wealth of exceptional talent throughout the sport from which to learn.

Many companies in the motorsport supply chain offer apprenticeships, while teams racing in national and even club categories can be great places to get a foot in the door.

For those who prefer a bygone era, the Heritage Skills Academy provides dedicated training and education for the next generation of world-class heritage engineers, through a range of industry-sponsored apprenticeships.

Based in a state-of-the-art coachbuilding and trim facility at Bicester Heritage, it is run by a team of experienced restoration experts. It teaches a broad range of skills across the engineering spectrum, all of which are relevant for future careers in the road and racing sectors, both modern and classic.

Volunteering and grassroots

Last but no means least, volunteering at events is the perfect way to get a deeper understanding of all the elements that go into making motorsport happen. It also helps individuals to strengthen their CVs and develop connections that can help build a career.

With more than 5,000 UK motorsport events taking place each year, there are many different opportunities. From marshalling and scrutineering to timekeepers and organisational roles, there is something for everyone with a passion for the sport.

The easiest way in is to find a local club and get in touch. Some 9,500 people are already registered with Motorsport UK to support the safe and effective running of events, and there is plenty of room for more.

To find your local club, visit: <https://www.motorsportuk.org/clubs-organisers/find-clubs/>

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GREEN LIGHT FOR COMPETITORS LOOKING TO JOIN THE ELECTRIC REVOLUTION

Motorsport UK approves regulations to enable petrol and electric vehicles to take each other on in head-to-head competition

This year will mark an historic first for Motorsport UK after the approval for electrified vehicles (EV) and internal combustion engine (ICE) vehicles to go head-to-head in the same event.

Motorsport UK has led the way in the support of electric racing as part of its focus on creating a sustainable future for the sport. Last year it became the first motorsport National Governing Body to develop and publish EV technical and safety regulations. The framework and associated regulations were developed by Motorsport UK, its Technical Committee and a range of industry experts.

The regulations cater for all types of EV, including hybrid and full battery electric, and have allowed the governing body to embrace future categories of motorsport competition.

At a grassroots level, the EV regulations allow a standard production electrified vehicle to compete unmodified in disciplines that allow standard road cars, for example Sprint and Hill Climb Road Car Categories, or Autotests and AutoSolos. The regulations also cater for modified production and bespoke competition electrified vehicles, while discipline-specific Sporting Regulations will determine which categories of EV can compete in which disciplines.





However, the coming years will inevitably require time for new series to be established and the depth and breadth of electric racing will not be developed overnight. As a result, Motorsport UK has progressed the development of a combined EV/ICE vehicle grid concept that will enable the two forms of power delivery to be combined together at the same event. This is already being used in several European countries including Germany, Austria and Norway, but will be new to the UK this year.

Motorsport UK has approved the inclusion of EVs in the British Rallycross regulations, meaning that the 2021 Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires will become the first UK series to embrace electric and conventional powered vehicles competing together.

This has been made possible by utilising the STARD ERX™ powertrain, as previously seen in the World RX Projekt E Championship. The STARD cars are the first EVs to have been inspected for, and issued with, Motorsport UK Electrified Vehicle Passports.

The growth of EVs involved in racing brings positive

"This type of innovation is crucial to steer motorsport into the future and the technical and sporting teams will be watching closely to see how the combined grid works out"

change, but it is also associated with a whole new level of complexity. The nature of these vehicles require those working on events to have expertise in handling their standard operation, as well as their recovery and rescue. For their integration to progress, training and experience around these vehicles is essential. Accordingly, part of the stipulations related to the issuing of EV Passports is the requirement for the manufacturer to provide specialist training to event officials and the obligation to have their specialists on-site assisting the event rescue/recovery crews.

This type of innovation is crucial to steer motorsport into the future and the technical and sporting teams will be watching closely to see how the combined grid works out and to understand how similar ideas could be used in other disciplines in the coming years.

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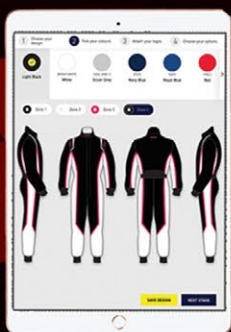
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VANTAGE POINT

Electrifying rallying



From private competitor and factory driver to team owner and company boss representing Ford's rally presence at all levels of the sport, it is fair to say that Malcolm Wilson and M-Sport have achieved a lot over the years. There has, of course, been success on the track, too, building and running cars for Bentley's GT3 programme and doing the same for Jaguar's one-make electrified I-Pace eTROPHY, which ran in support of Formula E. This latter experience will help inform the next step in the company's evolution, and that of the sport in general, as environmental sustainability becomes an ever-greater consideration for the manufacturers participating in it. This goes beyond the hybrid systems M-Sport is creating for rallying and the Kwik Fit British Touring Car Championship (BTCC) and into broader themes of how a British-based firm like M-Sport can contribute to the wider success of the motorsport industry and investment in skills, technology and people to futureproof it through a period of technical upheaval. Wilson tells us more about what electrification and hybridisation mean to both the sport and the industry in which he has made his name, and the opportunities it represents for sustaining the UK's global position as a centre of motorsport expertise.



It was only going to be by having some form of hybridisation in the World Rally Championship (WRC) that Ford was going to continue to invest at the level we're at, and with the way they and all manufacturers are moving to full electrification it was essential we got hybrids into WRC. That will no doubt follow down through the other categories in the future but it's a big learning curve for M-Sport. Obviously, we have experience of electrification through Jaguar's one-make race series but the rally environment brings up completely new challenges.

I'd like to think because we're agile as a company that will play in our favour, as it did when the new generation of World Rally Cars came in 2017 - we've always developed winning cars out of the box but I have to say that without the back-up and resource of Ford in the US it would have been a completely different story. With technology like this we don't have the same resources as the other manufacturer teams, so it's crucial to have that link with an Original Equipment Manufacturer (OEM) to optimise the hybrid system.

In terms of what it means for the WRC with new hybrid technology, honestly, it's a game changer, it's going to be a new dimension for everyone. From the early feedback we're getting, and the opportunities through regulations set by the FIA, it's going to mean a lot of pressure on the driver to maximise and optimise when they deploy the hybrid system because we're looking at a significant increase in power for a certain period of time. If you're not deploying and re-generating at the right moment,

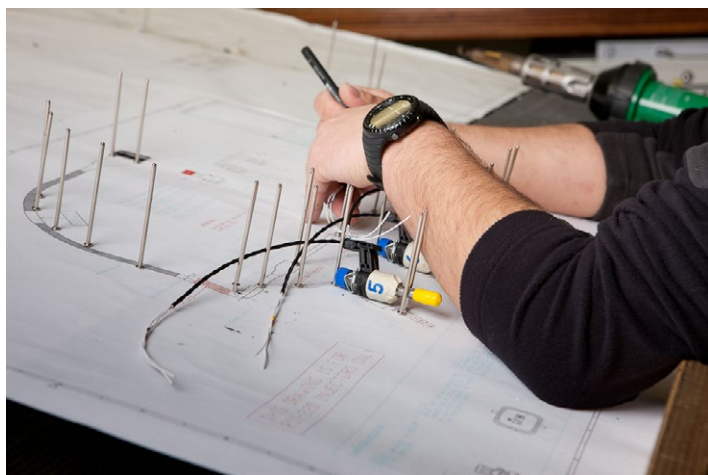
you're not going to get results, and you will need intelligent driver and co-driver combinations with a lot more emphasis on how they recce the stages to identify the best opportunities to use the hybrid power.

The drivers are, of course, currently prioritising the results they need to get this year, but at some point they will be involved from the testing side. There will be a lot to learn, but we're also working very closely with Ford in the US - they have a hybrid unit there and we're doing a lot of simulation and modelling to get the best results out of it.

Working on the Jaguar I-Pace eTROPHY was a great first step for us into electrification. What I immediately picked up on were the implications and consequences from the safety side, managing that and making sure we had all the right disciplines in place. That was the most important thing we learned because, no question, electrification is here, and is here to stay.

Whether all disciplines can be 100 per cent electrified is yet to be seen. Of course, we're doing the base internal combustion engine (ICE) for BTCC from 2022 onwards and working with Cosworth with its hybrid system, so the fact we're involved with different projects hopefully puts us and the wider industry in a good position for whatever else is coming.

Sadly, like everyone, we've all been through a very difficult time so it's not the perfect scenario. We're very fortunate that we've been able to retain the brainpower in the engineering and design team we've had for many



years, so we're pretty much up to speed. I just hope business starts to pick up and we can look to recruit more young engineers and apprentices.

In that sense, for young people, I think hybrids and electrification present tremendous possibilities from the technology side. Given the speed it's happening, there's a great opportunity for the younger generation (coming from a STEM education) to get involved, given there's no question that electrification is going to play a major role in both motorsport and the wider automotive industry.

Personally, I'm more involved with developing young drivers but, from the engineering perspective, I have people in the organisation doing similar on their side. This is an important part of what we do - it's always been an ambition of mine to create this ladder of opportunity through rally from the lowest categories all the way up to the next generation of World Rally Car. We're the only manufacturer that has that, meaning an up-and-coming driver knows if they start their career in a Ford, they can go all the way to the top.

That structure means we can apply that same mindset with engineers, designers and technicians of course. We can bring people through the lower categories, see them develop and, at that point, you can very quickly see who can go up to the next level, and that's something we will continue to do throughout the company. It's important from the perspective of a local employer up here in Cumbria too – obviously, the type of specialist jobs we have brings in people from all over, but it's probably something like 50 to 60 per cent locally recruited staff, and that trend is increasing.

Sustainability takes many different forms, but from the point of view of jobs and the industry, a bigger percentage of the 2022 car is built in collaboration with UK companies. A lot of that is probably due to Brexit making it more difficult to deal with companies outside the UK, so more of our work will be with locally-based businesses. There are other difficulties but, going forward, I think in terms

of engineering and design the resources we have here in the UK put us in a very strong position.

Looking further ahead we're already anticipating hybrids at other levels within rally and looking two or three years down the line to the Rally2 category but we need to fix some technical classifications. At the moment I think everyone is just looking forward to getting back to doing motorsport, so from a customer point of view it's not a priority - they just want to be competing with the current product they've got. There are a lot of private people doing it for enjoyment and they're not going to get any more fun out of driving a hybrid, but everyone understands it's something we need to be going down the route of eventually.

Because the technology is moving so fast I think we will need a little time to reflect. The big thing we are looking at with the FIA – and we all need to be mindful of – is costs. For privateers, we certainly can't be looking at anything like the expense encountered on the Rally1 car, so we need to be looking at systems on production cars. As such, I think it's worth waiting to see what the OEMs come up with, see what the best systems are, the most cost-effective systems, the most efficient systems and how they evolve over the next two to three years.



In terms of fully electric, I'd say you can't dismiss anything at the moment, but I can't see how it would work within rallying as we currently know it. We may have to be prepared to consider changes to how we hold events, maybe more based in cities like Formula E with stages just outside towns. It would mean a complete change of face but, at the moment with the FIA, we're looking more at what can be done with synthetic fuels because, as I say, I don't believe every motorsport discipline can necessarily go 100 per cent electric. There are some where it can work – Rallycross is a perfect platform for instance – but for now hybrids are an important first step into making the sport more sustainable and using it as a platform for road car manufacturers to get that message to their customers.



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WHAT'S ON

A selection of confirmed championships and events for 2021

Sand Race, Les Brayes, 15th May

This wild event on a beautiful sand beach is run by the Jersey Motor Cycle and Light Car Club and will feature cars from standard production to purpose-built racing machines along with several different classes of motorbikes. Spectators will be permitted to view in socially distanced crowds on the sea wall, although no access is allowed on the beach. For more information, visit www.jerseymotorsport.com



Dan Bathie



Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tires

The 2021 5 Nations British Rallycross Championship will kick off at the end of May with a double-header at Lydden Hill, with the much-loved Kent circuit hosting round one on Saturday 29th May and round two on bank holiday Monday 31st May. The one mile, mixed surface venue was the location of the first ever Rallycross event back in 1967 and, being a natural amphitheatre, offers supreme views of the whole circuit. For more information, visit: www.lyddenhill.co.uk

May Trial, Trisant Quarry, 16th May

The Mid Wales Four Wheel Drive Club is heading into the quarry to run a Trial event focused on fun, following the announcement from the Welsh Government that organised events of up to 30 people can now be held. The club holds events at sites throughout Powys, Herefordshire and Ceredigion and runs several classes of vehicle in competition, ranging from standard through to purpose-built fully modified vehicles. No spectators will be allowed at this event, which will run on a course recently set up by organisers. The club's last event was at Cwmergr in November, as the planned event at Trisant in December was cancelled. For more information, visit the Facebook page: www.facebook.com/midwales4x4



Information correct at time of publication, all events subject to Government restrictions in place at the time, please check with event organisers and local Government information



Motorsport UK British Superkart Championships, Mallory Park, 22nd May

This newly formed Motorsport UK championship, organised by the British Racing and Sports Car Club, promises plenty of high-speed action when it kicks off with two races at Mallory Park in Leicestershire. Drivers will be raring to go after their original season opener at Cadwell Park had to be postponed, and the lightweight, high grip and high-powered karts will reach incredible speeds around the 1.4-mile bowl circuit. The bill also includes the Avon Tyres Northern and Super Classic Championship, with its field of Kent-engined Formula Fords; the first competitive outing for a next generation of novice drivers in the Caterham Academy; the Track Attack Race Club, with its mix of French, Asian and German machines; and fledgling series such as the 206 GTi Production Cup and the new TT Challenge for Audi TTs. For more information visit: britishsuperkart.org

STP Springspeed Nationals, Santa Pod Raceway, 22nd-23rd May

Last year, Santa Pod became a COVID-19 secure venue and successfully operated several events, accommodating full Drag Racing track action with grandstand viewing together with a range of exhibition vehicles, show car displays, catering and trade stands. This National Drag Racing Championship event has 14 different car categories and 10 assorted bike categories on its agenda, topping out with the Top Fuel Bikes and the Motorsport UK Pro Mod cars, which can run from 0-240 mph in under six seconds.



Spring Fling, Leaden Vale Farm, 23rd May

One of Ross and District Motor Sports Club's popular events, this Car Trial challenges competitors to show their car skill and commitment on a series of short hill grass courses. Driving road legal standard production cars, the target is to gain height on the hill, rather than focus on speed or power. The event requires a high degree of skill and commitment and is part of the WAMC, ASWMC and AWMMC Car Trial Championships. For more information visit: www.rossmotorsports.co.uk

Iain Pinkerton Memorial Sprint, Kames Motorsport Complex, 29th-30th May

The Scottish Sporting Car Club is one of Scotland's longest established motorsport clubs. Now that travel restrictions are easing in the country, the club is planning to run its annual speed event weekend, with a number of national Sprint and Hill Climb championships holding their opening rounds of the season. The club will precede the weekend with an AutoSolo test on 22nd May. This non-competitive event is intended to allow people to give their cars (and themselves) a bit of a shakedown after all this time in the garage, with a reduced entry of around 15 to maximise action and reduce marshalling demand. See the Facebook page for more information: www.facebook.com/groups/ScottishSportingCC/events



Combe Challenge, Castle Combe Circuit, Monday 31st May

This event should see Castle Combe circuit once again buzzing with spectators for the first time in 2021. Its programme will feature a variety of action including Castle Combe Racing Club's own Saloon Car, GT, FF1600 and Hot Hatch Challenge championships and BARC's MG Owners Club Championship. Several of the series had their first outings of the year behind closed doors on Easter Monday, when Alex Kite in an Audi TT and Simon Thornton-Norris in a Mitsubishi Colt Ralliart won a round apiece in the Saloon Cars. The varied GT field, meanwhile, will see a wealth of machinery including Porsches, Ferraris, Ginettas, BMWs and Caterhams. For more information visit: www.ccracingclub.co.uk

Rallye of East Yorkshire, Yorkshire, 6th June

This Historic and Targa Rally runs across the Yorkshire Wolds and out towards the coast near Scarborough and Filey. Starting in the Sledmere Farm Estate, the event is run by the Yorkshire Wolds Motor Club and has been designed to appeal to all abilities from new starters right up to the seasoned campaigner. The route will be followed on a Tulip road book with approximately 17 special tests on 20 miles of off-road private farm gravel tracks. It is a round of the North of England and Scottish Classic Rally Organiser's Challenge. Further information can be found at: www.facebook.com/yorkwoldsmc





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MY MOTORSPORT

As a zero car co-driver, Jamie Edwards plays one of the most important roles in rallying, literally clearing the stage before the big guns go through.



JAMIE EDWARDS

Having grown up watching Group B rally cars roar through the forests of the UK with his dad, it was inevitable that the sport would play a big part in Jamie Edwards' life. This once fresh-faced kid is now a seasoned semi-pro co-driver, with almost 300 rallies under his belt, including co-driving the zero car alongside driver Stuart Egglesstone at Wales Rally GB. He also runs Rally4Wales, which repairs forest gravel roads on the country's rally stages. We caught up with him to find out more.

Revolution: "What was your earliest memory of motorsport?"

Jamie Edwards: "I grew up in North Wales and my dad took me to rallies when I was four or five. We also went to see circuit racing at Oulton Park, but my first real memory is the RAC Rally in 1981. I'd just turned six. I remember being fascinated, seeing the cars in scrutineering and watching them stage-side. The colour, the noise; it was just so exciting."

R: "So that is where you got the rally bug?"

JE: "Yep. The early 80s coincided with the arrival of the Audi Quattro and Group B. It was an incredible time to go and watch rallying and we used to travel quite extensively to do so."

R: "Who were your heroes at the time?"

JE: "Henri Toivonen and David Llewellyn. My dad was a big fan of David and we followed his career very closely. When he was driving for Toyota and became British champion we travelled a lot to different events that year."

R: "How did you progress from being a fan to driving and co-driving?"

JE: "I did marshalling for my local club and competed in navigational scatters with my dad and a few others. I always did okay with it. After university, I went to work in Finland, which is a good place for a rally fan! I got to know Marcus Grönholm through my connections. At the time, in 1997, he and his co-driver were on the cusp of going professional."

"I co-founded a website called BritishRally.co.uk in 2000 and started to write a few articles, then set up my own motorsport PR business working for lots of drivers and teams. During that time a friend said, 'hey, do you fancy co-driving at the weekend?' So I did."

R: "Have you ever been behind the wheel yourself?"

JE: "Yes. In 2004 I worked for Prospeed and we built a Nissan Micra for the Formula 1000 Rally Championship. I drove on about 20 rallies and, although it's a bit of a joke, I always say I'm proud I won on tarmac and gravel as a driver and a co-driver. I really enjoyed driving, but I sold my car at the end of 2005 and switched my attention to co-driving."

R: "So, where has that taken you?"

JE: "I've competed in Sweden, France, Belgium, Holland, Ireland, all across the UK. I was runner up in the Scottish championship. I've even been as far as New Zealand to compete. And I've competed in just about every type of rally car you can think of, from World Rally cars, R5 cars, historic cars..."

R: "Do you always drive with the same people?"

JE: "There are a few drivers I co-drive with. You either build really good relationships with people, or you don't! I've done a couple of rallies with people and perhaps we haven't struck it off, while the first person I co-drove with was an usher at my wedding."

R: “What makes a good partnership?”

JE: “You don’t have to be the same types of characters but you’ve got to develop empathy and an understanding of what that person is about - what they respond well to, what information they want and how you present and behave in the car with them. A lot of people think you’re not in control of things as a co-driver, but you can be. You can set a tone, set an atmosphere with the way your voice comes across. If you sound frightened, people will know; if you’re over-excited, people will know. I’ve sat with people that can take loads of information in and others who are the exact opposite. It’s all part of adjusting that internal dynamic in the car to cope with that.

“The most important thing is to bring a consistent approach. If you’re up and down that would be quite difficult for a driver to handle. I’m a very cool, calm and collected person. I don’t get flustered and obviously those are important skills.”

R: “So, what is the zero car?”

JE: “We are the last safety car before the stage is run and our job is to confirm it is all safe to operate for the competing crews. The double zero and triple zero cars check stage furniture, timing systems, and so on, before we do a final check. It’s also a reminder to all those working the stage, marshals, timekeepers, ‘here we go, we need to be ready because car one is 10 minutes behind us.’”

R: “How does it differ to normal co-driving?”

JE: “It’s a unique, high-pressure, multi-faceted role. I have to navigate the driver through the stage like normal, but I’m also simultaneously listening to the event radio communication and I’m looking around to check the stage equipment is in the right place and people are all in safe places.

“The driver is also trying to monitor that and people probably don’t grasp that the two of you are in the car making very, very crucial decisions in a split second. That’s why you have two experienced people doing the job. The driver makes his assessment, I make mine and we have to communicate that very, very quickly and clearly to each other, to then decide what we’re going to do. If it requires a conversation on the radio, I can’t navigate at that point. Then, at the end of the stage, I work with the marshals on the timing controls to make sure they know where to fill things out properly on time cards.

“There’s big, big pressure but you have to deal with it and not panic. On a World Championship event, with live TV coverage, you can’t be faffing about. Stuart and I have actually never rallied together before but he is a vastly experienced competitor, very talented, and the most placid, casual guy you will meet. Neither he nor I are the type of individuals to panic.”

R: “In that way, you are a bit of an unsung hero – who else do you feel deserves greater recognition?”

JE: “All the people who volunteer to put rallies on. They give up hours and hours on weekends and also months in advance to pull all that together and mobilise a team of like-minded volunteers. Many people don’t realise what it takes to organise a normal one-day national rally.”

R: “Who do you owe the greatest thanks for what you have done in motorsport?”

JE: “My parents. I am forever grateful to my dad. He gave me my interest. He’s in his 70s now and he still goes and watches rallies and also historic F1 racing. I’m an avid fan of that too and now I take my children.

“My parents have always been very supportive of my rallying, my wife too, and my kids really like the fact that dad goes and competes in all types of nice rally cars. I won the Woodpecker Rally a few years ago, which I loved going to watch as a child with a group of friends and my dad. To be stood on the top of the podium, spraying champagne, and see my parents there was an absolutely brilliant experience that I’ll never forget.”

R: “So, what is left on your bucket list?”

JE: “I’d like to go back and do the Silverfern Rally in New Zealand but my main aim is to do the Arctic Rally in Finland. I had a great time living out there but, as of yet, I’ve never actually competed on a rally in Finland. That would be great.”

R: “What do you feel is the greatest opportunity motorsport can give?”

JE: “You can build up a great network of friends, contacts and life opportunities. If you’re committed, work hard, put your preparation in and don’t take things for granted, you can have some incredible experiences, at every level.”



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CLUB CORNER



Chelmsford Motor Club

A regional organisation with a national profile, this East Anglian club is famous for staging England's first closed road stage rally, as well as the legendary 'Preston' road rally

It was just three years ago last month that Chelmsford Motor Club made history by staging the first English closed road stage rally, following a successful campaign coordinated by Motorsport UK for a change in the law to make such events possible. "This weekend's Corbeau Seats Rally Tendring & Clacton will be a landmark event for UK motorsport," said Motorsport UK chairman David Richards of the event back in 2018. "After years of campaigning, the MSA [now Motorsport UK] and event organisers can now take motorsport to the people. We must give credit to Chelmsford Motor Club for leading the way and getting this initiative off the ground just a year after the new legislation was passed."

From that promising start, the event's springtime slot in the calendar has unfortunately resulted in a double whammy of lockdown cancellations, with

both the 2020 and 2021 rallies unable to run. It will be back in 2022, hoping to take its place in the British Rally Championship. Quite the coup for a regional motor club. But all in a day's work for Chelmsford Motor Club, given its proven ability to attract competitors from far beyond its apparent catchment area.

Club chairman Jim Bowie credits this to the fact that many on the committee actively compete or officiate at events themselves, so are in touch with what competitors want and expect. Empowering the various event committees to work to their respective strengths while supporting them to avoid what he describes as 'organiser burnout' is also important, likewise the fact that sharing the load means knowledge and contacts don't leave the club when long-standing event organisers retire or move on. Which is not to say



that influential members such as Tendring and Clacton event director Tony Clements don't have a place in the organisation.

"That event wouldn't run without Tony," says Jim, "and he has the particular qualities we need. He's especially good at interacting with the public bodies you need to sign off on things like that and even before the legislation passed, he was talking to the council, asking them if there was anywhere they would be willing to close roads. They liked the idea of bringing people in to Tendring and it took him three years but we got there."

An event of that scale was beyond the means of a single club, but here the formal and informal networks between organisations all over the country came into play, Tony using his connections to seek support and advice from organisers on more established events such as the Jim Clark Rally and Mull among others, and leveraging his position on committees within Motorsport UK to pool expertise. And where Chelmsford has gone, others can hopefully follow, the Isle of Wight Motor Club featured previously in Club Corner (*Revolution* January) among those looking to build on this experience with closed road events of its own.

The Tendring and Clacton is just one of Chelmsford Motor Club's events, these ranging from 12-cars, Targas and stage events like the Brands Hatch Winter Stages to the legendary Preston, named after club president Bill Preston. Stalwarts of the club, there are now three generations of the Preston family involved, with Bill's daughter and son-in-law competing and their son David a class winner on the Clacton Stages in 2019. The event carrying their name is, however, something of a highlight of the road rally scene.

Clerk of the Course David Taylor explains how the Preston evolved out of the popular Britvic Rally, sponsored by the famous soft drinks manufacturer and starting from its Chelmsford HQ before heading off into Norfolk. Popular



through the 1960s and 1970s, the Britvic was a combination of both stage and road rally, the Preston very much the latter but unusual in the amount of off-road driving it includes. Early on, the route mainly used 'white' roads and byways, although it has evolved to the point where the vast majority is now held on private land.

"I'd only just started rallying at the time the Preston first went ahead," explains David, who went on to become Clerk of the Course. "I was living in Chelmsford and put a pin in the map where there were the least houses, which took us over towards Thetford. Over time we've built up our landowner bank to the point where we can run it all off-road. This is less down to me and more due to my successors Adrian Gladwin and Brian Jaggs, who achieved everything I dreamed it could be." David has since returned to the role, building on the contacts and goodwill established by the club with landowners. Much of this is achieved by running the event in support of the local air ambulance, this alignment with a good cause opening doors with those eager to associate themselves with a charity serving the whole community.

Motoring journalist Lizzie Pope is a long-standing club member and has enjoyed competing in many of its events over the years, including the Preston. "Chelmsford Motor Club is a super club, underlined by the fact that its membership comes from the local area but also much further afield, as well as the amazing range of events in its packed calendar," she says. "How many clubs run 12-cars and also a round of the British Rally Championship? It also organises the well-established East Anglian Classic that's part of the HRCR Historic Road Rally Championship, but the Preston is arguably the club's ultimate event. It's not called 'the one and only' for nothing. It's a unique test of crew and car like nothing else – and you have to be prepared to get muddy!"

For more information: <https://chelmsfordmc.co.uk>

A LASTING LEGACY



Richard Parry-Jones

Richard Parry-Jones was Chairman of Motorsport UK's British Motor Sports Training Trust and a great friend and supporter of the national governing body and its community.

Richard had a distinguished engineering career at Ford spanning almost 40 years, rising to become Group Vice-President-Global Product Development, Chief Technical Officer and Head of Global R&D Operations. He retired from the company in 2007 to follow a consultancy career including advising the Welsh government on economic development, transport and energy matters.

Born in Bangor and a motorsport enthusiast through and through, Richard competed on rallies and supported rising Welsh rallying talent, helping to bring them onto the world stage.

Richard made an enormous contribution to motorsport in this country and leaves an indelible mark on the automotive industry and sport.



David Sutton

David Sutton was a driver in his early days but will be best remembered for masterminding Ari Vatanen's 1981 FIA World Rally Championship title. David's London-based team became the first privateer team to win the world title with Vatanen and co-driver David Richards.

David later ran Audi UK cars for Hannu Mikkola, Stig Blomqvist and Michèle Mouton in the British Championship and around the world. A second world title came in 2003 when Martin Rowe drove a Group N Subaru Impreza to the Production Car world title.

Andy Milnes

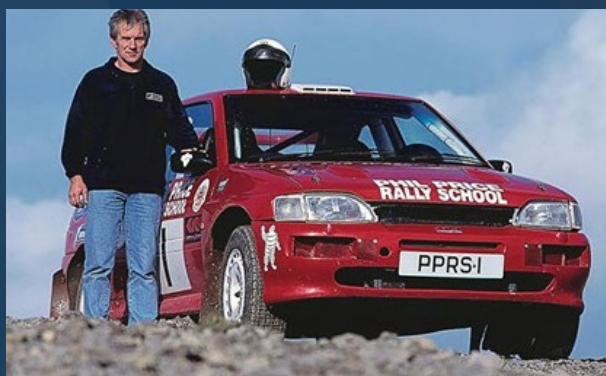
Andy Milnes was a well-respected Scrutineer with over 10 years' service to the sport. In addition to scrutineering, Andy was a graded examining speed marshal and keen trackside marshal and could regularly be found working as a Post Chief at Harewood Hill Climb. Andy will be greatly missed by the scrutineering and marshalling community.





Johnstone Syer

Johnstone Syer was one of the old-school rally navigators who perfected the art of co-driving with maps and pencils, stopwatches and clipboards. During his 40-year career which spanned the American continent as well as Africa and Eastern Europe, Johnstone navigated for many drivers including Andrew Cowan in Hillman Imps, Ford Escorts and Mitsubishis as well as Brian Culcheth and Tony Pond, and made a valuable contribution to the 'golden age' of rallying.



Phil Price

Phil Price competed in over 100 National and International rallies and spent many years building and preparing rally cars. Phil's passion and energy for rallying was second to none, running his rally school in the heart of Wales for 32 years. He was a great inspiration to many in the world of rallying, particularly to those who benefited from his dedicated work, experience and commitment to British Association of Rally School (BARS) tests.



John Osborne

John Osborne's motorsport career spanned almost 50 years and he assumed numerous non-racing duties from the early 1970s culminating in becoming an International

Steward and an International Race Director/Clerk of the Course. John officiated at international championships and was a regular figure at British flagship events at Silverstone, Donington Park, Brands Hatch, Snetterton and Oulton Park.



Dick Byatt

Dick Byatt was a Scrutineer for many years, progressing to become a National and Eligibility Scrutineer and ultimately a Chief Scrutineer at many events. Dick was also a motorsport enthusiast and a competitor, competing on both two and four wheels as a successful national motocross rider and Red Top short oval driver before becoming a Scrutineer. As a Senior Lecturer in Automotive Engineering and Science, Dick used his teaching skills to train scrutineers.

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2021 Motorsport UK British Car Trial Championship

The season kicked off with a rare occurrence when two competitors tied for victory in Falcon Motor Club's Ivinghoe Trial amidst a capacity entry of 50 vehicles. Dick Glossop matched reigning champion Mark Hoppe at the top while Rupert North won the new car class in a Suzuki Alto, with Gary Preston taking the front-wheel drive class after a close battle with Simon Harris. The season includes 10 more events, concluding in October, and continues with the Spring Trial at the end of May.

Results

- 1= Mark Hoppe (Dutton Melos), 55%
- 1= Dick Glossop (Liege SS), 55%
- 2 Rupert North (Suzuki Alto), 72.5%
- 3 Gary Preston (Fiat 126), 88%



2021 Motorsport UK British Sporting Car Trial Championship

Peter Fensom excelled in unusually dry conditions at Shelsley Walsh to take his first victory in over five years. It was 2019 British champion Simon Kingsley up front ahead of last year's runner up Josh Veale midway through the event, but Fensom ran clean in a new section to move ahead. Thomas Bricknell returned to the sport, eight years after his second British championship to finish fourth, while reigning champion Ian Veale could only muster ninth. George Barnes won the Rookie class.

Results

- 1 Peter Fensom, Hamilton, 21
- 2 Josh Veale, Sherpa, 23
- 3 Simon Kingsley, Crossle, 23

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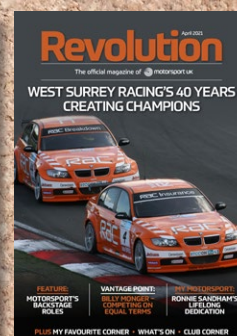
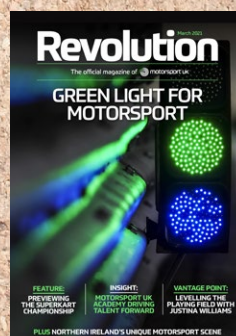
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ENQUIRIES For partnership and supplier enquiries, email: commercial@motorsportuk.org

**WHAT'S
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Revolution is your magazine, so if you have an idea for an interesting feature or topic you would like covered in a future edition of *Revolution*, please get in touch with us at: revolution@motorsportuk.org



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The Parting Shot

The Vintage Sports Car Club launched its 2021 season with a 'Spring Start' race meeting held at Silverstone on 17th April, which featured an AutoSolo, ideal for those new to competition or wanting to exercise their cars in a fun environment.

