

**+ BRAND NEW
FEATURES**

Revolution

June 2021

The official magazine of  motorsport uk

GET ON TRACK

OFF-THE-SHELF RACING FOR ALL BUDGETS



FEATURE:

**LIFING: A GUIDE TO
SAFE AND COST-
EFFECTIVE RACING**

INSIGHT:

**GWYNDAF EVANS'
MOTORSPORT
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**SIX AMAZING WAYS
TO GET INVOLVED
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PLUS CLUB CORNER • WHAT'S ON • RESULTS

CEO's MESSAGE

Hugh Chambers



My experience of the first weekend in June revolved around three very different motorsport events. Many of you will have been transfixed by the on-track action of the Formula 1 stars in Azerbaijan, with an extraordinary set of circumstances leading to completely unpredictable results. As someone rightly said, the definition of good sport is when the outcome is unknown, and this was a perfect example of keeping everyone on the edge of their seat until the very last lap.

However, I began the day at the opposite end of our motorsport spectrum, arriving at Finmere Airfield in North Oxfordshire, a venue that is possibly better known for its car boot sales, but on Sunday it was host to the Oxford Motor Club's AutoSolo event. It was great to see everyone out early in the morning looking forward to competing and chatting to the Officials about the challenges of their new timing system. But the main reason that I was attending, joined by a number of my colleagues from Motorsport UK, was the running of a qualification event for the FIA Motorsport Games that will be held in October this year at Paul Ricard in the South of France.

The juxtaposition between our event on Sunday and the meeting of dozens of nations in the South of France later this year could not be greater, but what made all of us proud was the immense sense of community that the Oxford Motor Club exhibited and the welcome that they showed to our contenders for a place in Team UK. The background to this goes back several months when the FIA announced the format for this year's Motorsport Games, following on from

the inaugural event held in Rome in 2019. At that point there were only six disciplines drawn from across the sport, with Team UK fielding a range of contestants in all but drifting. The event itself took place in appalling weather and it was only the spirit of innovation and international competition that ignited the passion of everybody involved.

With the 2020 event cancelled due to the global COVID-19 crisis, we have had to wait two years for the second edition. However, this next iteration of the event has exploded to a total of 18 disciplines, with everything from the highest level of the professional sport in LMP3 endurance racing, GTs, junior races in international Formula 4, rally represented in R2 and R5 as well as in historic formats, karting in three different categories, drifting, touring cars, cross car, and even the virtual discipline of Digital Motorsport. For the complete line-up go to www.fiamotorsportgames.com where you will see the extraordinary ambition that the FIA has set for this global competition.

The Auto Slalom competition will actually be held using brand new front-wheel drive electric cars and requires two drivers from each country, one male and one female. Auto Slalom is the equivalent of AutoSolo in the Motorsport UK line-up, and this really is at the core of our club level competitions held across the whole of the UK pretty much every weekend of the year. For those who have not seen or tried AutoSolos, I would thoroughly recommend trying this low cost and exciting format of an event. Although on the surface, driving a car around cones on a disused airfield may sound somewhat basic, it is in fact the very essence of what we love about car control and extracting the maximum performance from yourself and your machine against the clock.

Having invited applications to join Team UK in April, we were pleased to receive a good number of entries from across the UK, and with the credentials to back up their claim to be on the team. We quickly recognised that it would be appropriate to run a qualifying competition for AutoSolo to decide on who to award these slots on the national team. The original intention was to combine this with the FIA Rally Star selection process and to enlist the support of a manufacturer to provide vehicles, however once the Rally Star competition was postponed until next year we faced something of a challenge. But the team at Motorsport UK are extremely resourceful and after some discussion on the best solution for how to run the competition fairly we decided to provide two cars to the competitors prepared to



Motorsport UK Chair David Richards and CEO Hugh Chambers present the 2020 Volunteer of the Year award to Jordine Crooks

identical specification. The process illustrated precisely why AutoSolo and club level motorsport is so appealing. We identified two identical Mini Cooper 1.6 cars and came to an arrangement with the vendors that we could sell them back to them on Monday morning! With each equipped with a new set of tyres and a mechanical review by the Motorsport UK technical team, and with some fetching new livery, the cars were presented to the contestants who had arrived at Finmere bright and early.

I think it is fair to say that everybody on the day was extremely pleased with the outcome of the event, which ran smoothly and resulted in the selection of two finalists. (We look forward to announcing all Team UK contenders next month.) What made it particularly satisfying was the way in which everyone worked together as a team - from the contestants, the marshals, the other competitors whose normal Sunday event had been interrupted, the team from Motorsport UK, and everyone involved in staging the event. It perfectly illustrates what a tremendous community we have in motorsport in this country and how, given the challenge, they will rise to it and find solutions. We now have two members of Team UK representing us in Auto Slalom and I have no doubt that when the competition starts in October they will give us every reason to be proud of their performance.

Finmere Airfield is just five miles from our new headquarters at Bicester Heritage, which on Sunday was the venue for one of their famous Bicester Scrambles. For those who have not been to one of these events I can thoroughly recommend attending, (the next **Scramble** is on 9th-10th October) as they are a relaxed affair that combines several thousand automotive enthusiasts with a wonderful array of machinery drawn from across the history of UK motorsport, and all taking place in the delightful environment of the revitalised WWII aerodrome. Our new HQ is really beginning to come into its own, with more and more people meeting with us

face to face and committee meetings starting to re-emerge from the virtual world in which we have existed with the likes of Zoom and Teams gatherings filling the diary.

One event that was a casualty of this spring's lockdown was the annual Motorsport UK Night of Champions Awards Ceremony, that is normally held at the RAC in Pall Mall. We all felt deeply sorry for the 2020 champions and award winners, for whom the normal ceremony and celebration had to take place remotely without their colleagues and the community applauding their achievements. So, it was extremely gratifying to be able to welcome our champions and award-winners to our new base in Bicester on Sunday, where we were surrounded by a joyous celebration of people returning to live events, and the personal congratulations of our Chair David Richards to those attending. Once again this was a perfect celebration of the strength of our community, and the warmth of everyone's bond to the sport, with many stories being exchanged of our collective journey through the challenges of the last eighteen months. As I travelled home on Sunday afternoon I reflected on the events of the day and could only marvel at the collective enterprise of our colleagues at Bicester Heritage, the Specialists who are the heart and soul of the classic car industry, the club level motorsport of an AutoSolo, and the joy of people winning that day and in the past year.

Returning back to my earlier comments on the Azerbaijan Grand Prix, which I viewed after all of these events had unfolded, it is fantastic to realise that our sport does span this incredible breadth all the way up to the world's biggest automotive manufacturers investing hundreds of millions of Euros into the spectacle of competition encapsulated in Formula 1. Now as the summer begins to unfold, we have to hope that the progress that has been made in the last few months by the NHS and the extraordinary vaccination programme, allows all of us to return to a semblance of normality, with events being confirmed and spectators beginning to fill our venues. By the time we get to Formula 1's annual visit to Silverstone in July we are all keeping our fingers crossed that it will be to a sell-out crowd and we can enjoy the debut of their new format of the sprint race on the Saturday, which should provide yet more excitement into what is proving to be one of the most thrilling Formula 1 seasons for many years.

Wishing you all good health and a swift return to competition.

Kind regards,

Hugh Chambers
CEO, Motorsport UK

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THE CHEQUERED FLAG IS WAVED ON THE FIRST-EVER BRITISH INDOOR KARTING CHAMPIONSHIP

The BIKC is an accessible and affordable grassroots racing series held at TeamSport venues with the aim of revolutionising indoor karting across the UK

At the beginning of 2020, TeamSport Karting and Motorsport UK partnered to launch the first-ever British Indoor Karting Championship (BIKC), open to all TeamSport Elite Members who automatically received Motorsport UK's K-I licence.

Undeterred by the delayed start to the championship, over 1,500 competitors raced out of the first lockdown and got straight on track to set their lap times for a chance to compete in the championship

and proceed to the local finals. It was an epic summer of racing that brought a welcome sense of normality during unfamiliar times and the support that was shown throughout the karting community was second to none. As summer came to an end, the challenges of the pandemic and a regional tier system across the UK meant further delays for the championship, with indoor karting venues once again required to close before Christmas.



Fast forward into spring 2021, and the easing of lockdown meant that the on-track action could begin again. Regional finals were finally able to take place in May, and a couple of weeks later the British Indoor Karting Championship national final was held at TeamSport Karting in Warrington.

The five-month break from track action culminated in an incredible weekend of racing, with every karter giving it their all, but only one individual from each category could claim the coveted inaugural British Indoor Karting Championship title, with the 2020 winners confirmed as:

- Rivenn Welsh – Cadet Champion
- Charlie Ratford – Junior Champion
- McKenzie Jones – Rising Stars Champion
- Dante Dhillon – Featherweight Champion
- Sam Slater – Lightweight Champion
- George Boothby – Heavyweight Champion
- Joel Arguelles – Super Heavyweight Champion

Prizes take the form of a full season's arrive and drive racing in the 2021 Daniel Ricciardo Series for Cadet and Junior categories, a full season's entry into the 2021 Club100 Young Drivers Championship for the Rising Star categories and race entry into eight rounds of the Club100 2021 Sprint Championship for all adult weight categories plus racewear, track days and more.

Want to get involved in the action?

Qualifying for the 2021 British Indoor Karting Championship kicks off on 1st July. TeamSport Elite Membership costs just £34.99 for the year and comes with a host of benefits. To register your entry or find out more, head to: www.bikc.co.uk

The need for speed >>>>

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VOLUNTEERS' WEEK

We want to thank every single person who gives up their time to make motorsport happen

#OurMotorsportUK #VolunteersWeek



CELEBRATING MOTORSPORT'S UNSUNG HEROES

National Volunteers' Week (1st – 7th June) provided an opportunity to recognise the vital role played by volunteers and to thank all those who give up their time to make motorsport possible

Motorsport UK has a strong and vibrant volunteer community, made up of over 30,000 people across the UK, who come together to create the backbone of the sport every week, organising thousands of events each season.

The knowledge and experience accumulated by Motorsport UK is vast, and it is important to share this and encourage the next generation of volunteers to sustain and grow the sport.

The Power of Youth Day on 2nd June coincided with National Volunteers' Week and enabled Motorsport UK to highlight the role played by Cadet Marshals as part of a wider appreciation of the contribution children and young people make in society through volunteering and social action.

Cadet Marshalling is for those aged 11-16 and is a first step into the world of volunteering with plenty of interesting roles to undertake at a motorsport meeting. Hear from Charlotte Edwards, Jayden Firth and their respective families

to find out more about becoming a Cadet Marshal at: www.motorsportuk.org/news/volunteers-week-power-of-youth

We send our sincere thanks to all those who volunteer their time to make motorsport possible.

Check out [our video about motorsport volunteers](#)



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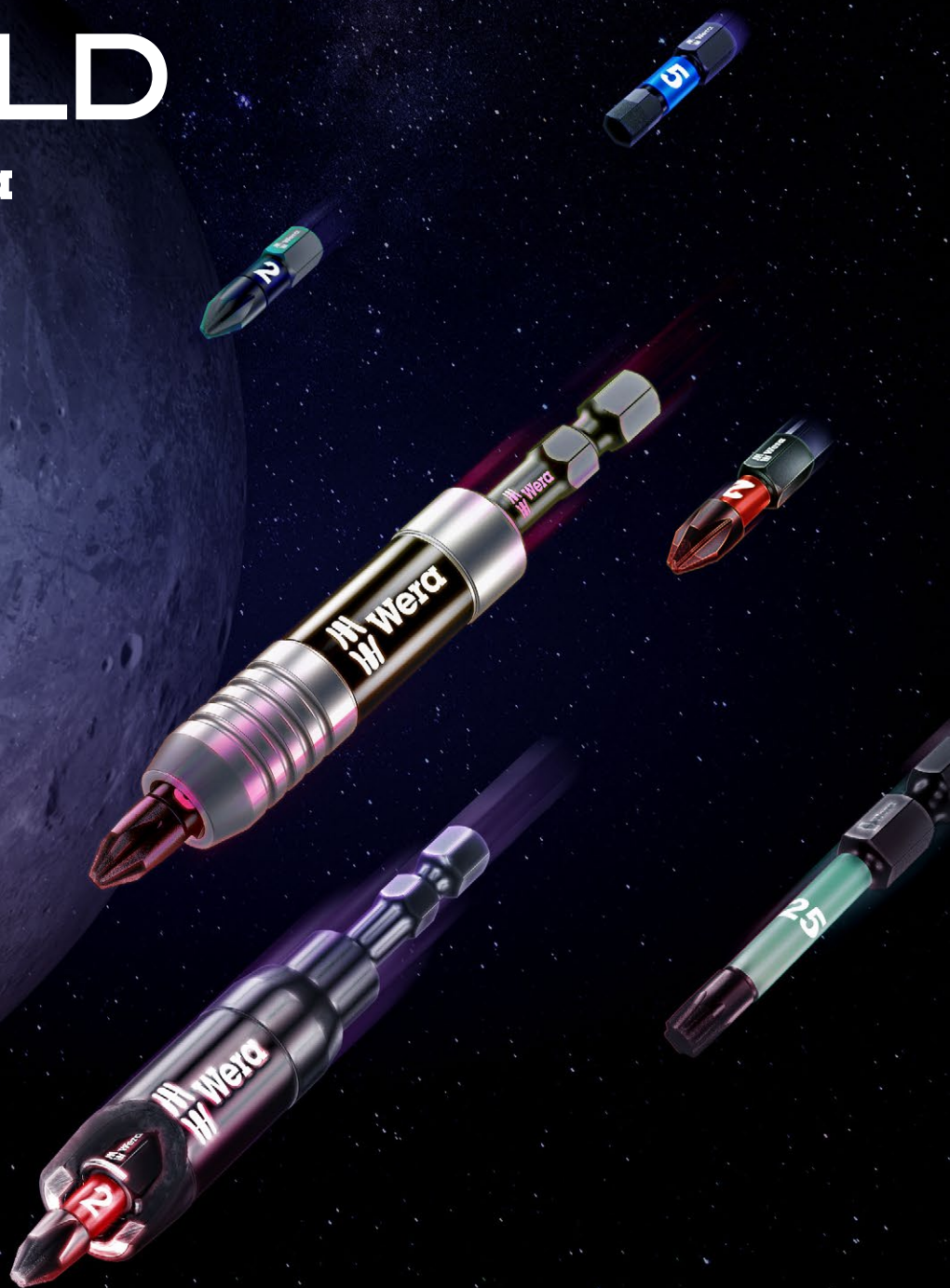
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With more than 400 stores across the country, Halfords is one of the UK's leading providers of automotive products. Motorsport UK members can now save 15% on the cost of Halfords own brand oils during June.



halfords

British Motor Show

10% discount on British Motor Show tickets

The 2021 British Motor Show will celebrate the past, present and future of motoring at Farnborough International Expo Centre on Thursday 19th - Sunday 22nd August.

An interactive fun-filled day for car lovers, tech fans and families, the show will feature live arena demonstrations, celebrity-packed interactive live stages, an automotive technology theatre and outdoor attractions including test drive events, under 17 driving experiences and more.

For more information visit: www.thebritishmotorshow.live



For more information, or to claim these offers, please log into the [Motorsport UK membership portal](#).

WALES GETS BACK ON TRACK

Motorsport UK is pleased to confirm the easing of restrictions on the number of participants in motorsport events taking place in Wales

Following the announcement that Wales has moved into alert level one, events are now able to take place if run in accordance with the latest Motorsport UK Restart Guidance. All organisers planning events and activities must undertake a full risk assessment and put in place measures to prevent the spread of coronavirus, including social distancing.

Wales can look forward to a busy summer of motorsport, with 27 permits granted for June and July so far. The

announcement means that all devolved nations of the United Kingdom have the ability to operate events subject to specific restrictions.

The latest guidance can be found on the Motorsport UK website under the [COVID-19 section](#). For further details and to find events, visit: www.motorsportuk.org/events/find-events



Jon Elsey



HRH THE DUKE OF CAMBRIDGE VISITS KNOCKHILL

Prince William, Duke of Cambridge was given a masterclass in electric racing with Extreme E

Knockhill Racing Circuit hosted its first Royal visitor in May with the visit of Prince William, Duke of Cambridge during his week-long trip to Scotland.

As well as understanding more about the series' electrification, environment and equality background, the visit provided an opportunity for Prince William to take a look at Extreme E's hydrogen fuel cell – created in collaboration with British-based AFC Energy – which charges its electric race fleet using zero-emission energy.

Prince William was hosted by Extreme E CEO and Founder Alejandro Agag, a driving force behind the electric motorsport revolution and Adam Bond, CEO of AFC Energy. He was also joined by members of two of Extreme E's British teams:

George Imafidon, a Junior Engineer on Lewis Hamilton's X44 team, and driver Catie Munnings, who races for the Andretti United team and was on hand to show the Prince how to get the best out of the series' electric race vehicle.

Stuart Gray of Knockhill said: "All news about the visit was embargoed, not even members of staff knew the details of his schedule, and it was a close organising team at Knockhill that delivered his [Prince William's] visit in coordination with the Extreme E team. He loved his visit as shown by his reaction on the day and his social media feeds after he departed. He is a known for his interest in motorsport having kartered as a child and is also the proud owner of a Ducati motorcycle. We truly hope that it will not be his only visit to Knockhill."

A TRIBUTE TO MAX MOSLEY

Motorsport UK mourns the loss of Max Mosley and pays tribute to his important and enduring legacy

A barrister and racing driver, Mosley co-founded March Engineering in 1969, which quickly became one of the world's leading manufacturers of competition cars.

As legal advisor to the F1 Constructors' Association, Mosley helped draw up Formula 1's first Concorde Agreement, a document that delineates and apportions the roles of the regulator, which at that time was the Fédération Internationale du Sport Automobile (FISA), and the promoter of Formula 1, then the Formula One Constructors' Association (FOCA). To this day, the Concorde Agreement still constitutes the backbone of Formula 1.

Mosley was President of the FIA Manufacturers' Commission from 1986 to 1991, was elected President of the FISA in 1991 and then of the FIA from 1993 to 2009. During this time, he contributed greatly to improving on-track safety, the tragedy of the 1994 Imola weekend during which both Roland Ratzenberger and Ayrton Senna lost their lives being a particular catalyst for change. He created and chaired the Formula 1 Safety Commission, and under his leadership safety standards for racing cars and circuits were significantly improved, as well as the medical intervention structures at events, leading to a real reduction in the severity of accidents.

Mosley spearheaded and chaired the European New Car Assessment Program (EURO NCAP) 1996 to 2004, transferring his experience of motorsport safety to road vehicles.

In 2001 he founded the FIA Institute for Motor Sport Safety to raise standards at all levels, from junior racing to top-level championships and in 2002 he was behind the creation of the FIA Foundation and the FIA Academy, established to promote road safety and environmental protection.

As the national governing body, Motorsport UK are greatly appreciative of Mosley's enormous contribution to motorsport and the community owes a huge debt of gratitude for his tireless efforts to develop our sport.



Jakob Ebrey Photography



W SERIES HITS THE HOME STRAIGHT WITH PRE-SEASON TESTING AT ANGLESEY CIRCUIT

Motorsport UK Academy Enhanced DiSE driver Abbi Pulling was invited to join the week-long test

W Series, the women's racing championship, got the 2021 season underway at Trac Môn in May.

The 20 drivers who attended the test completed a total of 4,723 laps and 15,918 kilometres (9,891 miles) between them across the five days. The undulating 3.4km (2.1 miles) circuit, which features a blend of fast sections, technical mid-range corners and hairpin bends, has long been a favourite proving ground of several leading racing teams and series, including British F3 and F4.

Varied conditions in Wales provided the drivers with a rigorous test and ideal preparation for the challenges they will face during the 2021 W Series season, which begins in support of Formula 1's Styrian Grand Prix at the Red Bull Ring, Spielberg, Austria on 26th June and will feature at Silverstone in July during the F1 British Grand Prix weekend.

Motorsport UK chair David Richards visited the circuit during the test and was given a tour of the W Series paddock and a chance to sample a W Series simulator.

Abbi Pulling, British F4 driver and Motorsport UK Academy Enhanced DiSE (Diploma in Sporting Excellence) driver, was invited to attend the pre-season test and said: "Being part of W Series this week has been amazing. I've been welcomed with open arms and everyone has been so helpful. It's been great to see the other drivers' data and setups and that helped me settle in quickly and get used to the increased power and weight of the F3 car.

"I know from the data that there are things I need to improve, but I've had encouraging feedback and I hope to be involved with W Series more in the future. Seeing the likes of my coach, Alice Powell, thriving in W Series inspired me to get into single seaters. Having a fully-female championship to aim for suddenly made that path clearer for me and to get the chance to be part of W Series this week, in only my second single-seater season, is incredible. I went to a kart track recently and saw so many female racers, so I think the W Series' mission to inspire young girls is working and I can't wait to see where it leads in 20 years' time."

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	





NEWS FROM THE MOTORSPORT UK WERA TOOLS BRITISH KART CHAMPIONSHIPS (BKC)

Wera Tools Driver of the Day Award is launched as BKC goes live with coverage on Motorsport.tv

The BKC has announced the Wera Tools Driver of the Day Award and Podium Points system creating a prize fund of £50,000.

The Driver of the Day Award will be revealed after each of the season's 10 events with the recipient receiving a comprehensive Wera Tools kart toolkit worth £2,500 in addition to a specially designed trophy. Motorsport UK will supplement the prize with a free test day at a BKC venue of their choice in 2021 or 2022.

During each race weekend, a list of nominations will be made by the BKC team, with the shortlist put to a public vote the Monday after the meeting. The nominations will be made up of drivers that impressed the organisers throughout the weekend.

As well as the Wera Tools Driver of the Day Award, every weekend Wera Tools will also be awarding Podium Points to the top three overall and first privateer in every class. In addition to the rostrum trophies from Motorsport UK, drivers will be able to exchange the points for Wera Tools products, with a further £25,000 worth of prizes up for grabs.

Furthermore, race winners will also receive a limited edition gold visor sticker, with drivers finishing in second and third picking up a silver equivalent.

In other news, a partnership between Motorsport UK and Motorsport.tv enables motorsport fans from around the world to watch live coverage from the 10-event Wera Tools British Kart Championships.

Action from every lap of every round as well as highlights are streamed onto the online platform available [here](#).

In addition to the wheel-to-wheel action, the Alpha Live cameras will provide stunning aerial footage, informative features and heat-of-the-moment interviews – all woven into the weekend programming.

Coverage from the 2021 season is also available on the Motorsport UK and Wera Tools British Kart Championship Facebook pages with highlights following on the [Motorsport UK YouTube channel](#).

Keep up-to-date with the latest Wera Tools British Kart Championships news and updates on social media using the hashtag #BKC.

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MOTORSPORT UK RELAUNCH THE COACH DEVELOPMENT PATHWAY

Coaching is key to unlocking potential in motorsport and two new courses can help you lead the way

Coaching may have been traditionally thought of as a tool to enhance elite performance in motorsport, but it actually holds far greater potential for encouraging and engaging participants at all levels.

As part of a wider drive to develop participation and the competitor experience and to mark UK Coaching Week, Motorsport UK can confirm that it will be launching a programme of motorsport development opportunities later in the year. The Coach Development Pathway aims to put coaching at the heart of every level of motorsport, from grassroots to elite.

“Our mission is for every motorsport competitor who wishes to improve their knowledge and ability to have access to consistently skilled and qualified coaches,” says Katie Baldwin, Competitors Pathway Manager. “Coaching can contribute positively to the competitor’s experience, so they can enjoy a long and fulfilling motorsport journey.”

Motorsport UK will initially launch two development programmes for those who wish to expand their coaching skills.



Introductory 'Activator' Course

This course is designed to give parents, spouses, siblings, competitors, volunteers or aspiring coaches the skills and knowledge to be able to deliver consistent guidance. Activators may assume a variety of roles, ranging from organising and leading activities to being on hand to welcome people at events. By providing training in an inspirational, fun, and social manner, it is hoped that the Activator will encourage participants to return to sessions again and again.

What will I learn?

The course explores roles and responsibilities, basics of sport skills, principles of the skill development process, health and safety and an introduction to sport sciences. Its content provides a broad foundation applicable to a variety of groups:

- Prospective Motorsport UK qualified coaches: as a pre-requisite to move onto the 1st4sport Motorsport UK Coach Qualification
- Parents and guardians: to upskill knowledge and understanding of coaching and ensure they are better placed to support their child within the sport
- Young drivers: to give a better understanding of the coaching process and help them become more 'coachable'
- Motor clubs: to ensure someone within the club has an awareness of coaching via the introductory course such that the club is better placed to welcome new members and engage with them
- School instructors (ARKS/ARDS/BARS/AHASS): to provide a foundation knowledge of coaching

Motorsport UK Coach Qualification (1st4sport)

Developed in partnership with the Motorsport UK Academy and UK Coaching, the 1st4sport Qualification in Coaching Motorsport is the first formal qualification on the Coach Development Pathway. The qualification is designed to provide learners aged 17 and over with practical and theoretical knowledge of coaching motorsport. The foundation level of knowledge recognised in this qualification will enable coaches to develop a consistent understanding of the safe, ethical, and effective management and delivery of coaching in motorsport.

What will I learn?

The qualification provides a more in-depth understanding of practical coaching, including the role and working practices of being a motorsport coach, the science and art of coaching,

skill acquisition, driving skills, health and safety, planning and preparation, knowledge acquisition and retention, and creating a safe coaching environment in motorsport. It highlights the fundamental differences between coaching and instruction and provides the tools and knowledge for coaches to support the long-term development of competitors.

The content of this course, delivered through in-person and online activities, is suitable for individuals who complete the Introductory 'Activator' course or who are a qualified motorsport instructor* and offer (or are aspiring to offer) their coaching services to individuals, teams, clubs, venues or association schools.

"Nothing has shaped our thinking and challenged how we deliver education more than the global pandemic," says Katie. "To make this qualification more affordable and accessible, we have redesigned the delivery methods to incorporate a combination of face-to-face and virtual learning and assessment. We are also adding the use of simulators, both as part of the course and in its delivery, to reduce cost and increase inclusivity."

**Instructors should hold licences at levels ARDS Grade B or above, BARS Grade A or above, ARKS Grade A or above, AHASS Instructor*

Why should I be a Coach?

To create a coaching culture and support those on the Coach Development Pathway, there will be several resources and benefits outside of the course that will help with delivery:

- An official Motorsport UK Coach Licence on completion of the 1st4sport Qualification, including Bluefin Coach Insurance and access to Continuing Professional Development (CPD) opportunities and facilitated learning
- The knowledge and skills to progress to other industry-relevant qualifications in coaching, sport development and leadership
- Provision of a kitemark, which demonstrates that you are operating with best practice at the forefront of your coaching

Coaching can be a rich and rewarding role in helping others develop and achieve their personal motorsport goals and it is vital to the success of participants at every level.

Bookings for courses will commence in September. Be the first to hear more and register your interest at: **Motorsport UK Coaching Qualification Registration of Interest**

ASK AN F1 DRIVER

Have you always had a question you wanted to ask a Formula 1 driver? Here is your chance!

Motorsport UK is inviting members of its community aged 15 and under to submit questions to this year's Formula 1 grid during the Thursday press conference of the 2021 British Grand Prix. The best questions will be pooled with others, and the overall top ten will be posed to the drivers by the press conference moderator as part of Thursday's press conference.

Entries close at midnight on Sunday 27th June.

To enter, [click here](#) and submit your question.

Good luck!



KEEP UPDATED WITH THE LATEST GUIDANCE

Motorsport UK has been working closely with all of the government departments for the devolved nations and other stakeholders to ensure compliance with government restrictions. A comprehensive set of guidance continues to support the community as restrictions evolve.

This guidance is continually updated to ensure it reflects the latest national and regional regulations and covers all motorsport disciplines. Most recent updates include the relaxing of restrictions regarding non-participant attendance and dual occupancy.

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

Motorsport UK has also produced a short video to help prepare competitors for the season ahead so they can familiarise themselves with COVID-19 guidance and regulations. We recommend watching the video, available on [our YouTube channel](#) to help us all have a safe and successful season.



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2021 sees SACRED joining Motorsport UK as the Official Coffee Partner. Members will be able to enjoy SACRED coffee and specialist teas in the new HQ at Bicester, as well as enjoying special offers on subscriptions through the Member Benefits Programme.

Founded in 2005, SACRED has cafes in London and has established partnerships with tier 1 banks globally and hotel groups. In sport, SACRED is a proud partner of Middlesex County Cricket Club, while 2021 is the 12th year of SACRED as the Official Coffee to Porsche Motorsport GB. The partnership with Porsche Motorsport expanded in 2015 to include Porsche Motorsport worldwide programmes via Stuttgart and currently include the Porsche Mobil 1 Supercup, Porsche WEC GT and Tag Heuer Porsche Formula E. SACRED gourmet coffee is loved by motorsport drivers globally for its great taste and high quality caffeine that keeps them focused pre-race or during training off the track.



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VOLUNTEER MARSHAL TASTER DAYS

Interested in becoming a volunteer marshal but unsure what is involved?

All motorsport events need volunteers to help run them safely and effectively. From pits and paddock to trackside, they do everything from essential administrative work to providing life-saving safety cover.

Volunteers are welcome from their 11th birthday, although the duties of young people may be limited in certain situations. If you already have specialist skills – technical, mechanical, rescue, vehicle recovery, medical, first aid or administration – you may wish to use them as a volunteer in motorsport.

The best way to get started as a volunteer marshal is to either attend a taster day or join a club and attend a training day. For more information, visit the Getting Started section of the Motorsport UK website at:

www.motorsportuk.org/get-started/volunteering

The British Automobile Racing Club (BARC) and the British Motorsports Marshals Club (BMMC) are just two of Motorsport UK's clubs that offer the opportunity to try marshalling for a day.

The BMMC runs taster days at most of the UK's circuits with a digital form available at: **www.marshals.co.uk/about-marshalling/taster-day** where you can register your interest. Alternatively, BARC is planning on running sessions at the following circuits during the summer.



Contact Paula Brown at: **pbrown@barc.net** to sign up or for more information.

- Brands Hatch
- Cadwell Park
- Croft
- Donington Park
- Mallory Park
- Pembrey
- Silverstone
- Snetterton
- Thruxton



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POWER IS NOTHING WITHOUT CONTROL

BEATSON'S BUILDING SUPPLIES MULL RALLY GOES GREEN

Scottish island rally deploys carbon offsetting initiative to negate the environmental impact of October event

The Beatson's Building Supplies Mull Rally has committed to an environmental policy which will offset 136 tonnes of carbon emissions this year.

The organisers of the Tobermory-based rally are working on a strategy which will demonstrate year-on-year improvement to the green credentials of the event, which is set to bring a multimillion pound boost to the Hebridean island.

The rally is working with the island-based Future Forest Company to conclude an agreement on carbon offset credits, ensuring the event's environmental impact is mitigated.

Beatson's Building Supplies Mull Rally Clerk of the Course Andy Jardine said: "This is just the beginning of our journey to ring-fence – from an environmental perspective – the future of the event.

"This year we will offset carbon generated by the use of fossil fuel consumption not just on the rally route, but also getting to the rally. This means the organisers, the crews, their support crews and all the brilliant volunteers who help us out by marshalling and working as officials will travel to this stunning part of the world safe in the knowledge that their carbon dioxide emissions will be fully compensated.

"We talk a lot about the positive economic impact the rally has on the island – and that will be felt more keenly than ever when it returns after its pandemic-enforced absence in 2020 – but it's vital that we compensate for the environmental impact as well."



BATH MOTOR CLUB TAKES FIRST PLACE IN ENVIRONMENTAL SUSTAINABILITY

The club has created a plan to reduce its environmental impact and support local reforestation

Motorsport UK can confirm that Bath Motor Club has become the first UK motor club to successfully implement an Environmental Management System (EMS) as part of its Environmental Sustainability Accreditation Programme for clubs.

The Bath-based club has established an EMS to control and reduce its environmental impact including offsetting all of its vehicle CO2 emissions and heading for 'net zero carbon' ahead of the UK Government's own targets.

A big step towards this goal is local tree planting and habitat creation. Bath

Motor Club is working in partnership with passionate local organisation Co-forest to buy and plant new permanent forestry in areas close to Bath. The first of these is known as Acorn, with Bath Motor Club members intending to volunteer to plant some of their trees themselves.

David Whittock, Bath Motor Club chair, said: "We believe we can make a difference without interrupting or changing the basics of our sport. With lockdown last and this year, it gave us time to think hard and fast about it, which led to us making a commitment to push forward and implement

our environmental sustainability management system.

"We can only make small changes to begin with, but over time we can easily prove its worth overall."

For more information about creating your own EMS, visit the clubs section of Motorsport UK's Learning Hub, accessible via: www.motorsportuk.org



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Photos: Andrew Coles/Radical, Jon Elsey/BRSCC and Dan Trent

OFF-THE-SHELF RACING

However big your budget, fixed-price racing packages can help you manage it – Dan Trent drives three different options to weigh up the possibilities



Anyone who has had the chance to drive on a circuit will understand that the lure of racing remains a constant temptation. You may have reached a proficient level as a track day driver. It is entirely possible that you have taken your first steps into competition with grassroots events such as Autotests, Sprints or Hill Climbs, any of which you can do with a standard (or lightly modified) road car, an RS Inter Club licence (see *Revolution*, May 2021) and the bare minimum of kit. But the seemingly narrow gap between this and lining up on the grid can sometimes appear like a gaping chasm.

Money is often presented as the main barrier but, in many cases, that is only part of the story. Using my own example, I have been driving on tracks for many years and feel equipped to lap a car at a reasonably competitive pace. However, the real barriers to me buying my way into a grassroots race series are as much about time and logistics as budget. The 'arrive and drive' packages discussed previously in *Revolution* (September 2020) could be an option. But without ownership of a car, or attachment to a community or series, you risk feeling somewhat detached.

Fixed-price racing, where you purchase a car and entry to a series as one package is, therefore, a very appealing option. It gives the satisfaction of actually owning a racing car and a sense of belonging to the series in which you compete. The single lump sum makes it easier to manage the budget, while tightly regulated racing ensures you compete on merit, rather than being left behind by better-funded drivers able to buy their way to the sharp end.

To test the water, I tried out three different levels of off-the-shelf racing, ranging from affordable 'tin top' touring cars, through lightweight prototypes and into full-on junior GTs, with costs ranging from around £10,000 for a year of racing to a little over £100,000. Sure, the latter could buy you a supercar to impress your friends and neighbours, but based on this experience it would be much better spent going racing.

Further information: <https://citycarcup.co.uk>



Tin tops on a shoestring: Nankang Tyre Citycar Cup Championship

Having had some experience of the C1 Racing Club, the sight of a stripped and caged Citroën city car in the Croft pitlane is not as unusual as it may seem. The novelty here is the sight of near-identical Peugeot 107s and Toyota Aygos around me. Aside from the badges, there is no real difference between them, although opening the floor to these other marques increases the pool of potential donor cars, and therefore reduces the costs still further.

There are important differences to the Citroën I have raced before, too. Where the C1 Racing Club is about endurance events, the Citycar Cup is a series of sprint rounds, with a suitably different feel. The cars are – relatively – more heavily modified as well, with grippy Nankang NS-2R track-day style tyres, stiffer suspension bushes and uprated Gaz dampers. Off-the-shelf cars can be bought for a little under £7,000 ready to race, but you could realistically do it yourself for a lot less with a car purchased for a few hundred pounds and converted with the fixed-price, all-inclusive packages sold through Essential Racing. Much of the work involved would be within the scope of any competent home mechanic, but the off-the-shelf option appeals to those who do not necessarily have the available time or facilities.

Some may sneer at the idea of racing a cheap hatchback with barely 75hp to play with but, believe me, by the time you have clambered over a roll cage and the harness clamps tightly over your HANS device you feel like you are in a racing car. And the quality of the conversion parts makes the cars seem like proper junior tin-tops... because that is exactly what they are.

The grippier tyres and stiffer suspension deliver on that promise out on the track, too. Acceleration is still modest, but the way you can throw these cars into a corner, and the confidence you have that it will stick, is a big step up from the

softer, more road-oriented C1s. There is bite to the steering and grip in the tyres that gives you something to lean against, but the car is still mobile enough to teach you the importance of balancing weight distribution around the car through throttle and brake. The lack of power means you need both finesse and absolute commitment to get a competitive lap time and, oddly, pushing for tenths in a slow car demands more of the driver than simply nailing the throttle of a powerful one, which is great for perfecting your technique. It also teaches you an awful lot about carrying speed and how to make every single horsepower count.

Good things come in small packages, it seems, and what the Citycar Cup lacks in outright speed, it more than delivers on with bang for buck. It seems to have struck a chord, with a 37-car grid at the opening round and 22 of those entrants flexing their new race licences in competitive action for the first time. Accessible, affordable racing for anyone? Look no further.

Need to know

Car cost:

c. £6,995 fully built and ready to race (self-build potentially less)

Season cost:

c. £10,000, including car

Typical race weekend:

15-minute qualifying plus two 20-minute sprint races

Why do it:

- Choice of DIY or off the shelf packages
- Close racing in identical cars
- Super affordable

Prototypes for beginners: Radical SR1 Cup

For little more than the cost of a new hot hatch, the Radical SR1 looks and feels very much like a real racing car and comes with a championship entry included in the price. I joined a test session at Donington Park for a sense of it, alongside prospective customers doing the same. Radical says that they are a mix of newcomers taking their first steps from track days; competitors with a little experience looking for a new speed hit; and – like the gentleman I am sharing my car with – people returning to motorsport now that life commitments have relaxed enough to permit it.

We are sharing the track with everything from BTCC racers on pre-season shakedown to historics blowing out lockdown cobwebs, along with the more usual track day crowd. A passenger lap alongside instructor Seán Doyle proves none of them are going to trouble a well-driven Radical and I realise I am going to have to drastically rethink my road car driver's sense of braking points, turn-in speed and commitment through corners.

The fact that you can squeeze into a Radical alongside an instructor means buyers can lean on the support of experienced racers for instruction as part of the firm's off-the-shelf package, which includes everything from race licence to branded overalls. Revised for 2021, Radical Weekends see the firm's various championships compete together, with the option of joining the grid in the Radical Challenge for an endurance race on the Sunday as a one-off extra or part of the Club Enduro Cup to get more seat time out of your weekend. The pit-stop format even means you can share the fun and split costs with a friend. The SR1 Cup also includes a longer endurance race at the Silverstone GP Invitational and there is also an option to join the SR3s on the grid at the Radical Spa Invitational Festival in the SR1 class for those who want to race on this legendary circuit.



Need to know

Car cost:

£44,995+VAT

Season cost:

Included in above, comprising 11-round championship, race suit, driver and mechanical training, race licence (if required), test day, hospitality and more

Typical race weekend:

20-minute Saturday qualifying plus two 20-minute sprint races, optional 'Sunday Supplement' entry to Club Enduro Cup and other events

Why do it:

- Incredible performance for the money
- Full support, from ARDS test to the grid
- Structured progression path and opportunity for additional races

Whichever you opt for, you will obviously need to get your Radical to the track, but an SR1 is light enough to tow behind any regular road car. Running your SR1 Cup entry from a typical domestic garage is therefore a totally realistic proposition, and strong residual values mean that when you choose to move on you will get a big chunk of your original investment back.

Given the driving experience, however, it is unlikely you would be in any rush to do so. The 182hp, 1,340cc Suzuki Hayabusa-based engine demands five-figure revs before you get the shift lights blazing, which is just one of the mental recalibrations required. The sequential gear changes punch through assertively and, although there is a degree of understeer to push through initially, with Seán's encouragement I am leaning harder than I ever expected, and my eyes are out on stalks by the end of the 15-minute session.

While this is not true 'slicks and downforce' racing, there is a sense of it in the Radical and, true enough, the bike-engined lightweight is the fastest thing on the day, even in my hands. In terms of sheer speed and intensity it is a huge step up from anything you will have experienced in a road car, yet it is also relatively easy to dial into and massively rewarding. And, after all, if you are going racing, and you can afford it, it may as well be in a proper racing car.

Further information: www.radicalsportscars.com

GT racing on a budget: Ginetta GT Academy

With its optional Clubsport package, a £77,000 Porsche 718 Cayman GT4 is a great road and track day car for the enthusiast driver. Double that budget and you can have a fully-prepped racing version eligible for the Porsche Visit Cayman Islands Sprint Challenge GB or GT4 level racing in any number of championships. Appealing enough. But it is still a converted road car.

For a comparable cost to that roadgoing Cayman you could, instead, have a genuine racing car, and the Ginetta G56 GTA feels very much that as I squeeze in between the burly roll cage and clip the tiny quick-release steering wheel into place. Across the wide transmission tunnel is another seat, and in it is my instructor Max Coates. We are at Blyton Park, now owned by Ginetta and the perfect venue for demonstrating the car, package and expertise included in that bottom-line price.

Running a lightly detuned version of the cars in the Ginetta Supercup, the new GT Academy is a step up from the Ginetta Racing Drivers Club it replaces. The cars are certainly more imposing than the G40s in that series. The G56 GTA is powered by a 3.7-litre, 270hp Ford-derived V6 and is basically the same as the GT4-level version but with less aero and street-legal Michelin tyres to make the switch from road cars easier for rookies taking their first steps into racing.

With a Quaife sequential gearbox, a pukka digital dash display and properly packaged interior, this is a far cry from the hacked-about cabins and improvised feel of a converted road car, even a professionally prepped one. From its air jacks to the built-in VBox camera and datalogging system, the Ginetta feels every inch the high quality, factory race car it is. And it demands to be driven as such.

Need to know

Car cost:

£64,950+VAT (before options)

Season cost:

£6,000+VAT for championship entry, £17,000+VAT for GT Academy Rookie Series Package with storage and transport for car, technical and driver support at every race weekend, fuel, tyres and hospitality for driver and guests

Typical race weekend: 15-race championship over five weekends, comprising 20-minute qualifying plus three 15-minute sprint races

Why do it:

- Grown-up car, realistic costs
- Proven pathway from rookie to pro
- Everything taken care of, from storage to car prep

With no driver assistance – not even ABS or a servo on the brake pedal – there is nowhere to hide, either. Wary of locking up, my braking is too early and tentative and I am coasting through corners rather than jumping on the throttle straight away. Fine for a track day, but I need to think like a racer. Max pushes me on and by my third session I am closing in on his benchmark time that we are using for the detailed, telemetry-led debriefs.

It feels very serious, and yet also accessible. The Ginetta crew are well versed in bringing customers up to speed, whether this is their first time in a racing car, or they are transitioning from other series. Full training packages from in-house LMP1 drivers with track and simulator sessions are also available.

If the logistics of storing a car and getting it to the track are a barrier to going racing, Ginetta will even look after your G56 at Blyton, prep it and transport it to the races as part of the fixed price GT Academy Rookie Driver Series Package. All you have to do is turn up, zip into your race suit and you are good to go, with everything from fuel to tyres included in the price, safe in the knowledge that everyone is racing identical cars and success is down to skill, not how much money you have to burn. As an affordable gateway to GT racing, this is a proper package at a relatively reasonable price.



Further information: www.ginetta.com



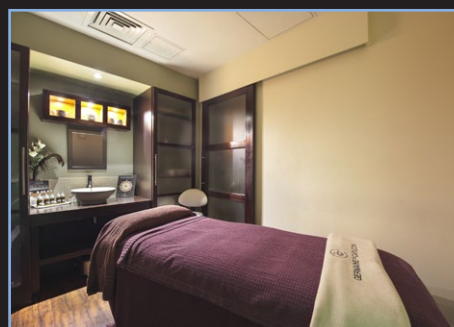
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Bicester Hotel and Spa is a four-star resort set among beautiful acres of Oxfordshire countryside. With 52 spacious rooms and suites decorated in four various contemporary styles, this family-owned estate is surrounded by quaint gardens and a glorious 18-hole golf course offering a backdrop of magnificent sweeping rural views.

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To celebrate the new partnership, Bicester Hotel and Spa is offering one lucky Motorsport UK member the chance to win a three-month full health club membership, while two runners-up can enjoy an Elemis Bicester Experience Day.

More information about Bicester Hotel and Spa can be found at: www.bicesterhotelgolfandspa.com



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LIFING:

A GUIDE TO SAFE AND COST-EFFECTIVE COMPETITION

Find out what lifing is all about, why it exists and how you can use it to help you stay safe while stretching your budget further

Whether you are racing wheel-to wheel on track, rallying hard on a gravel road or waiting for the lights to go green on a quarter-mile drag strip, your safety and success rely as much on your equipment as your talent behind the wheel.

Lifing is all about giving you as much confidence as possible in your vehicle and kit without breaking the bank, from ensuring your brakes do not pitch you into the barriers to being certain that your fire extinguisher is ready if you need it.

John Ryan, Motorsport UK Sport, Safety and Technical Director, explains: "Immense progress has been made in improving the safety of motorsport in recent decades. We continue to work closely with the FIA to advance safety standards while making motorsport safety as affordable as possible at all levels. The lifing of kit and components is key to ensuring all competitors are protected at the highest level."



Don Bathie



Why do we need lifing?

Preparation is nine-tenths of success – and that goes for safety as well as performance. But how much focus do you actually put on the lifetime of your car's components and your personal kit?

Most of us would not drink milk one week out of date, yet many are competing with parts that have run long beyond their pre-prescribed limits.

The old adage 'if it ain't broke, don't fix it' doesn't run true in motorsport, as wear and tear on machinery and ever-improving safety standards mean that items can become outdated or in need of replacement well before there is any indication that they could break.

At the cutting edge, teams in F1, WRC or equivalent will life every part of the car, from front wings to suspension screws, logging every item's use to ensure that it does not get close to its life expectancy before being replaced by another.

While such levels of precision are neither necessary nor feasible at national and grassroots levels, the same principles apply. Equipment expiry dates are an important tool to ensure crucial items remain in peak condition and their effectiveness is not degraded by excessive time and usage.

Regulated items are typically given a 'length of usage' time within which they are considered safe in their typical operating window. Going beyond that not only means that your vehicle may not comply with the regulations, it also reduces the levels of safety.

Lifing applies particularly to items that are under constant stress and strain during competition, such as seats and harnesses. It is also used on items that degrade over time,

such as fire extinguishers. And while helmets and race suits are not officially 'lived', their safety credentials are continually managed by the introduction of new standards over time.

Service, log and check

New initiatives are constantly being developed and introduced by Motorsport UK to help reduce the financial burden of unnecessary replacement of safety equipment, while maintaining crucially high standards of safety.

Servicing, logging and compliance checking are all actions competitors could and in some cases should be taking to make sure equipment is up to the job.

Items such as fire extinguishers are not 'fit and forget'; they require regular servicing and maintenance to ensure they are ready to work when needed.

In the case of an FIA-homologated extinguisher (List 16 or 52), it is essential that the manufacturer or agent carries out checks as going outside the manufacturer's approved network will effectively void the FIA-homologation.

Homologation requirements define the work required in the service. It is a very thorough examination that involves, among other checks, internal and external examination of the bottle, replacement of all seals, cleaning and testing of operating heads and nozzles, and replacement of the extinguishant contents.

As this shows, the servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer – or their approved agent – will have access to the replacement parts and specialist tools required to undertake this service properly.

Seats and harnesses are some of the most critical safety systems within the vehicle. If either of these fails, other important safety systems such as Frontal Head Restraints (FHR), Roll Over Protection Systems (ROPS) and racing nets will significantly reduce in effectiveness. This is why they must remain in peak condition.

Seats, for example, come with a set lifetime based on the number of years in use, typically lasting from seven to 10 years in the UK depending on the model and the standard to which it complies (see Current Guidance box).

Just as road car owners must take their vehicles for an MOT and service every year for vital checks, with parts often recommended for replacement based on visible wear but also on mileage, so competitors should take care of their equipment, although the variability of competition makes a similar approach to such vehicles a little more complex.

Safety equipment such as helmets and overalls are not lifed individually (with the exception of a 10-year life for the latest FIA Standard 8856-2018 overalls) but the standards they need to meet, typically from the FIA or Snell, are regularly updated as technology develops.

As new standards are released, the older standards are withdrawn to ensure users continue to have the best available protection. As such, it is important to stay informed of the latest requirements.



Dan Bathie

CURRENT GUIDANCE

Key safety devices such as seats, harnesses and helmets are guided by official standards. These are the latest guidelines.

Seats

Motorsport UK has extended the life of FIA Standard 8855-1999 seats for an additional two years beyond the FIA validity, to a total of seven years. Some 8855-1999 seats may also be subject to a further one-year extension due to the COVID-19 pandemic.

The FIA regulations allow for an additional two years if the manufacturer inspects and recertifies the seat, but Motorsport UK has removed the need for this recertification.

Beyond this, the FIA Standard 8862-2009 advanced racing seats already carry a 10-year validity while the new FIA Standard 8855-2021 for competition seats also has a 10-year validity. The aim of this new competition seat standard is to provide objective performance requirements considerably in excess of the existing baseline, ensuring improved strength and support during rear impacts together with more extensive support to the pelvis, shoulder and head during side impacts.

Harnesses

Motorsport UK has extended the life of the latest FIA Standard 8853-2016 harnesses by an additional five years beyond the FIA validity, to a total of 10 years.

The 8853-2016 harnesses are subjected to significantly increased testing standards than the previous standards and are a six-point minimum. By extending the usable life, Motorsport UK aims to encourage competitors to move to the latest standard as soon as they can. Previous FIA Standard 8853/98 and 8854/98 harnesses can be used, but they are recognised for their original five-year validity period only.

Helmets

Motorsport UK has routinely extended the validity of certain helmet standards beyond the FIA validity. Of the current recognised list, Snell SA2015, Snell SA2020 and FIA Standard 8860-2004 have already been confirmed as being recognised by Motorsport UK beyond the expiration of their FIA recognition.

In your hands

As technology develops and manufacturing improves, the lifetimes of parts and equipment are becoming more accurate and more reliable and, as a result, are run for increasingly longer timescales.

This extended validity in areas such as seat and harness homologation standards, however, make it essential for competitors to take responsibility for the care and maintenance of their equipment.

Safety equipment should only be fitted in accordance with the manufacturer's instructions and Motorsport UK or FIA regulations, and should not be modified in any way, as this will invalidate the homologation.

During the life of the equipment, it is good practice to undertake regular checks and maintenance, to ensure that it remains in good condition. This becomes essential in the case of an accident. It should never be assumed that such equipment will be safe to use again, as often this will not be the case.

Even what can appear to be a minor impact can put huge loadings through the seat and harness and their mountings. These items of safety equipment may have performed their function to protect a competitor from injury without them even being aware, so following an accident they should be carefully inspected for signs of damage.

Manufacturers should be able to advise how best to undertake this evaluation, and if there is any damage, they will be able to provide advice on if and how that equipment can be used again. If not, they can help dispose of and replace the items and ensure replacements meet the latest standards.

BUYER BEWARE

Counterfeit items of safety equipment are an unfortunate reality in motorsport. They can range from difficult to spot copies of genuine equipment to cheap and vastly inferior imitations. The potential consequences of using counterfeit items of safety equipment – whether unwittingly or not – should go without saying. It is important that, when sourcing new items of equipment, you are alert to the main warning signs that might indicate something is not genuine.

Detailed guidance is available at:
www.motorsportuk.org/competitors/guidance-advice

The principles of ensuring that what you are buying is genuine can equally be applied to the sourcing of components for the vehicle. There is further information on this available via the Intellectual Property Office, who have published specific guidance on counterfeit vehicle parts at:
www.gov.uk/government/publications/counterfeit-vehicle-parts

If you are in any doubt as to whether an individual item is genuine or not, then do not hesitate to talk to a Motorsport UK Scrutineer for further advice or contact the Motorsport UK Technical team who are more than happy to assist.



Into the future

Investment into the improvement of lifing systems never stops and the sport's governing bodies are constantly undertaking research and development to advance the standards of safety and reliability at all levels.

Technological advances can give a longer life to safety equipment, such as the new 8855-2021 competition seat standard (see Current Guidance box), which has now extended the lifetime of a racing seat to 10 years. Equally, Motorsport UK's research into smarter technologies and systems aims to make lifing simpler and safer.

The Impact Data Recorder (IDR) could soon revolutionise the way vehicles and their parts are monitored. This simple to install, low-cost device can record instances of high G-force due to impacts, helping to identify when vehicles have been involved in a collision of sufficient severity to require the safety equipment to be checked, and potentially replaced.

In addition, Digital Vehicle Passports are being developed to achieve a further advance on the existing Vehicle Passports that are currently in circulation. Vehicle Passports were first created in 2016 and are being phased in as a replacement for Competition Car Log Books by 2026. The future, however, will be digital.

The aim of a Digital Vehicle Passport is to create a live log of information on the safety equipment installed in a vehicle, along with an up-to-date record of use and detail of incidents it has been involved in. Currently being worked on with developers, this will provide a consistent, constantly updated, secure and traceable digital record of a large number of vehicles taking part in any Motorsport UK licensed competition in the UK.

So, whether you are a historic racer or the driver of the newest EV on the grid, keeping on top of lifing is something that should be high on your priority list, to give you the confidence to perform at the limit when you get out on track.

To find out more, Motorsport UK has created harness and seat guidance, available in the Resource Centre at:

www.motorsportuk.org



Jakob Ebrey Photography

GENERAL MAINTENANCE OF SAFETY ITEMS WHICH ARE NOT LIFED BY REGULATION

Many principles used in the regulatory lifing of safety equipment can be applied other components of a vehicle. Although there are no regulatory lifetime requirements for many parts, items such as springs, dampers, clutches, differentials and many more typically have usage recommendations based on mileage or cycles. Maintaining a log of these is a useful way of ensuring that they are replaced before they break and cause a DNF or, worse still, an accident.

Component lifing software can be used to manage parts and increase reliability. These tools are designed to make it simple to log and manage component usage for items particularly susceptible to wear, including noting when items were replaced due to damage. Most are intuitive, well laid out and relatively low cost, but if that sounds too complex, a simple spreadsheet or even a hand-written lifing logbook can also do the trick.

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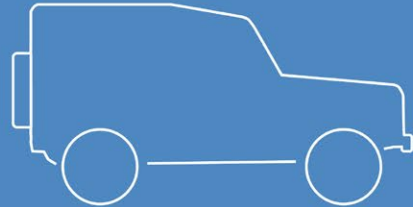
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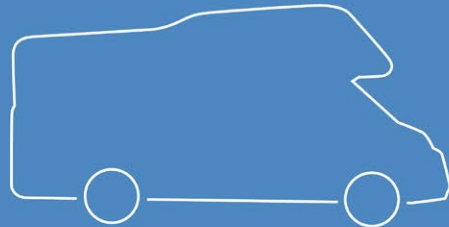
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PROUDLY CELEBRATING DIVERSITY IN MOTORSPORT

A crisis on the scale of the coronavirus pandemic has the power to reorder society in dramatic ways, causing us to re-evaluate what is important, and acting as a catalyst for positive change. One year ago, that process was already underway when Black Lives Matter protests gave the world pause on another global issue – that of racial injustice. That moment evolved into a movement – Equality, Diversity and Inclusion (EDI) – that encapsulated all aspects of prejudice and discrimination.

Motorsport UK, aligned with the wider world of sport, responded with determination and commitment, eager to ensure this opportunity to use its reach and influence to celebrate and enable participation in motorsport did not go to waste. Its aim was to not only engage in the conversation around EDI but to make a difference through meaningful action. Positive steps have already been taken in recent years with our programmes supporting women in motorsport, disability and accessibility, and in addressing the affordability of participation, particularly at the entry level. However, there is much more work to be done to change the culture to one that values and celebrates diversity, and enables the full involvement of disadvantaged groups.

That realisation was at the heart of Motorsport UK's decision to form its new EDI Committee. "We all need to recognise

that new regulations or policy statements alone will not achieve what is required," commented David Richards, Chair of Motorsport UK. "It is a far deeper issue that goes right to the culture of our sport and requires each and every one of us to examine the way we behave and the values we want to uphold."

Motorsport UK invited Catherine Bond Muir, founder and CEO of W Series, to chair its newest committee, which was ratified by the Board at the end of 2020. Such is the necessity and importance of gaining a deep understanding of the various issues around EDI, the decision was taken to form four sub-committees, so that resulting actions are relevant.

The **Women in Motorsport Sub-Committee** will be chaired by Motorsport UK Board Member Helen Bashford-Malkie, who has been involved in motorsport since the age of 18, having competed in various categories including Formula Ford and in the Thoroughbred Grand Prix Championship. She has been a team principal, race car manufacturer as the owner of the Chevron marque, and a committee member of the MIA (Motorsport Industry Association). As the long-term Chair of the BWDR (British Women Racing Drivers' Club) she has remained steadfastly committed to the interests of women in motorsport for many years.

Mike Bugembe will chair the **Racial Diversity Sub-Committee**. Born in Uganda, his family has competed in Safari Rallies and his 10-year-old son in karting. Bugembe is passionate about racing and helping young people of diverse ethnicity to get into motorsport, which prompted him to establish the BAME Motorsports Foundation. From his work in analytics and Artificial Intelligence he has been able to demonstrate through research that even AI has been shown to have an inherent bias against women or people of colour.

The **Disability and Accessibility Sub-Committee** will be chaired by Nathalie McGloin, the inaugural President of the FIA Disability and Accessibility Commission and the only female tetraplegic racing driver in the world. In 2015 she became the first female with a spinal injury to be granted a racing licence in the UK, and in 2019, the first-ever female disabled rally driver.

As Motorsport UK joins the rest of the world in celebrating PRIDE MONTH, it is pleased to announce that Richard Morris,

founder of RACING PRIDE, will chair the governing body's **LGBTQ+ Sub-Committee**. Racing Pride launched in collaboration with Stonewall in 2019 to positively promote LGBTQ+ inclusivity in the motorsport industry and has since begun to initiate significant and lasting change. Morris started karting at 12 years of age before moving into car racing, competing in Formula Ford and as a works driver for sports prototypes. Previously an international level fencer before moving into motorsport, he brings a great deal of experience of how other sports address welfare and inclusion, allied to issues he has encountered in a racing environment.

Over the coming months Motorsport UK will outline the objectives and vision for its EDI Committee and its four sub-committees and invite the community to support its work in ensuring that motorsport is safe, fair, and fun for all, and an environment in which competitors and participants can feel comfortable and welcome.

Proud to support Racing Pride in Pride Month

BE SENSITIVE TO THE LANGUAGE PEOPLE ARE USING

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Homophobic, biphobic, and transphobic language is never banter and it could be hurting people without you knowing. Have fun everyone can join in with!



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VIEW PEOPLE WITH 'KIND EYES'

People make mistakes, but normally they're just trying their best. If you can correct them, sensitively, this is a great act of allyship to the LGBTQ+ community.



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MY MOTORSPORT MOMENT

"Winning my first international rally"

Legendary Rally star **Gwyndaf Evans** was known as the 'Welsh Wizard', and back in the late 1980s he conjured up some magic to beat a field of his personal heroes in this career-defining motorsport moment

Event: Ulster Rally, Northern Ireland

Date: 1989

Car: Ford Sierra Cosworth (Group A)

It was my first year in a Group A car and the first year that I had the machinery to win the rally. I was up against, to me, very famous names like Jimmy

McRae, Russell Brookes, Mark Lovell, David Llewellyn. They were stars in my eyes. I had always looked up to them but I never thought I'd be able to compete against them, let alone win an international rally.

I'd been watching them for years and, of course, you do all your prep and you think you know some things differently so you use some of that too. It's a combination. I can infer that to [World Rally Championship driving son] Elfyn today, we all learn from other people, but you've still got your own natural instincts.

I wasn't young, because I wasn't that young starting. I had to do a long, hard apprenticeship and there wasn't money growing on trees. I had to beg, steal and borrow and work extremely hard to make ends meet, but I had won Group N in the British Championship the year before and I got the drive from Brooklyn Motorsports. We were a private team, up against the works cars.

The Sierra Cosworth was quite a beast: 300hp through the back wheels with quite a bit of turbo lag. It was not the easiest of monsters to drive, certainly in comparison to today's machinery. Even if you had warm, dry Tarmac those cars were a challenge. This was a Tarmac rally with the added 'advantage' of the cows' muck and the bumps and narrow lanes of Northern Ireland. We had a day of rain as well, so add in all that standing water and there was never a dull moment.

We'd had a really good test and I was comfortable in the car but I was nervous at the start. I was always nervous

at every rally start, right from day one. That was never my forte. Somebody once told me if I wasn't nervous I wasn't a competitor, so I took that as positive.

A lot of eventualities happened on that rally. It was a full international three-day event and we came out on top. I was running second for quite a while and I think Russell Brooks had a slight problem or a spin, but for me at that point I didn't care, a win was a win. And it was a big win for me.

You can't control what's around you in rallying, but you can control a lot of what you do yourself. You put your head down and remember that you don't let off until you're finished – only then do you start thinking if you won it or not.

I don't know if the other crews were shocked, maybe they were, slightly, but they were great. They were gents. Very complimentary, no problem whatsoever. I think if you get beaten in rallying, most competitors will say 'hats off' to the next for going one step better.

We weren't shy in celebrating after. We had a proper party. Not like today. I had Howard Davies co-driving for me, so there was no shortage of knowing how to enjoy ourselves afterwards! Belfast was a bit more lively than normal, if that was possible.

It gave me real confidence. That's what you get from winning, or even winning stage times, because you've got the measure. You know 'this is not guesswork anymore, I know I can do something and I can repeat this.' You know how much energy it takes to do it, but if you're willing to work hard at it and get everything in place, there's every chance to do it again, and that's what you want to do.

Winning the Group N championship the year before was a good step, otherwise I wouldn't have got the Group A car. This win was a real springboard for my career because the following year I got a works drive with Ford Motorsport and was with them for eight years after that.

Going on the bonnet, spraying the champagne, that's what you remember.

Where is he now...?

Evans and Davies went on to win the British Rally Championship in 1996, driving a Ford Escort RS2000, and achieved a highest placing of sixth in a World Rally Championship (WRC) event at the 1995 RAC Rally. He now runs the family car dealership in Dolgellau while also supporting his son Elfyn's career. Elfyn was around six months old when his father won the Ulster Rally. The second-generation driver now competes in WRC for Toyota Gazoo Racing World Rally Team and recently took his fourth WRC win at Vodafone Rally de Portugal.



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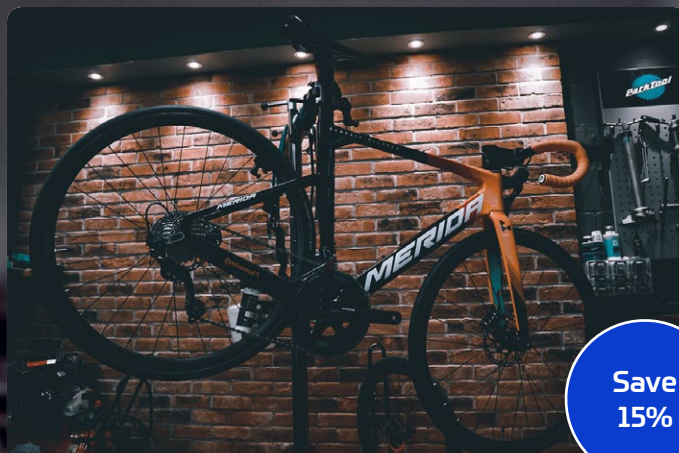
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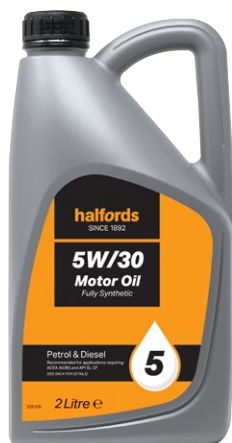
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VANTAGE POINT

Women in motorsport



As a photographer working in motorsport, Lou Johnson is a woman blazing a trail in two traditionally male-dominated industries. She grew her twin passions independently, attending races with her family as a child and taking a camera course as a teenager, and first brought them together for fun at the Goodwood Festival of Speed. She is now one of the regular photographers in Formula E and won the Motorsport UK Young Photographer of the Year award in 2019. Only then did she realise just what a rarity she is. Behind the lens, gender is eliminated. She can 'get her elbows out' in a paddock scrum and happily hold her own when it comes to getting the shot, yet when she received her award at the ceremony, the relative number of women in the winners' line-up made it clear that the sport still has a way to go when it comes to gender equality. Johnson knows that she is in a position to make a difference, and she tells us about life in the paddock and why many women in motorsport are inspiring future generations just by being in amongst the crowd.





"There's a weird kind of power I feel come over my own subconscious when I have my camera in front of my face"

“ It was only when I started applying to universities for photography courses that I began to realise the industry I wanted to be in was very male-dominated. I used to make scrapbooks with clippings of shots from different photographers and I'd think 'he's really great, I love the way he uses colour or compensation' but when I went for my university interviews, I noticed the lecturers were all men and then I suddenly started thinking 'all these photographers whose work I've obsessed over are all men too. That's weird.' ”

So I started actively searching for female motorsport photographers. I found one. Yes, just one. Her name was Emily Davenport I reached out to her and she replied to me and said 'follow your dream.' That was a really cool moment. Years later, when I won the Young Photographer award, I was the first female to do so and people started talking about it. The BBC did an article, and it was a little bit mad, very overwhelming and very humbling. It felt really bizarre because I didn't ever previously think 'oh, I'm in a room full of men.'

I think the reason there hasn't been many female motorsport photographers is that photography itself, as a genre, has been

very male-dominated from the beginning. There are some elements of photography that are more female, like baby and wedding photography, but sports photography is still quite male-dominated. I don't know if that's just because the interest is traditionally male.

There's a weird kind of power I feel come over my own subconscious when I have my camera in front of my face. If there's a shot I really want for my client or if it's a big story, I am the first there in amongst it and I'll be in a 'get out of my way' mindset. I think I also tend to focus a lot on creating something that's different and beautiful and accurately sums up the situation.

I don't feel I can say that I take prettier images as a woman, because there's a lot of men out there who are taking some stunning images, but I do think I am quite compassionate when photographing people in trickier situations. I have quite a lot of empathy, take a different kind of shot, step back and shoot the whole thing rather than getting in someone's face. I don't know if that's a more female characteristic or an experience thing.

I think in general, there is a real generational thing about gender. You look at kids clothes stores and, wow, it really is as if 'dinosaurs are for boys, flowers are for girls.' That sort of mentality has always steered us on such different paths, but things are changing now. People are actively moving away from that. It will take time to filter through, but it's about building on that different mindset and putting in real grassroots encouragement now.

My first proper involvement in motorsport was actually working with 'Dare to be Different.' I remember hearing Susie Wolff say in an interview that you should just email people and ask for opportunities, so I literally did that. I emailed them to ask if they needed a photographer. And they said yes. They supported me and I came along to shoot some events for them.

At one event, an eight-year-old girl came up to me and was talking about media and she said, 'oh, I never thought it was a job I could do, I didn't know it was a girl's job.' The lady with me, a medic, replied 'you can do whatever you want to do.' I can just remember that girl skipping away all excited to go and tell her parents. That's what it's all about, really.

More women will come into motorsport if they see more women in motorsport.

There are, and there have been, women in motorsport but we just haven't really talked about it much. They're not there. They're not on TV. Only recently was a woman first on the podium for the teams in Formula One, and that's crazy. At no point before did someone think 'oh, we should highlight this person's job.'

The FIA Women in Motorsport Commission is doing a fab job at the moment and they've only really just got started. I think

the focus traditionally, before the last three or four years, has mainly been on drivers and key roles and I completely understand that, because they are the superheroes. But I think in the last six months or so there has been a real push to highlight people in different areas.

A lot of women who talk on forums or message me often say 'I want to work in motorsport' and I ask 'well, what do you want to do?' because it's not just a case of wanting to work in F1, Formula E, rallying or whatever; first and foremost, you have to want to do your role.

It helps having a passion for motorsport, but fundamentally you have to love the job role that you do because when it's not very glamorous, or when I'm standing outside in the rain or the freezing cold, I'm thinking 'this is such a cool shot' not 'I'm glad I'm working in motorsport.'

Ultimately, we need to start filtering down further and highlighting everybody's roles, showcasing women who are tyre technicians, who are photographers, who do logistics. We need to highlight all the different roles that make it possible for women who say 'I'd like to be in motorsport because I love this world' to actually see the roles they could do. Even if it's 'this role has no women in it,' let's talk about that.

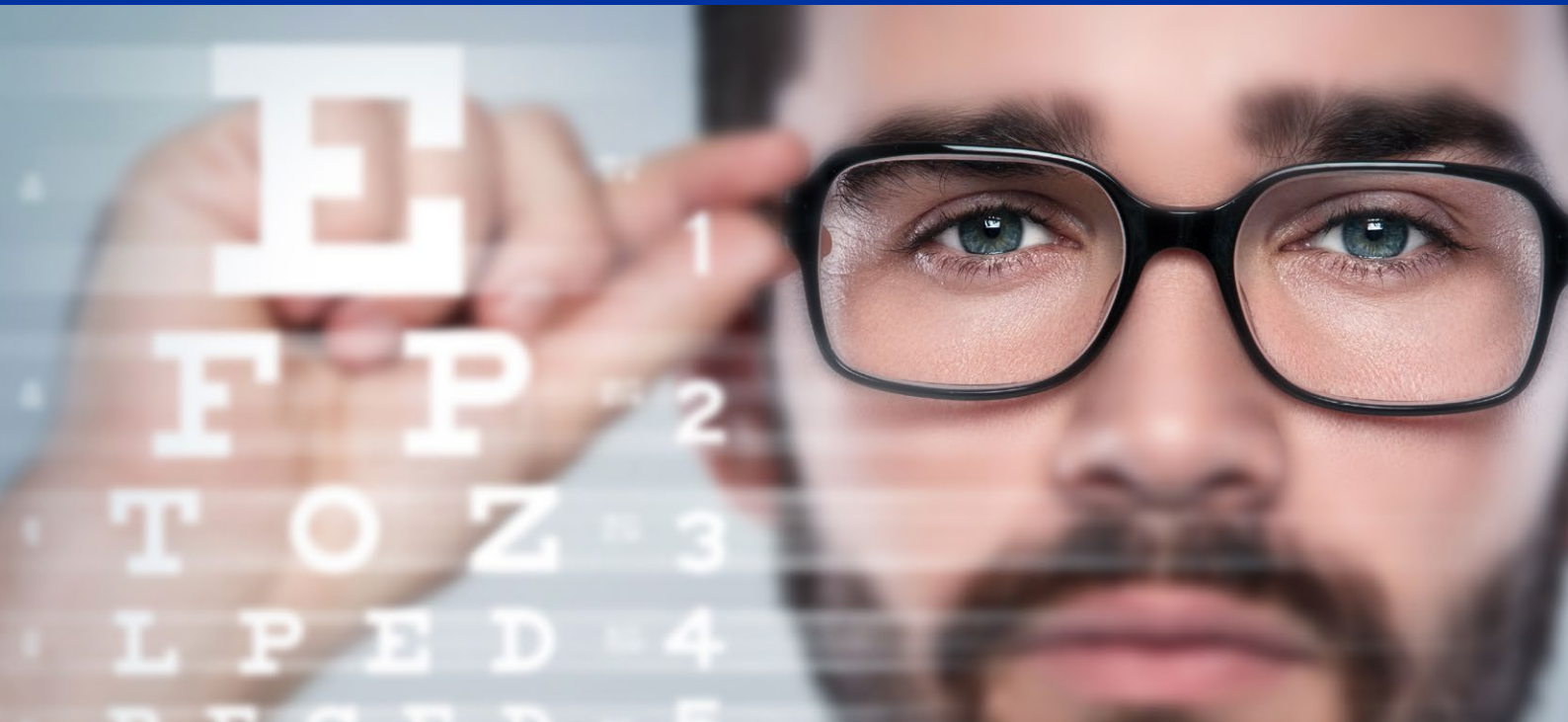
I've always been quite passionate that anyone can do anything. I never want people to think 'I can't do that because I'm a woman.' Part of fighting that mindset is to see it, to believe you can do it. It's hard for most people to alter the kind of mentality that little girl had, thinking 'that's a man's job, that's a woman's job' unless women are seen doing it.

It was a really big trigger for my brain when I discovered Emily was shooting F1. I can actually remember what her website looked like at the time because it was so great for me to know, 'there's a woman doing really cool photography!' She probably wasn't the only one shooting the sport back then, but she was the only one I could find.

What we do now is probably more important than ever, and we just can't rush that change. It's a longer build. But seeing someone doing what I wanted to do made me realise it wasn't impossible because of my gender. The more women can realise that, and the more they can see that, the easier it will become.



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WHAT'S ON

A selection of confirmed championships and events for 2021



Thruxton Historic Thruxton Race Circuit, 12th June

The finest historic and classic motor racing in the UK heads to the nation's fastest track for this annual two-day meeting. A packed set of races will include the RAC Woodcote Trophy and Stirling Moss Trophy, the Historic Touring Car Challenge with Tony Dron Trophy, and the Jochen Rindt Trophy featuring a celebration of single-seat race cars from the 60s, 70s and 80s. There will also be displays, demonstrations, circuit rides, live entertainment, camping and a trade village. For more information visit: thruxtonracing.co.uk/racing/historic

Sporting Car Club of Norfolk June Autotest Snetterton, 20th June

The Sporting Car Club of Norfolk is hosting an Autotest at Snetterton circuit on Sunday 20th June. Four tests will be run over the course of the day with two taking place in each of the morning and afternoon. The Autotest will be laid out in the '100' circuit car park which has a smooth, non-damaging Tarmac surface, making it suitable for any two-wheel drive car. The event is aimed at less experienced and younger competitors. More information can be found at: www.scon.co.uk



Festival of Power

Santa Pod, 25th June

The UK's famous drag strip will welcome back the smell of Nitro at last with this full round of the National Championships. It will feature all the favourite top-flight drag racing action including Top Fuel Dragster, Nitro Funny Car, Jet Cars and a round for the 200mph Pro Modified Doorslammers. The event, which was postponed earlier in the year, will also include demonstrations, stunts and exhibition vehicles as the venue welcomes back the fans. For more information visit: <https://santapod.co.uk/festival-of-power.php>

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

Wolfstones Hillclimb

Holmfirth, 25th-27th June

This closed public road event is the competitive element of the Yorkshire Motorsport Festival. The weekend-long event will see more than 80 mainly pre-1986 cars blasting up the 0.8-mile hill each day, from 1923 3.5 litre Bentleys to 1978 German Touring cars and special saloons. A round of the Jaguar Drivers' Club 4 Hills and Sprint Championship will be featured on Saturday and Sunday. A number of 'star cars' will also run demos or be on display, including a 1930s ex-Le Mans Aston Martin team car, the 1980s ex-Gerry Marshall Aston Martin V8, the 1970s ex-John Pope Vauxhall Viva GT Aston Martin-engined Special Saloon and an ex-works Sunbeam Tiger rally car. For more information visit: www.ymsf.net



HERO Challenge

Bishop Burton College, Beverley, 26th June

The second round of this Historic Endurance Rally Organisation championship takes crews into the Yorkshire Wolds. Centred at a new base near Beverley, the route includes five special tests in the campus before making best use of an extensive network of quiet rural roads through villages. It will also drop in on a historic Yorkshire WW2 airfield, where three exciting regularities will give drivers the opportunity to 'stretch the legs' of their cars. More information available at:

heroevents.eu/event-schedule/hero-challenge-two-2021



Motorsport UK Wera Tools British Kart Championships

Mansell Raceway, Devon, 26th-27th June

Some of world motorsport's most famous drivers have British Kart titles on their CVs and bumper registrations for the new-look term will see almost 500 competitors taking part in these championships over the course of the season. This event will see the Rotax, Honda and KZ2 classes head south to the venue of former F1 and Indy Car champion Nigel Mansell, where the technical corners and long straights are likely to set up plenty of opportunities for overtaking. For more information visit: www.britishkartchampionships.org/events



Dunoon Presents Argyll Rally

Dunoon, 25th-26th June

Mull Car Club brought this event back onto the British rally calendar in 2017, and this year it will move from forests to closed public roads, with five stages around Dunoon town and the Cowal peninsula on Friday night and four double-run stages around the peninsula again on Saturday. Rally HQ, scrutineering and the service park will all be based in Dunoon stadium, and the event will form a round of the KNC Groundworks Scottish Rally Championship and the North England Tarmac Rally Championship. For more information visit: <http://argyllrally.co.uk>



Wye Valley Car Trial

Hill Farm, Putley, 27th June

The peaceful and picturesque site at Hill Farm offers a wide variety of options for the Clerk of the Course to set different challenges on the range of hills for this popular car trial. As well as being a round of the British and BTRDA championships, it is also part of the regional West Midland, Welsh and South-Western Association Championships and the Cotswold MSG Car Trial Championships. For more information, visit: <https://btrda.com/championship/car-trials/event/wye-valley-car-trial>



Bristol Llandow Sprint

Llandow Circuit, South Wales, 10th July

This re-scheduled event takes place on the 1.45km circuit in Glamorgan which began life as an airfield housing Spitfires during World War II. Co-promoted by Bristol Motor Club and Bristol Pegasus Motor Club, it is a round of the WAMC Trident Engineering WSH Championship, TyreMarks ASWMC Sprint Championship, Downton Motor Club Speed Championship, MGCC Speed Championship, Vincenzo & Son Bristol MX5 Challenge, the Bristol Two Litre Cup, the Midland Speed Championship and the HSA Speed Championship. For more information visit:

<https://bristolpegasus.com/events/llandow-sprint-2021>



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The referees of the motorsport world, Stewards play an important part in ensuring events are run fairly and safely.

Every permitted event in each motorsport discipline requires at least one Steward, and they have authority to enforce compliance with the Regulations and to adjudicate on appeals.

Larger events involve a panel of Stewards, comprising a Motorsport UK Steward (appointed by Motorsport UK) and two Event Stewards (appointed by the Organising Club). Stewards must be well versed in the organisation and running of motorsport events, with years of volunteering experience. Training to become a Motorsport UK Steward involves a development programme consisting of two modules, one online theory and one practical involving attendance at a set number of events.



2. CLERK OF THE COURSE

Clerks of the Course have overall responsibility to ensure events are conducted and controlled in accordance with the regulations, programme and organising permit.

Typically nominated by event organisers, the Clerk of the Course acts as the first judicial body and has the power to impose penalties according to the regulations. They liaise closely with Stewards throughout the event.

Clerks of the Course must be very experienced, with a number of years involved in organising and running motorsport events. Training is conducted via a modular programme of online theory and on-event practicals, concluding in an assessment. To maintain the licence, Clerks must stay active and attend at least two biennial training seminars.



3. SCRUTINEER

In this engineering-led role, Scrutineers are responsible for checking the mechanical state and compliance of competing vehicles.

Maintaining fair play and general safety is at the core of scrutineering, along with noise control and ensuring environmental compliance. Scrutineers can specialise in cars, karts, environmental or any combination, and while experience of engineering or a similar technical field is an advantage, it is not essential.

Applicants typically get a taste of the role by shadowing an experienced Scrutineer at a local club. They are also mentored through a development programme with theory and practical elements, including working in a range of roles at different events. Once qualified, a ladder of progression can lead from trainee all the way to International level, with assessment and feedback from at least two Scrutineers required at each step.



4. TIMEKEEPER

An essential element of most motorsport events, this role involves recording competitors' times and positions to determine the event results.

Timing is second only to safety as a crucial aspect of any motorsport event, and timekeepers use everything from simple hand-held stopwatches to complex electronic timing systems to measure performance.

Applicants typically pick a discipline to focus on and shadow Timekeepers at an event to build up experience. Training is conducted via a modular training programme under the guidance of senior Timekeepers, who act as mentors. Timekeepers can begin training from the age of 16, with active service starting at 18.



5. RESCUE OFFICIAL

This highly skilled role is one of the most important at the track, providing immediate medical and extrication facilities at the scene of an incident.

It takes three years of training to build up the specialist skills required to join a rescue unit. These are kitted out with the latest medical and extrication equipment and form part of the safety provision at an event, together with Doctors, Paramedics and Recovery Officials.

We recommend applicants spend a day with a team to understand the role and get to know the Crew and the Crew Chief, who will help with the application for a trainee licence. Once onboard, the detailed training programme is free and will provide all the competencies needed for the formal assessment, which is required in order to receive a full licence.



6. RECOVERY OFFICIAL

Recovery Officials form part of the "safety triangle" of safety services at events, assisting the rescue unit at incidents, as well as the main role of recovering vehicles to keep the event running.

It normally takes a minimum of two years to gain the experience and skills to become a fully licensed Recovery Official. Once accepted on a licensed recovery unit, trainees will follow a clear programme with knowledge-based learning in addition to hands-on training and mentoring on events. Once the Crew Chief is satisfied that the trainee is competent in the role, they will undertake a formal assessment prior to obtaining their full licence.

The Association of Motorsport Recovery Operators (AMRO) can be contacted at: www.amro.org.uk to assist in putting potential trainees in touch with suitable recovery units.

To get involved in any of these roles, complete the relevant application form (available in the Resource Centre at: www.motorsportuk.org) and return it to Motorsport UK's Membership Services Team, along with the appropriate supporting documentation.

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Cramlington and District Motor Club

This 50-year-old club has come back from challenging times to set up a new Autocross series this year, with the aim of bringing sustainable motorsport to Northern England

Some of the North East's most eager motorsport participants fired up their cars last month for an event that the organisers hope will mark the beginning of an Autocross resurrection and a grassroots revolution in the region.

Back in the 1970s and 80s, crowds of people flocked to venues such as Albermarle Barracks to watch local Autocross races. The region was a proving ground for future talent, and Cramlington and District Motor Club (CDMC) was one of the clubs at its beating heart.

Things were very different a few years ago, however, with the club facing uncertainty over its future after losing its long-term venue. Seeking a new direction and inspired by its heyday, a new committee focused plans on delivering a cost-effective reimagined form of motorsport to bring in a new generation.

The club's competition secretary Simon Tappin explains: "It's quite easy to ignore the budget, lower end of motorsport, but that is realistically where the new blood comes in. We saw Autocross as a great opportunity for younger drivers as well as a cost-effective simpler discipline for all generations.

"The real sustainability of grassroots is removing barriers, keeping it simple, keeping it cheap and keeping the people coming in. That's literally what Autocross can do for motorsport generally. You can start from the age of 14, you really learn car control on the loose surface, and you also build your discipline, because you have to put the work in prepping yourself and the car."

With that vision set, the new committee, comprising former Autocross racers and enthusiastic volunteers, planned a new beginning lead by Autocross veteran Wayne Coakley as club chair, long-term racer Steve Liddle as vice-chair and Tappin, a motorsport-loving businessman with a "self-starter" mentality who had relocated to the region from the South East.

The resurrection began by contacting more than 200 local farms in search of one that could provide fields for the action. Meanwhile, the team took to social media to tap into the next generation, began networking around the region's other clubs to build awareness of their plans, and ran some private 'taster events' to showcase what Autocross could do.

Images: Deka Davison



Despite some bumps along the way, including a washout event that had to be cancelled and the postponement of plans due to the COVID-19 restrictions, the vision finally became a reality in Ponteland in May, when the first round of the new five-part CDMC 2021 Autocross Series took place.

To maximise the entry, the not-for-profit club waived its annual membership fee for 2021, having secured key sponsors (Northern.cc, J&M Oils NE, and Segero.co.uk) to cover the costs of running the events, and signed up every volunteer or racer who attended as club members.

It is all part of the plan to build a network and create a movement that goes well beyond just the realms of the club itself.

“We had to rebuild the club and the interest, so the way to do it was to attract as many people as possible, even if they’re members of another club,” says Tappin. “You have to be open and you have to be friendly. The sport has had a hiatus in the North East, so you have to build things back up.

“We want Autocross to kick on and we’re trying to show the other clubs in the region that it’s not just the ‘Cramlington Show’, we’re trying to say ‘you can all jump on board and go for it.’ It’s that collaborative view that it doesn’t matter who the club is, just put on Autocross events and you’ll get competitors. To that end, we are working extremely closely with other clubs, such as Tynemouth (TDMC) to promote and help run our events as well as theirs.”

This is a building year, and the initial aim is to draw in a field large enough to deliver sustainable racing and begin to build that momentum within the region. The long-term goal, of course, is to achieve far more than that, and the key, Tappin believes, is good old-fashioned word of mouth.

“The big thing right now is just getting more competitors, and that’s all about getting the word out,” adds Tappin.

“When I moved from the South East to the North, one thing I learned from my move was that while down there it’s very transactional, up here it’s more about relationships.

“That is true in business and it also works the same for all walks of life. You have to build those relationships with other clubs and your local associations, but also with the competitors because they talk to each other and if you get in a good event, word of mouth is brilliant.”

Ahead of the opening round of the new series, an open/fun day was held to allow club members to shake down their cars after COVID-19 hibernation and to offer potential newcomers a taste of the sport. It was run under the close eye of Motorsport UK observer Andrew Whittaker, with Colin Salkeld, a Motorsport UK scrutineer, also in attendance to provide valuable information and advice. The club worked very closely with Simon Fowler of Motorsport UK in the build up to the event for organisational and regulatory support.

It resulted in ten new entrants, six new marshals and took CDMC beyond 100 registered club members. One of the keys to its success was the detailed planning and preparation undertaken by the committee, which worked with Motorsport UK to align with its COVID-19 guidance.

Now, with one round of the series under its belt and more coming thick and fast, this summer will be the acid test for CDMC and for Autocross in the North East.

The club is hoping to follow the success of the Association of South West Motor Clubs, which draws in 60 to 70 entrants to its Autocross events. Cramlington is already at 20-25, and while those glory days of packed spectators may be a pipedream at present, the target of delivering sustainable motorsport in the region appears to be heading in the right direction.

<https://cramlingtondistrictmotorclubcdmc.wordpress.com>

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ZAMP HELMETS' GROWTH CONTINUES

After what has been a difficult year for many, Zamp Helmets are delighted to end it on a high note with record growth and the opening of their European warehouse in Belgium. As a motorsport brand famed for offering exceptional quality at an affordable price, the added financial squeeze that COVID-19 has placed on many has meant that demand for reasonably priced racewear has increased dramatically. Company Director Raff McKenzie believes: "With a number of other manufacturers struggling with manufacture and supply, and a portion of racers needing to tighten their financial belt buckles, we have seen a huge rise in demand for Zamp Helmets."

2021 saw the launch of the Zamp Helmets' 'Team Zamp' Driver programme, involving a small number of carefully selected drivers and content creators who were chosen to represent Zamp Helmets both in the UK and Europe. As a relative newcomer to the market, Zamp Helmets are making up for lost time by implementing a multi-faceted marketing plan which couples their existing online presence from their website and social media platforms with more sophisticated brand partnerships and driver relationships.

Brexit was another new factor thrown up in 2021, yet whilst viewed as an issue for many, Helmet 28 Director George Richardson states: "For us, we have always had visions of European expansion and further growing our presence on continental Europe, so Brexit merely sped up this process for us. The opening of our Belgian warehouse will ensure we hold even more stock to better facilitate the increased demand and will enable us to attend even more racing events in Europe in person."

With one eye on the future Zamp Helmets are also keen to release some new helmet models later in 2021, including their first FIA 8860-2010 and an FIA 8859-2015 open face helmet. Renowned for their stunning graphic and painted helmets, there are also some new designs on the horizon for early 2022. All these models will of course be available at a super affordable price point.

Zamp Helmets are delighted to have partnered with Motorsport UK for 2021/22 and offer Motorsport UK members a unique 10% DISCOUNT redeemable at: www.zamphelmets.eu

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RESULTS

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

Intelligent Money British GT Championship



Michael Igoe and Phil Keen took victory for WPI Motorsport in a Lamborghini Huracan GT3 Evo in the opening race of the year at Brands Hatch. Will Burns and Gus Burton took GT4 honours in a Century Motorsport run BMW M4.

Latest GT3 Championship Standings

- 1st Michael Igoe/Phil Keen, 37.5 points
- 2nd Andrew Howard/Jonny Adam, 27 pts
- 3rd Leo Machitski/Dennis Lind, 22.5 pts

Latest GT4 Championship Standings

- 1st Will Burns/Gus Burton, 37.5 points
- 2nd Chris Salkeld/Andrew Gordon-Colebrooke, 27 points
- 3rd James Kell/Jordan Collard, 22.5 points

Kwik Fit British Touring Car Championship



Josh Cook took two wins and Ashley Sutton claimed one as Thruxton welcomed back the BTCC but it was Jake Hill's three third places that snuck him to the top of the table.

Latest Championship Standings

- 1st Jake Hill, 46 points
- 2nd Josh Cook, 45 points
- 3rd Jason Plato, 38 points

SBD Motorsport UK HSA British Sprint Championship



Steve Miles and Pete Goulding finished first and second in each of the opening four rounds of the championship at Blyton Park while Steve Miles and Matthew Hillam triumphed at Pembrey.

Latest Championship Standings

- 1st Steve Miles, 200 points
- 2nd Graham Blackwell, 172 points
- 3rd Robert Tonge, 167 points

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



Teenager Roberts Vitols scored a maiden supercar win at Lydden Hill on his class debut, leading home the 2007 champion and Tristan Ounden for his first supercar podium.

Latest Championship Standings

- 1st Mark Donnelly, 48 points
- 2nd Derek Tohill, 44 points
- 3rd Roberts Vitols, 42 points

F4 British Championship, Certified by FIA - Powered by Ford EcoBoost



James Hedley and Joel Granfors finished 1-2 for Fortec Motorsport in the first two races, while Joseph Loake won the third ahead of McKenzie Cresswell.

Latest Championship Standings

- 1st James Hedley, 55 points
- 2nd Joel Granfors, 34 points
- 3rd Joseph Loake, 25 points

Motorsport UK British Car Trial Championship



Barrie Parker took victory over Tim Dovey in the Windwhistle MC Spring Trial. Duncan Stephens narrowly beat Trevor Moffatt to victory at the Golden Springs Car Trial at Crewkerne.

Latest Championship Standings

- 1st Mark Hoppe, 14 points
- Rupert North 14 points
- 3rd Trevor Moffatt 13 points

Motorsport UK British Rally Championship



Sam Moffett and Keith Moriarty claimed their first-ever BRC win by sealing the Neil Howard Stages win at Oulton Park. The Irish pair won the event by one second over Rhys Yates and James Morgan with Osian Pryce and Noel O'Sullivan rounding out the rostrum.

Latest Championship Standings

1st Sam Moffett 25 / Keith Moriarty 25 points
2nd Rhys Yates 22 / James Morgan 18 points
3rd Osian Pryce 15 / Noel O'Sullivan 15 points

Motorsport UK British Sporting Car Trials Championship



Peter and Liz Fensom won the opening round at Shelsley Walsh on 29th April with Ian and Sandy Veale winning the second at the Pennine Sporting Trial in Cumbria on 30th May. The Cumbrian event incorporated the 2020 BTRDA Gold Star final, meaning Ian Veale became the first driver in over a decade to do the double with the British championship.

Latest Championship Standings

1st Josh Veale, 28 points
2nd Simon Kingsley, 25 points
3rd Ian Veale, 22 points

BRDC British F3 Championship



Brands Hatch saw plenty of action in the opening races, with Ayrton Simmons and the Carlin pair of Zak O'Sullivan and Christian Mansell taking a win each.

Latest Championship Standings

1st Zak O'Sullivan, 78 points
2nd Oliver Bearman, 74 points
3rd Reece Ushijima, 61 points

Motorsport UK British Hill Climb Championship presented by Avon Tyres



Alex Summers won twice in a double-header at Shelsley Walsh, but reigning champion Wallace Menzies' second and third place finishes kept him on top of the table.

Latest Championship Standings

1st Wallace Menzies, 76 points
2nd Alex Summers, 72 points
3rd Sean Gould, 56 points

Motorsport UK British Superkart Championship



Ross Allen converted his front row start to an opening round victory at Mallory Park, but Lee Plain revelled in the rain to win the second. Allen was back on top in the third, beating Plain to victory on a drying track.

Latest Division 1 Championship Standings

1st Ross Allen, 75 points
2nd Carl Kinsey, 56 points
3rd Mark Pask, 46 points

Latest 250 National Championship Standings

1st Lee Plain, 70 points
2nd Michael Goff, 53 points
3rd Kirk Cattermole, 51 points

Latest 450 National Championship Standings

1st Mark Gellatly, 66 points
2nd Charles Johnson, 53 points
3rd Ronan McClintock, 51 points

Latest 125 Open Championship Standings

1st Tom Riley, 75 points
2nd Michael Parr, 50 points
3rd Paul Von Gerrard, 49 points

Motorsport UK British Drag Racing Championship



Rain dominated the championship's return to action meaning championship points were awarded for the two completed qualifying sessions, with Kevin Slyfield finishing on top.

Latest Championship Standings

1st Kevin Slyfield, 43 points
2nd John Tebenham, 37 points
3rd Nick Davies, 36 points

Motorsport UK British Autotest Championship



The Staffordshire Knot Autotest, organised by Wolverhampton & South Staffs Car Club, saw Alastair Moffatt take the overall spoils in his unique looking Mini Special.

Latest Championship Standings

1st Alastair Moffatt, 30 points
2nd Willie Keating, 29 points
3rd Malcolm Livingston, 27 points

Motorsport UK Wera Tools British Kart Championships



The 2021 Wera Tools British Kart Championships has attracted over 450 entries for this year's series and Clay Pigeon Raceway enjoyed packed grids for the opening meeting of the season in May. Contenders in the Rotax, Honda and Bambino classes battled both on track and with the inclement weather conditions which descended on the Dorset circuit during Sunday's finals. For the IAME, KZ2 and TKM classes, their championship got underway at Sherington Kart Circuit for yet another intense schedule of racing. Both rounds provided spectacularly close competition throughout the categories and the season begins to gather pace with another seven meetings scheduled before the series finale at PFI in October.

Latest Rotax Championship Standings

Mini Max

1st Harrison Crowther, 182 points
2nd Leighton Cooper, 179 points
3rd Ethan Jeff-Hall, 176 points

Junior Rotax

1st Daniel Guinchard, 190 points
2nd Leon Henderson, 186 points
3rd Neo Clarke, 177 points

Senior Rotax

1st Rhys Hunter, 179 points
2nd Sean Butcher, 172 points
3rd Oakley Pryer, 172 points

Rotax 177

1st Daniel Tate, 195 points
2nd Louis Large, 184 points
3rd Nathan Chafer, 178 points

Latest IAME Championship Standings

IAME Cadet

1st Jorge Edgar, 189 points
2nd Lewis Wherrell, 188 points
3rd Zac Drummond, 177 points

Mini X30

1st Leo Robinson, 195 points
2nd Macauley Bishop, 182 points
3rd Wesley Swain, 178 points

Junior X30

1st Daniel Guinchard, 192 points
2nd Olivier Algieri, 181 points
3rd Jessica Edgar, 179 points

Senior X30

1st Clayton Ravenscroft, 186 points
2nd Alessandro Ceronetti, 185 points
3rd Thomas Turner, 185 points

Latest TKM Championship Standings

Junior TKM

1st James Morley, 185 points
2nd Alistair Cresswell, 185 points
3rd Alfie Garford, 184 points

TKM Extreme

1st James Pashley, 187 points
2nd Lewis Wadley, 179 points
3rd Joseph Reeves-Smith, 179 points

Latest Bambino Championship Standings

Bambino

1st Austin Newstead, 130 points
2nd Jack Baker, 121 points
3rd Colbe Pattison, 117 points

Latest KZ2 Championship Standings

KZ2

1st James Glenister, 189 points
2nd Dan Gould, 179 points
3rd Allan Kenyon, 174 points

Latest Honda Championship Standings

Honda Cadet

1st Noah Wolfe, 186 points
2nd Timo Jungling, 182 points
3rd Leon Hastie, 179 points

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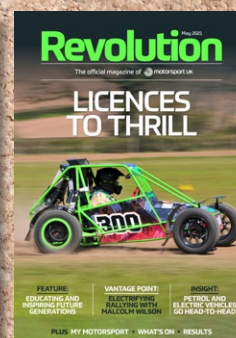
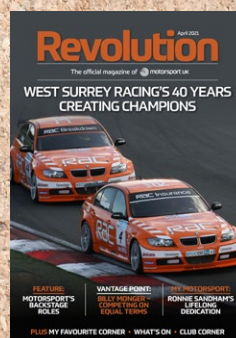
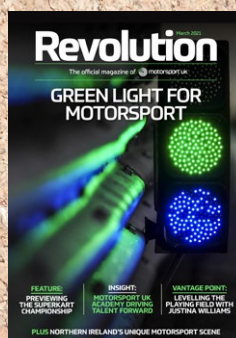
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The Parting Shot

The titans of the British Truck Racing Championship lifted the curtain on a brand-new season and took centre stage at Brands Hatch in early June as they served up five encounters for the spectators in attendance.

Division 1 saw reigning champion Ryan Smith triumph on three occasions whilst there were also wins for Mark Taylor and Martin Gibson. Division 2 saw Steven Powell score a hat-trick, with Adam Bint and Craig Reid also victorious.

