


Revolution

June 2020

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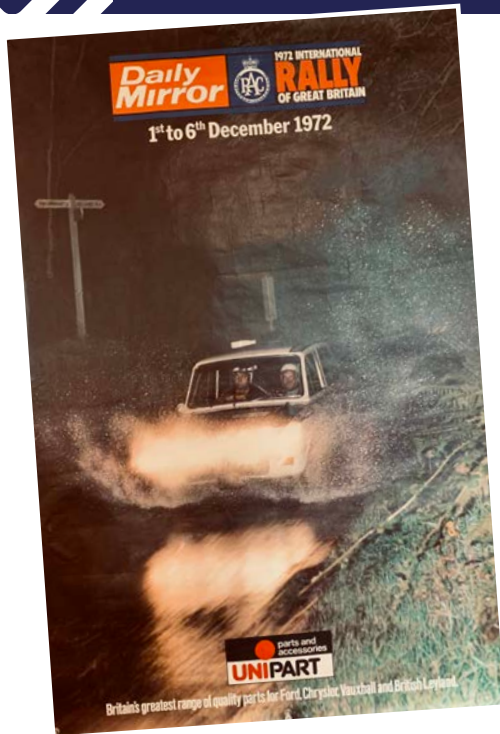
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CEO's MESSAGE

Hugh Chambers



As the 2019 Wales Rally GB drew to a close on the 6th of October last year, the world focused on Ott Tänak, standing on the top step of the podium. Along the sea front in Llandudno, crowds of fans crammed tightly against the barriers, all trying to get a glimpse of the stars spraying champagne and lifting trophies aloft. And now, almost inconceivably, just eight months later, the whole world has changed in every way; no crowds, no cramming and there is no Wales Rally GB in 2020.

While significant progress is being made to combat the virus worldwide, there remains considerable uncertainty regarding mass gatherings, social distancing and

“Our collective responsibility and absolute priority must always be the safety of all involved, whether they be competitors, officials, spectators or the many thousands of volunteers who share our passion for this sport”

travel restrictions, plus the possibility of a resurgence of viral transmissions later in the year. After extensive discussions with our principal partner, the Welsh Government, the very difficult decision was taken to cancel the UK round of the WRC.

As with all rallies, we rely on the goodwill of the local community and the integration of all emergency services therein, and as such we could not plan with any degree of confidence. Our collective responsibility and absolute priority must always be the safety of all involved, whether they be competitors, officials, spectators or the many thousands of volunteers who share our passion for this sport.

We respect and understand that rural communities are resisting the influx of outsiders into their midst, and in fact the Welsh Tourism Board has adopted a new tagline of “Visit Wales – Later”. The prospect of 100,000 visitors descending on them in October would be met with much hostility now.

I would personally like to thank all of the fans and volunteers who

support the rally year after year for their generous understanding of this impossible decision. All of the feedback has been that this was the inevitable and correct decision. Not that this makes it any easier to bear.

Our round of the WRC has been a permanent fixture on the calendar since its inception, and in fact the rally goes all the way back to 1932. Since the war the event has only been suspended twice, in 1957 and 1967. So, it is very distressing to see this year's event come to a halt, especially as Wales's own star, Elfyn Evans is in such fine form and would no doubt would have given cause for great national pride. The good news is the Welsh Government is very keen for the rally to rebound next year with an even stronger round of the WRC than before, and we are in discussion with the FIA and the WRC promoter to try to secure this commitment for next year.

Like all who have been in lockdown for weeks, there has been time to tackle the tasks that have previously eluded us at home; and probably more than a few motorsport enthusiasts

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CEO's MESSAGE

“Perhaps the biggest winner through this crisis has been the broad adoption of Esports, demonstrating the sport's appeal in the virtual realm as well as the real world”

have taken the chance to open a box or two of memorabilia and archive materials. As you can see from the image, one I came across, rolled in a cardboard tube for the past 48 years, was a poster I acquired at the 1972 RAC Rally. As I am sure you are aware, that was an historic event, with Roger Clark and Tony Mason scoring their first win on the rally. The next year, 1973, would see the inauguration of the FIA World Rally Championship, and the beginning of a process that condensed and standardised rallies to the compact format we see today.

Looking at the programme for 1972, the rally spanned four days, but within that the competitors only stopped for one night's rest. Other than that, it was flat out all the way. The event was based in York, but encompassed stages in Scotland, Wales and England, with a presence across the country that made national news headlines. Roads were lined with spectators in the fashion of the Tour de France. There were nine factory teams, each with three drivers, and a diversity of cars you do not see today. Of course, we cannot turn back the clock, but what I take from this is that we need to make rallying more visible, more accessible and more relevant. And I don't see

that as unique to rallying, but across the full spectrum of motorsport. That is our challenge and we need to look at ways in which we can innovate with formats, presentation, promotion and above all costs. Perhaps the biggest winner through this crisis has been the broad adoption of Esports, demonstrating the sport's appeal in the virtual realm as well as the real world. This edition is packed full of insights charting the rise of digital motorsport disciplines.

On an equally positive note we have been successful in our lobbying of UK Government in Westminster to allow the F1 races to take place in August, and for the free movement of the F1 personnel throughout the season. We have worked very closely with the government in the form of the Department of Culture Media and Sport, presenting the case for motorsport to resume as quickly as it is safe to do so. The guidelines we have created with a broad range of stakeholders have been applauded by the FIA and are now being adapted and adopted by other ASN countries around the world.

Motorsport will restart on the 4th of July, but that is only the beginning of

the journey. The biggest challenge will lie in the safe execution of the guidelines. It is our incredible community and network of clubs that need to execute the delivery and decide how to implement them in practice, on the ground. We are providing training to officials, so they are best equipped to deal with eventualities. The creation of COVID-19 officers will mean we have people with a specific focus on compliance, and also feedback of how these implementations work in the real world. It will take time for the community to gain full confidence in the measures, but the signs so far are that in circuit racing, at least, the grids will be packed, and racing will resume in a surge of activity.

I hope that you and your families are well and keeping safe. Thank you for your continued support of the sport we all love. Soon it is time to start our engines again.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

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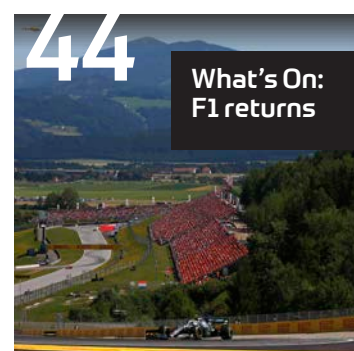
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+ Member Benefits **+** Inside HQ **+** Results



MOTORSPORT UK TO PROVIDE £50,000 OF PPE TO SUPPORT ITS OFFICIALS DURING MOTORSPORT'S RESTART

Motorsport UK has announced the provision of a complimentary supply of Personal Protective Equipment (PPE) to the value of £50,000 to support events through the initial phase of motorsport's restart from 4th July.

The PPE will be distributed to all Motorsport UK licensed rescue and recovery units, and to registered clubs with an event permit issued during July and August.

This introductory supply of PPE is intended to assist clubs and licensed rescue/recovery operators who may be experiencing difficulties with sourcing appropriate equipment due to increased market demand.

Furthermore, Motorsport UK will be providing individual pocket hand sanitiser to all officials working at its events.

Beyond this initial free of charge supply, Motorsport UK will support clubs and officials by establishing a central procurement contract for further supplies that may be required.

In line with the conditions set out at the time of announcing plans to restart motorsport in the UK from 4 July, event organisers commit that their events will be held behind closed doors, appropriate PPE requirements are met, and that each organiser must appoint a COVID-19 Officer to ensure compliance with any relevant guidelines. A limit on the number of permits issued for July has been applied, amounting to 50% of those in the corresponding month of 2019, in order that there are sufficient volunteer official and marshal resources available to support the restart.

Motorsport UK's guidelines on recommended PPE for use by officials as well as other guidance documents can be found at www.motorsportuk.org/restart



MOTORSPORT UK INTRODUCES COVID-19 OFFICER ROLES TO HELP GUIDE THE SPORT DURING THE PANDEMIC

Motorsport UK has mandated two new roles – those of COVID-19 Officer and COVID-19 Medical Officer – as part of its systematic preparation for the resumption of motorsport from 4th July.

The new roles are central to all aspects of medical and public health planning in relation to COVID-19 for events being held under the authority of a Motorsport UK Organising Permit.

The COVID-19 Officers will be appointed by the clubs to ensure that Motorsport UK guidelines are implemented, liaise with various stakeholders including club members and officials, and monitor the local COVID-19 situation.

Furthermore, Motorsport UK has appointed Dr Paul Trafford, the chairman of its Medical Committee, as its COVID-19 Medical Officer. At events where a Chief Medical Officer is

required, this official will act as a local COVID-19 Medical Officer. They will be responsible for documenting and feeding information back to the Motorsport UK COVID-19 Medical Officer, and for ensuring that Motorsport UK's COVID-19 Medical Policy is followed. Dr Trafford will be available to clubs who have any medical questions.

Motorsport UK Guidance documents, together with accompanying Q&A and updated event declaration documentation, can be found on the Motorsport UK website at: www.motorsportuk.org/restart



TWO BRITISH POWERHOUSES JOIN FORCES FOR 2022

TOCA – Series Organiser of the British Touring Car Championship – has awarded a five-year contract for the supply of a new ‘TOCA BTCC engine’ to global motorsport industry leader M-Sport.

Since 2011, a competitive TOCA engine with proven durability and cost-controls has been available should any team not wish to carry out their own engine programme – and M-Sport will now oversee the design, development and supply of this hugely popular and successful initiative from 2022-2026.

Working through a vigorous testing and development programme over the next 12 months, M-Sport will also work closely with Cosworth, which has been awarded the contract to design, supply and service the new BTCC Hybrid System – also scheduled to be introduced in 2022.

Engines will be available via outright purchase or fully-maintained lease with M-Sport providing comprehensive engineer and technical support at all BTCC race meetings and TOCA test days.



ARE YOU AGED 16-18 AND A FUTURE MOTORSPORT CHAMPION IN THE MAKING?

Apply now for the Enhanced Diploma in Sporting Excellence (DiSE) course, developed by the Motorsport UK Academy in collaboration with Loughborough College.

This fully funded programme for talented athletes combines motorsport with academic qualifications, providing the tools and experience to pursue sporting excellence alongside a career.

It affords athletes the opportunity to gain skills, competencies and knowledge of performing within the elite sports training and competition environment, as well as real-life insight as to what it takes as a professional.

Graduates include BTCC driver Tom Ingram, W-Series driver and stunt/precision driver Jessica Hawkins, European Rally Champion and Motorsport UK Academy Team UK Driver Chris Ingram and Jake Dennis, Aston Martin and R-Motorsport driver.

Places are limited and interest is particularly high for September 2020 entry. For more information, to register your interest and receive a copy of the Welcome Day Presentation, email academy@motorsportuk.org by 1 July 2020.

For further information, view the Enhanced DiSE leaflet at: <https://bit.ly/DiSEleaflet>

MOTORSPORT UK SPORT DEVELOPMENT PROGRAMME

Last month Motorsport UK carried out a “Motorsport UK is Listening” consultation to help us better understand, directly from the community, your views on key issues that need addressing to create a sustainable future for our sport.

The consultation was conducted via tailored surveys to clubs, volunteers, competitors and entrants and received a huge amount of support with almost 7,000 responses.

The key points can be summarised as follows:

General Themes

- Across surveys, it was clear that respondents see the priority being a **focus on the grassroots** of the sport with action required to retain existing officials and encourage more younger generations into voluntary roles
- 84% of respondents believe it is important/very important to develop a **coaching culture** in motorsport

Club Survey

- The key challenges clubs are facing are: recruiting new members, recruiting new volunteers, and marketing the sport
- 70% of clubs said that motorsport activities such as Drifting and Track Days are popular because of their ‘**Pay to Play**’ nature
- 50% of clubs told us their **members see themselves as customers** and fewer than 10% of club members are seen to actively contribute to club activities
- A recurring theme was that Regional Associations should encourage clubs to work together and **promote motorsport to the wider public**



Competitor Survey

- Over 40% of competitors who responded compete purely for fun. Over 50% of those who responded compete for fun but take their motorsport very seriously and their results matter to them
- Most competitors are attracted to events when they are run by well-organised clubs. **Proximity to home, good social events**, part of a championship/series and events with lots of competitors of a good standard all rank highly as **key factors that influence decisions** to compete at any event
- The **cost of buying equipment** and the ongoing cost of competition are seen as the **biggest barriers** to getting involved in motorsport

Entrant Survey

- **67%** of entrants told us they thought there were **too many championships/categories** in their respective discipline(s)
- 33% of entrants have **links with local colleges/universities** to recruit mechanics or engineers
- Almost all entrants provide some sort of **coaching support** to their competitors

Volunteer Survey

- 79% of volunteers told us that emphasising the employability **benefits of volunteering** in motorsport could help attract **new volunteers into the sport**
- 45% of volunteers got involved in motorsport through a **family or a friend**
- **48% of volunteers** surveyed undertake **16 or more days as a volunteer**, with over 26% attending more than 25 events per year in an official/marshal capacity
- Interestingly 26% said that had it not been for **COVID-19**, they were planning to volunteer on more events in 2020 than in 2019
- **Work and family commitments** are the principal factors that influence the number of days available as a volunteer for **more than 80% of our volunteers**

Thanks to the support and feedback of the respondents, we are now working hard on the implementation of a 2020-2023 Sport Development Programme, which will outline how we will better support the requirements of our whole community to help create a sustainable future for motorsport. We will provide updates in future editions of *Revolution*.



BRITISH KART CHAMPIONSHIPS ANNOUNCE FIRST CALENDAR FOR 2020

Following the expected restart of motorsport in the UK, the British Kart Championships have announced the first championship calendars for the 2020 season.

Motorsport UK is delighted to reveal a new four-event IAME programme – which will include two double-header events at Rowrah and PFI bookending the schedule – as well as the calendar for the TKM category which will get underway at Kimbolton in September, with two further rounds in October at Fulbeck and the season finale at PF International.

The compact British TKM Kart Championship will be held over three weekends with nine sets of scores up for grabs in total – seven of which will count towards the overall championship.

2020 Motorsport UK IAME Championship

Round 1	Rowrah	14-16 August**
Round 2	Kimbolton	11-13 September
Round 3	Mansell	26-27 September
Round 4	PF International	23-25 October** (provisional date but venue confirmed)

2020 Motorsport UK British TKM Kart Championship

Round 1	Kimbolton	11-13 September
Round 2	Fulbeck	9-11 October
Round 3	PF International	24-25 October

2020 Motorsport UK Honda Cadet Championship

Round 1	Lydd	21-23 August
Round 2	Warden Law	18-20 September
Round 3	Fulbeck	9-11 October
Round 4	PF International	13-15 November

2020 Motorsport UK British Rotax Championship

Round 1	Lydd	21-23 August*
Round 2	Warden Law	18-20 September
Round 3	Clay Pigeon	16-18 October*
Round 4	PF International	13-15 November*

* 177/Masters Championship round ** Double-header events

Championship registrations are now open but are strictly limited to just one grid for both the Junior and Senior TKM Classes.

The Honda Cadet Championship will do battle over four rounds, kicking-off at Lydd, one of two new venues for the BKC. Lydd has been a firm favourite in the past and the Kent circuit will be a welcome addition – as will Warden Law in the North East of England. The Sunderland-based venue will be new to most of the drivers and will provide an added degree of unpredictability in the fight for the championship. The Honda runners will then head to the firm drivers' favourite and much-improved Fulbeck before the showdown at PFI in November.

The Rotax Championship will kick off at Lydd in Kent in August followed by rounds at Warden Law, Clay Pigeon and the season finale at PFI in November. Championship titles are up for grabs in the following Rotax classes; Mini Max, Junior Max, Senior Max and 177/Masters classes once again and the Champions will yet again have the opportunity to represent the United Kingdom at the Rotax Grand Finals in Portugal come January 2021.

New drivers can register at:

<https://kartinguk.alphatiming.co.uk/register/series>

Those drivers who are already registered do not need to register again.

 **motorsport uk**
2020 British Kart
Championships

MOTORSPORT UK ANNOUNCES EXPANDED WEBINAR CALENDAR

Following a series of successful club webinars over the last few months, Motorsport UK is pleased to announce a further series of one-hour webinars set to take place over the coming months.

Club Webinars

With topics including improving club email communication and advice on building a basic marketing strategy, these sessions are part of a second wave of webinars hosted by Motorsport UK and a series of guest hosts to support its 720 member clubs.

- Club Marketing 101 – Wednesday 24 June, 19:30
- Mailchimp – Upgrade Your Club's Email Marketing Capability – Thursday 2 July, 20:00

The feedback from the first round of webinars has been excellent with comments such as “thought-provoking... well-targeted and professional...informative and straightforward”.

To book onto one of the upcoming webinars please visit: www.motorsportuk.org/resource-centre/clubs-organisers/club-webinars

Please note that spaces are limited and so we ask that one person per club attend.

Competitor Webinar

The first competitor webinar is confirmed, with guest presenter Scott Mansell from Driver61.

- How To Find The Limit, Predictably Drive It And Generate More Grip – Tuesday 7 July, 20:00

Register at: www.motorsportuk.org/competitors/competitor-webinars

For more information please email webinars@motorsportuk.org



Wales Rally GB

COVID-19 FORCES CANCELLATION OF 2020 WALES RALLY GB

It is with great regret that Motorsport UK has announced the cancellation of the UK's long-running round of the FIA World Rally Championship due to the unprecedented global coronavirus pandemic.

This year's 76th staging of the historic event had been due to run from 29 October to 1 November as the penultimate round on the 2020 WRC schedule. Additionally it was set to host the concluding rounds of both the FIA Junior World Rally Championship and British Rally Championship.

Thanks to its huge appeal, Wales Rally GB typically attracts numerous top-class entries from around the globe and 100,000 spectators to competitive speed tests set in the spectacular forests of mid and north Wales.

However, with continuing concerns over the evolution of COVID-19 and the safety restrictions it has imposed on large-scale gatherings and international travel, there are too many unknown factors to make the organisation of such a sizeable sporting fixture a realistic, or sensible, option in these uncertain times.

As a result, Wales Rally GB joins a number of sporting events to have been cancelled, along with many highlights on the 2020 Welsh calendar.

First run in 1932, Rally GB is one of just two rounds to have been a permanent fixture in the annual FIA World Rally Championship since the series' inauguration back in 1973. Before the advent of the WRC, the UK's premier rally had only been stopped by World War 2 in 1940, the Suez Crisis and resultant petrol rationing in 1957, and the outbreak of Foot and Mouth disease in 1967.

Wales Rally GB annually generates in excess of £9m of economic benefit for the region and in recent years has raised more than £250,000 for local charities and good causes – a success story which will now continue in 2021*.

**Subject to FIA calendar ratification*



BRITISH RALLY CHAMPIONSHIP CANCELLED

Following the cancellation of Wales Rally GB, which was due to host two rounds of the British Rally Championship, Motorsport UK has announced that it will not continue the 2020 BRC season due to the lack of available qualifying events created by the global COVID-19 pandemic.

Britain's premier rallying series got underway in February with the best drivers in the country representing M-Sport Ford, Hyundai and Proton on the Visit Conwy Cambrian Rally.

To date, the Cambrian Rally is the only round to have taken place this season as the Clonakilty Park Hotel West Cork Rally, Corbeau Seats Rally Tendring & Clacton and Today's Ulster Rally have all postponed their events until 2021 due to the virus.

The eBRC and PCSpecialist BRC Esports Invitational series will still proceed as scheduled and will conclude in early July.

More details can be found at www.britishrallychampionship.co.uk



BRC
British Rally
Championship



BACK-TO-BACK F1 RACES AT SILVERSTONE

Formula 1 has announced the opening eight races of the 2020 calendar following the postponement of the 2020 FIA Formula 1 World Championship due to the global COVID-19 pandemic.

Over the past two months, Formula 1 has been working closely with all partners, authorities, the FIA and the ten teams to create a revised calendar that will allow a return to racing in a way that is safe for the communities visited and the entire Formula 1 community.

The opening 2020 schedule beginning in Austria on 3-5 July has now been published but due to the ongoing fluidity of the COVID-19 situation internationally the details of the wider calendar will be finalised in the coming weeks, with an expectation of having a total of 15-18 races before the completion of the season in December.

The first few races will be closed events, but it is hoped that fans will be able to join events again when it is safe to do so.

The revised opening 2020 calendar is as follows (approved by the FIA):

3-5 July	Formula 1 Rolex Grosser Preis von Osterreich	(Spielberg, Austria)
10-12 July	Formula 1 Pirelli Grosser Preis der Steiermark	(Spielberg, Austria)
17-19 July	Formula 1 Aramco Magyar Nagydij	(Budapest, Hungary)
31 July – 2 August	Formula 1 Pirelli British Grand Prix	(Silverstone, UK)
7-9 August	Emirates Formula 1 70th Anniversary Grand Prix*	(Silverstone, UK)
14-16 August	Formula 1 Aramco Gran Premio De Espana	(Barcelona, Spain)
28-30 August	Formula 1 Rolex Belgian Grand Prix	(Spa-Francorchamps, Belgium)
4-6 September	Formula 1 Gran Premio Heineken d'Italia	(Monza, Italy)

* In recognition of the 70th Anniversary of the first Formula 1 race to be held at Silverstone in 1950



FINDING A NEW NORMAL IN UNCERTAIN TIMES

We've been counting down the days to 4th July when motorsport is set to return, albeit in a slightly different form, with a reduced number of events, and more strikingly, behind closed doors. The lack of spectators isn't the only change that has been made as a consequence of lockdown. We believe there will be other areas which will also see changes in the coming months.

The most obvious impact on motorsport is financial, with F1 providing the most visible evidence of this. Renault is in the midst of making \$2 billion worth of cuts over the coming years due to the reduction in consumer demand for road cars. The company has committed to remain in F1 for the time being. However, if there is not an increase in the number of points scored, there must come a point at which participation in motorsport becomes increasingly difficult if the group is underperforming.

Teams withdrawing from motorsport due to wider financial constraints are not new – Honda and Toyota both withdrew from F1 in 2008 and 2009 respectively and as these teams bowed out they made slots available for the privateers in the form of Brawn GP and Sauber. If the financial ramifications of the coronavirus cut deeper than expected, we could see new teams enter the sport who could disrupt the current status quo.

Renault's decision to continue in F1 was in part due to the introduction of the new \$145m budget limit which it is hoped will make the team more competitive. The limit has been reduced in light of the suspension of motorsport from the previously agreed level of \$175m in a bid to retain the current teams.



Charlie B Photography

Whilst ROKit are no longer sponsoring Williams, they are continuing to support an element of the motorsport industry – Esports. Prior to lockdown the thought of watching others playing a video game probably seemed alien however, with the lack of any other sort of motorsport to watch, Esports has quickly grown in prominence with a raft of current drivers competing in a variety of championships.

A Legends Trophy was launched by Torque Esports, sponsored by ROKit, and included drivers such as Jenson Button, Emerson Fittipaldi, Jacques Villeneuve and Juan Pablo Montoya. Some Esports events have been reported as having more viewers than F1 races.

In the US, Nascar launched the eNASCAR Pro Invitational Series which was televised and enabled the series to reach 900,000 new viewers. If other championships were able to make similar gains it could be transformative for those seeking to expand viewership amongst younger fans who have traditionally been harder to engage with.

Esports has been slow to gain traction but it seems as though the strides made during lockdown have caused long term changes to behaviours that will be long lasting.

Whatever may happen, the passion and enthusiasm for motorsport hasn't disappeared – but like many areas of life at the moment a new normal for motorsport may emerge. Like you, we cannot wait to get back on track and look forward to doing so early in July with Equipe Classic Racing.

We want to help you to stay on track, so if you have any funding requirements for racing cars, transporters, trailers, or equipment, please get in touch with a member of our motorsport team.

Robert Johnson
Managing Director
Classic & Sports Finance

01869 351512
rob@classicandsportsfinance.com



BRITISH MOTOR SPORTS TRAINING TRUST LAUNCHES NEW 'RESCUE UNIT SUPPORT FUND'

The British Motor Sports Training Trust (BMSTT) has established a new 'Rescue Unit Support Fund', committing up to £25,000 to this initiative.

The fund is designed to help offset unavoidable ongoing and non-recoverable costs incurred by Motorsport UK registered Rescue Units which are run, administered and operated by volunteer groups during the period of cessation of the sport as a result of the COVID-19 outbreak.

Professor Richard Parry-Jones CBE (Trust Chairman) said "The British Motor Sport Training Trust regularly supports the work of Motorsport UK registered Rescue Units, and the Trustees agreed that in the current exceptional circumstances we find ourselves in, it was only right that we provide this additional support to encourage and assist the continuity of essential rescue and

medical cover availability as Motorsport UK permitted events progressively resume."

Applications have opened, and an online application form, together with guidance notes and full details about the Rescue Unit Support Fund, can be accessed on the BMSTT website at <https://www.bmstt.org/rescue-unit-support-fund.html>

All applications must be received before 4 August for all disciplines without a co-driver/passenger. For stage rallies and sporting trials, applications must be received within one month of the to-be-announced resumption date. The Fund will be terminated after these deadlines.



PRAGA R1 DRIVE UP FOR GRABS IN VIRTUAL KARTING COMPETITION

Karting has launched many a real-world motorsport career – online racing club 27Racers is offering an equivalent pathway for budding Esports competitors.

"A number of games feature go-karts but for some reason karting doesn't get the attention it deserves," says former Evo and Motor Sport editor, and 27Racers co-founder, Nick Trott. "We've decided to change that, with the support of Praga, and aim to bring a sim racing community together around karting across as many games, consoles and PC-based events as possible." Just like real karting, the emphasis is on an accessible entry to racing, Esports karting doing the same job of sharpening reflexes, racecraft and speed to develop core skills applicable to all motorsport.

Racing will take place each Tuesday, starting in GT Sport on PlayStation 4, with participants encouraged to develop creative liveries for their karts to share on social media. Various events on different platforms will follow over the summer, the eventual overall winner scoring a drive in Praga's amazing R1 road-legal prototype racer.

You can sign up at www.27racers.com while racing and the all-important sharing of personalised suits and colour schemes can be seen on Twitter under @27Racers and @PragaSimRacing.



Keep on moving!

Ben Aldous, the RAC's patrol ambassador, gives some tips on keeping cars in working order as the coronavirus lockdown begins to be eased.

When cars are not used regularly, the **batteries** can lose charge. This is more likely to be the case with cars with older, weaker batteries, but even newer or brand-new batteries can fail if they have not been used for long periods.

The optimum voltage for a car battery is around 12.6 volts. If a battery falls below 11 volts it starts to suffer internal damage, and it may not be possible to bring it back to life.

To reduce the chances of your battery failing, especially if you don't drive very often, consider using a 'trickle' charger or battery conditioner.

Electric vehicles and plug-in hybrids still rely on an auxiliary battery to power systems, which means they can also go flat. The best way of maintaining battery health varies, so check your vehicle's manual to find out what's recommended.

If your battery has reached the end of its life, always make sure you choose a new one that meets or exceeds the specification for your vehicle.

It's also crucial you check both the condition and pressure of all **tyres** before any journey. Look for any cracking in the sidewalls of all your tyres – any visible damage might mean you need to change your tyre. If you do need replacements, you can make use of a service such as RAC Tyres (ractoryres.co.uk).

Then check the pressure in each tyre before you drive. It's quite possible that tyres could have gone down if your car hasn't been used.



As it's unlikely you will have used your car very much during lockdown, you should only need to check **oil, coolant**, and whether your **lights** are working properly, before you start driving regularly again. But make a point of doing this to reduce the chances of a breakdown.

The RAC is here for its members. Our latest service information is available on our [COVID-19 response page](#).

Contact details:

www.rac.co.uk/contact-us

RAC

This is an abridged version of an article that is available on the RAC Drive website (rac.co.uk/Drive)

VIRTUAL RACERS, REAL-WORLD WINNERS

Dan Trent reports on how lockdown has inspired Esports' coming of age and why virtual racing is now a proper motorsport discipline in its own right.

There haven't been many good news stories for the sporting world out of COVID-19 lockdown. But the increased recognition of Esports as a bona fide competitive pursuit is something we can all celebrate, whether or not we've ever picked up a PlayStation controller or plugged a steering wheel into the home PC.

There will, of course, never be any real substitute for the sights, smells, sounds and excitement of real motorsport, for competitors or spectators. Circumstances being what they are, though, the world is waking up to Esports as a viable discipline capable of attracting serious money, audiences and skilled participants just like any motorsport. After all, racing is racing, whether you're battling your mates online from the sofa or an F1 star in a sim rig, livestreaming to the world from your Monaco apartment.

It's just as fun as a spectacle too. The stars we love to watch in real life may not be putting it on the line physically as they do in real racing. But the competition is equally fierce, delivering the drama, thrills and even controversies of real-world motorsport.





Former Nissan motorsport boss Darren Cox has brought real-world expertise to the Esports world, first with GT Academy and now at Torque Esport

“The sudden recognition of Esports as a bona fide competitive pursuit is something we can all celebrate”

Esports can put a diverse selection of cars and drivers onto the same track in a way that could never happen in reality

We might laugh at Charles Leclerc suffering a repeat of his infamous “I am stupid!” qualifying crash from Baku in 2019 in a recent Virtual Grand Prix, but his self-awareness and engagement with fans over both incidents were a masterclass in how modern professionals need to operate in both realms. When it goes right, it’s solid gold for teams and sponsors alike, but the stakes are high and mistakes can still be costly, if not for life and limb, then certainly in career terms. A racial slur on a hot mic during a livestreamed event cost Chip Ganassi Racing’s Kyle Larson his job, Audi Formula E star Daniel Abt was also forced out after he was found to have recruited a sim racing pro as a ‘ringer’ to compete in his name.

Even on-track ‘racing incidents’ can have repercussions, given the social media outcry after Indy 500 winner Simon Pagenaud was judged to have unfairly blocked Lando Norris in a virtual IndyCar race. Indeed, the old red mist is just as frowned upon in sim racing as it is in the real thing, with driving standards and a sense of fair play policed by regulation and the shared values of all taking part. Whether you’re a casual gamer or pro, the rules apply across the board in another positive example of the two-way street between virtual and real motorsport.

An early example of this was GT Academy, a collaborative effort between the PlayStation game Gran Turismo and Nissan, curated by the latter’s then motorsport manager Darren Cox. Gran Turismo creator Kazunori Yamauchi had already taken his racing into the real world in the Nürburgring 24-hour, but this was an open invitation to the millions of Gran Turismo players to prove they too could become real racing drivers, via a global talent contest.

Cardiff-born Jann Mardenborough won GT Academy in 2011 and, within two years, was on the LMP2 podium at Le Mans with fellow GT Academy winner Lucas Ordonez. Having also raced single seaters, he’s now in his fifth season as a pro in the Japanese Super GT and still driving for Nissan. So how did gaming equip him to win, first in GT Academy and then for real as a professional driver?

“Racecraft and core driving skills are the big ones,” he says. “I only really raced online, because I enjoyed the reality of the competition. Other elements came from my





Fernando Alonso powers away from a field of fellow real-world F1 champions in a virtual round of the Torque Esports Race All-Star Series

“The competition is equally fierce, delivering the drama, thrills and even controversies of real-world motorsport”

upbringing – I despise losing.” Natural ability and a will to win were obviously strong foundations, Mardenborough’s successful journey from gamer to driver schooled by professionals like Cox and the team of drivers, instructors and mentors who coached contestants in everything from fitness to media skills. Once on the grid, though, it was down to him. “At my first race a big shot told me “don’t hold me up if you see me behind” but I never felt the need to convince anyone, my results backed it up,” he says. “I just wanted to be treated the same as the other pro drivers, and that happened in 2012 in British GT with Al Buncombe in the Nissan GT-R GT3. We were at the front fighting for the championship until the last race – being respected by your peers means a lot to me.”

The GT Academy has since evolved into the FIA-certified Gran Turismo Championship and creation of an FIA Digital Sports Working Group (of which Motorsport UK is a part) to formalise Esports’ place in the motorsport world. “Certifying virtual races is something

that is completely new for the FIA,” said Jean Todt at the time, “We have a unique opportunity to reach and inspire millions of potential new fans, as well as discover bright new talents.”

The fact any kid with a PlayStation or Xbox can take part in such events, with dreams of becoming a real racing driver, is a prime example of how Esports can drive accessibility, the focus on driving standards, racecraft and fair play a solid foundation for any gamer taking their driving into the real world.

Such values underpin the informal scene too, such as that run by 27Racers. A loose collective of real-world racers and friends, it’s gone from a bit of lockdown fun to manufacturer-supported races streamed by PR teams to their corporate headquarters. Challenges inspired by motorsport history or real-world experiences of the participants take place each week, similar informal racing now a fixture of the UK’s club scene as friends stay in touch and race each other virtually while prevented from doing so for real.



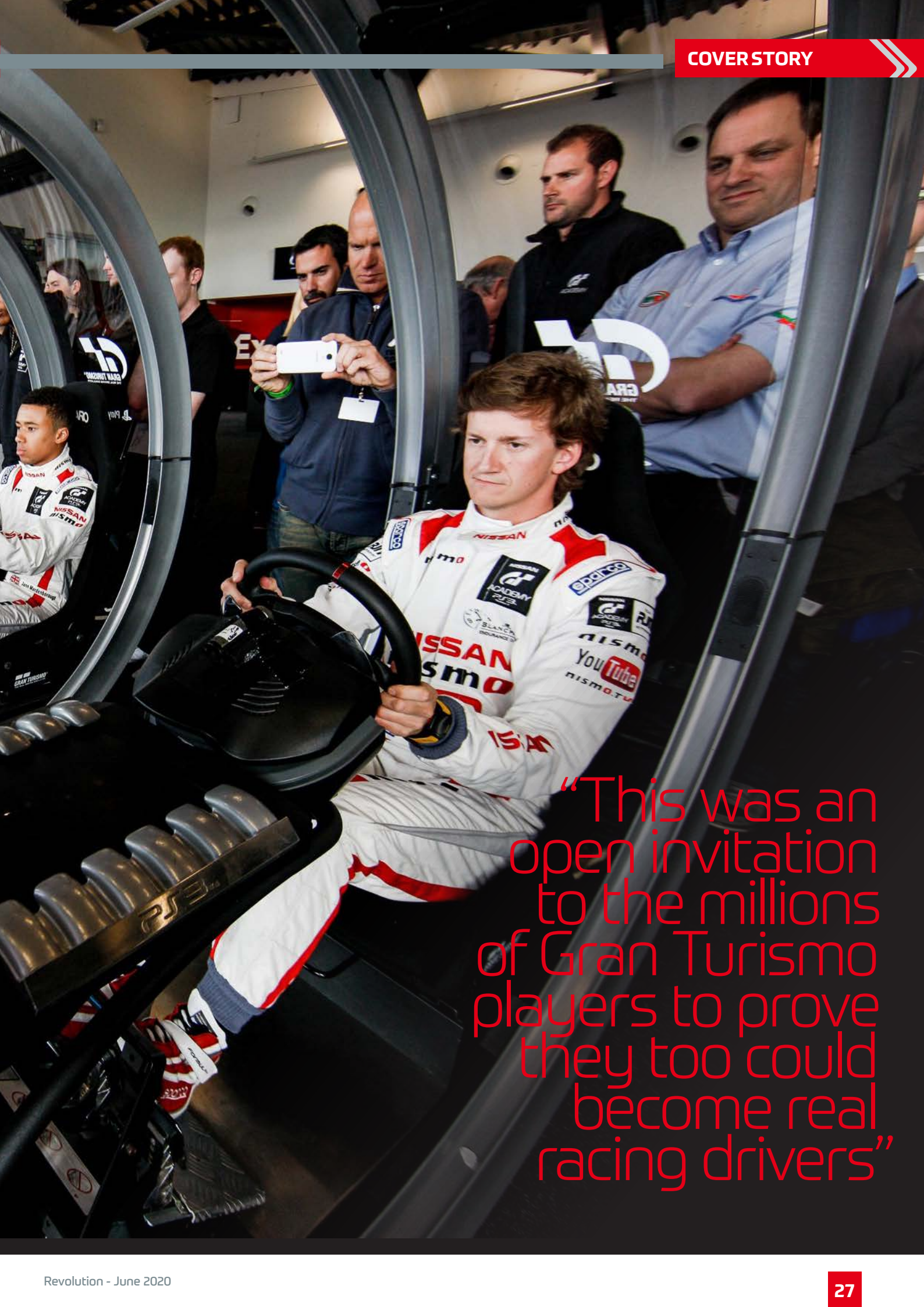
For his part Darren Cox went on to run the cross-platform World's Fastest Gamer competition and is now president and CEO of Torque Esports, a conglomerate bringing together game developers, sim rig manufacturers and others to cultivate global Esports championships for pros and amateurs alike. A regulatory, commercial and publicity mindset schooled in motorsport has been successfully applied, attracting big name sponsors, TV deals and viewers in the millions. The Race All-Star Series attracts the biggest names in the sport too, meaning fans can watch Fernando Alonso, Jenson Button, Dario Franchitti, Juan-Pablo Montoya, Petter Solberg, Emanuele Pirro and many more compete in livestreamed races every bit as competitive as the real thing.

This series runs on rFactor, one of the dominant PC-based gaming platforms used by sim racers the world over, boosted by a thriving community creating cars and tracks to support all manner of racing. Set-up, weather conditions, tyre degradation and more can be accurately recreated, rFactor a pro-level simulator used by casual gamers and race teams alike. The subscription-based iRacing is another hugely popular

PC platform, with free trial access included for all Motorsport UK licence holders and Trackside members.

Trackside membership opens the door to a range of virtual racing opportunities, including the eBRC and Motorsport UK iRacing Esports Series powered by iZone, a 13-round single-seater championship on iRacing with fortnightly rounds running into November and a Champion title up for grabs. Off the back of a fourth place for Motorsport UK's Team UK in the FIA Motorsport Games, World's Fastest Gamer winner James Baldwin has advised on rules and other elements of the series, using insight gained in both real motorsport, and his 'day job' with the Veloce Esports team. What advice does he have for anyone looking to make the move from real racing into Esports?

"A lot of it is the same," he says. "Everything from mental approach, performing when it matters, racecraft, developing a car set-up and all the rest. Obviously, you don't have the physical effort but I think in some ways it's harder coming from a real car to Esports because you only have the wheel, pedals and your vision to go on."



“This was an open invitation to the millions of Gran Turismo players to prove they too could become real racing drivers”

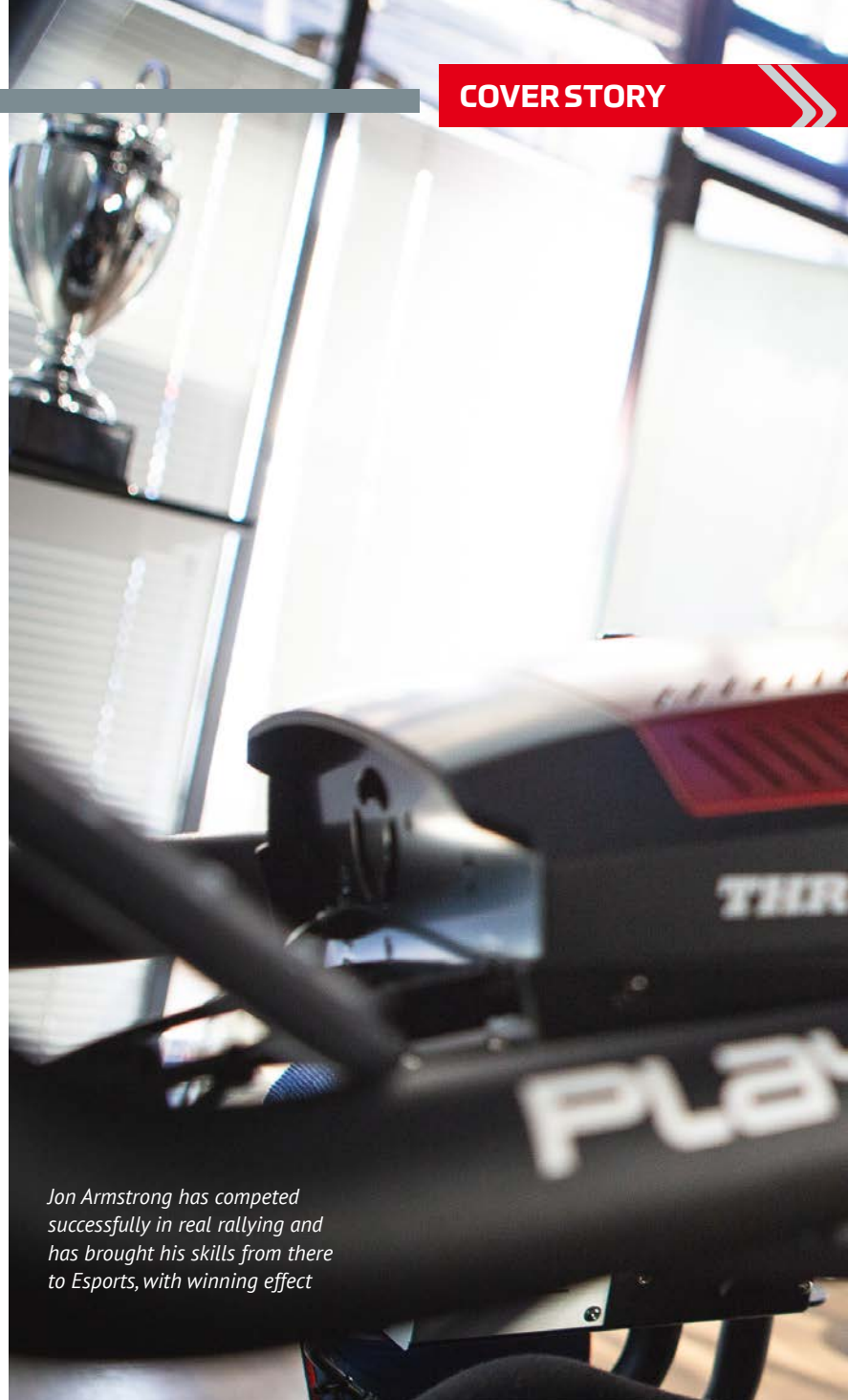
“Fans can watch Fernando Alonso, Jenson Button, Dario Franchitti, Juan-Pablo Montoya, Petter Solberg, Emanuele Pirro and many more compete in livestreamed races every bit as competitive as the real thing”

Console gamers on PlayStation, Xbox and the like meanwhile have a huge range of titles to choose from, be that Gran Turismo, Project Cars, Forza, Asseto Corsa or the official F1 game produced by British-based Codemasters used in the ‘Virtual Grand Prix’ held during lockdown. The DiRT 2.0 platform underpinning the Motorsport UK eBRC is also a Codemasters title, the firm’s global success mirroring that of the motorsport industry here in the UK.

Rally driver Jon Armstrong is another example of a modern competitor able to operate as a professional in both real and virtual worlds, having played rally games as a child before working his way up into the real thing. “I had shown I could win stages in WRC2 but, in the end, it doesn’t matter if you can’t find the money to keep going,” he admits, reflecting a financial reality faced by many up and coming drivers. “I remember watching the WRC eSports WRC final from 2017 and thinking if I can’t do real rallying I should give it a go. 12 months later I was the World Champion and I put that down to what I had learnt from the real world, in terms of holding my nerve and having the determination to succeed.”

Chatting with Jon, it’s interesting to hear what skills he thinks transfer from real-world rallying. “It gave me the rhythm you need to go through a rally stage as fast as possible,” says Jon. “I also knew how to adjust the car set-up. Plus, the concentration side of real life driving really paid off in Esports.” As someone competing in both, he’s also got a perspective on the relative merits of transferable skills. “I can’t really say I learnt to do one by doing the other - I learnt both at the same time,” he says.

Accessibility for both competitors and spectators is another major theme throughout Esports. “Most major racing series are behind the paywall, whereas most of these championships have been free-to-air on Twitch or on YouTube and therefore, we are absolutely, by definition, reaching a new bunch of



Jon Armstrong has competed successfully in real rallying and has brought his skills from there to Esports, with winning effect

fans,” says Torque Esport’s Darren Cox. “Our job now is to take those fans on the journey to real racing.”

In conclusion, Esports isn’t a replacement for motorsport – it is a form of motorsport in its own right. The competition is just as intense. Many of the same faces are successfully repurposing their skills for this new competitive environment while, at the same time, there are fresh opportunities for rising stars to prove themselves in both worlds.

The sensory overload and adrenaline rush that comes from participating in or witnessing a real race or rally may be the one thing Esports can’t replicate. But when it comes to dedication and a desire to beat the guys or girls you’re up against, it’s no simulation – it’s absolutely the real thing.



Left: Codemasters uses British talent to underpin global Esports platforms in F1 and rallying used by pros and fans alike

“Accessibility for both competitors and spectators is another major theme throughout Esports”

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Partner	Offer	Status
Adrian Flux	15% off road car policies	Business as usual
Aim Shop	£25 off a spend of £250+	Taking orders online
APH	10% off airport parking and lounges	Taking future bookings online
Autocourse	Save 30% and free delivery	Business as usual
Avis	10% off car hire worldwide	Open for future bookings
Bluefin Sport	Free personal accident cover when competing	Business as usual
Castle Combe	15% off experiences	Taking bookings online
Cirrus	Discount on noise measurement equipment	Open online
Cotswold Outdoor	15% discount online and in-store	Some stores open, taking orders online
DFDS	Save up to 25% off cross-channel ferries	Taking future bookings
Dread	Discount on Officials' clothing	Taking orders online
Esso Card	Free fuel card worth £25 with discount on petrol and diesel	Business as usual
F1 TV	Free access for 30 days	Business as usual
GP Racing	Save up to 66% on subscriptions	Business as usual
GPR	£25 off a spend of £250+	Voucher still valid for online orders
Grandstand Merchandise	20% discount on merchandise	Taking orders online
Halfords	10% off in-store	Some stores open, taking orders online
Haynes	Extra 10% off any purchase	Taking orders online
Hilton	Discounted rates across the UK	Taking bookings online for later in the year
IAM	20% off advanced driving courses	Office open for calls & emails

OPEN

Partner	Offer	Status
iRacing	Free three-month subscription	Business as usual
iZone	Discount on driver coaching	Available for remote coaching
Knockhill	Discount on experiences and coaching	Taking bookings online
Motor Sport magazine	Up to 70% off subscriptions	Business as usual
Motorsport UK merchandise	15% discount online	Available online
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Opentrack	10% off trackdays	Open online for future bookings
Pirelli	Up to £100 cash back on road tyres	Business as usual
Playseat	20% discount on selected items	Business as usual
Porter Press	10% discount	Business as usual
Power Maxed	50% discount on car care range online	Business as usual
Protyre	Discounts on competition and car tyres and MOTs	Open as usual
RAC	Breakdown cover from £6 per month	Business as usual
Readly	Two months free	Business as usual
Reis	15% off motorsport insurance policies	Business as usual
Runners Need	15% discount online and in-store	Some stores open, taking orders online
Snow + Rock	15% online and in-store	Some stores open, taking orders online
Specsavers	Free eye and hearing tests in participating stores	Some stores open, taking orders online
Wera Tools	Discounts online via Tool Maniac	Taking orders online
WRC Shop	15% off a dedicated range	Business as usual
WRC+	15% off subscriptions	Business as usual

MOTORSPORT UK IS PLEASED TO ANNOUNCE TWO NEW BENEFITS FOR ITS MEMBERS

Wera Tools

Wera Tools is a global tools' specialist that firmly believes its tools make life simpler, safer and 'full of joy' for users. Wera is always searching for new ideas and thinking differently and, in doing so, creates tools that turn the familiar into the ordinary.



Octane

Welcome to the wonderful world of classic cars. Octane is the premium monthly magazine celebrating over 100 years of automotive design, from classic Bentleys to the latest BMW. Written by enthusiasts for enthusiasts, the magazine captures the exclusivity and excitement of the classic car world so you can experience it all wherever you are.

Don't take our word for it, see for yourself with a FREE digital issue.

Octane

To access your member benefits, simply log into your membership portal.

GET YOUR MOTORSPORT FIX WITH THE NEW MOTORSPORT UK YOUTUBE CHANNEL!

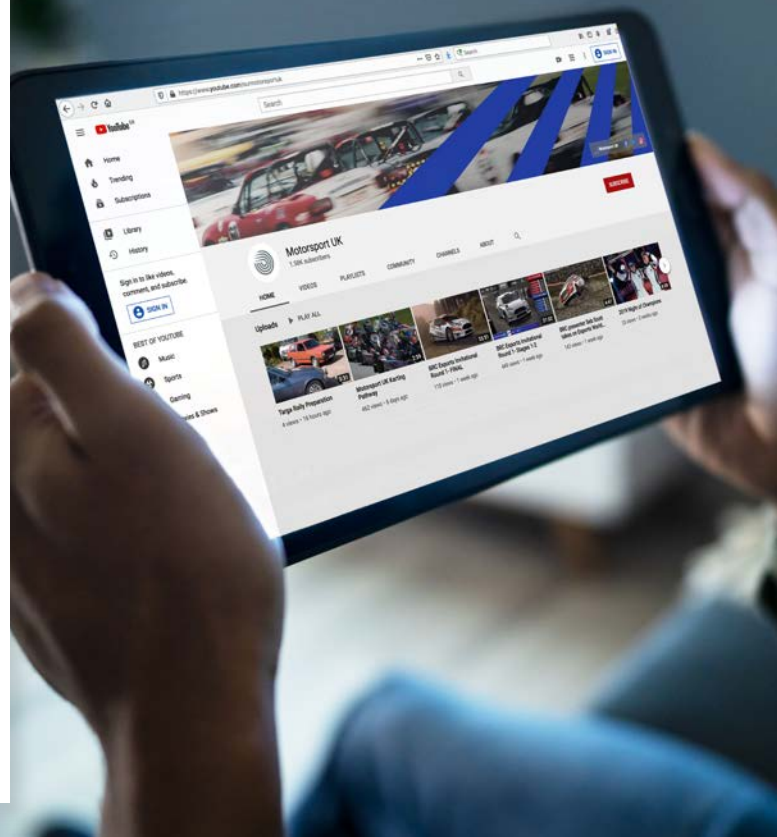
Check out the latest videos, interviews, footage, reviews and media launches from our community in one new home.

From British Kart Championship highlights in 2019 to a plethora of British Rally Championship action from the past five seasons.

We will be continuing to add to this channel with various 'how to' videos, Esports entertainment and interviews from some of the characters and champions of the sport.

Let us know what you would like to see on the channel – email media@motorsportuk.org

Head to www.youtube.com/ourmotorsportuk and subscribe today!



BECOMING ENVIRONMENTALLY SUSTAINABLE

Help to reduce our environmental footprint

Motorsport UK is working on a simple Environmental Management System for Clubs and Events to help promote sustainability in the sport. More information will be available in the July editions of Revolution and the Club Bulletin.



1

Set up an environmental sustainability team and appoint an 'Environmental Champion'

2

Implement the simple Environmental Management System using the training and materials provided by Motorsport UK

3

Identify your key environmental aspects and associated impacts and set arrangements in place to control them



Reduce waste



Save energy



Protect wildlife, flora, and fauna



Control air pollution



Protect land from erosion



Purchase responsibly

In support of the FIA Environmental Accreditation Scheme, Motorsport UK is providing member clubs and event organisers with on-line training, a workbook and templates/worksheets. These will facilitate the creation of an Environmental Management System which is equivalent to the FIA "Best Practice Principle" status.

Gearing up for environmental sustainability in motorsport

Sports across all sectors and of all sizes can have a huge impact on the world around us with potential damage to the environment through waste, pollution, and general lack of duty of care and environmental awareness. Having an Environmental Management System enables our clubs and events to minimise the environmental impact to the natural environment.

PLAY TIME IS OVER

The lines are blurring between casual gaming and proper simulators but, if you want to develop your skills as part of a training programme, you need a serious mindset. By Dan Trent



Preparation is key for any level of racing, but track time is expensive and testing opportunities are often limited. Serious simulators have long been a part of professional motorsport but, given the increasing realism of mainstream games, can you use your PlayStation or Xbox to the same ends?

An invitational Mazda MX-5 race in Japan a few years back was my first chance to see if games could be used for more than just fun. Admittedly, Tsukuba is no Fuji or Suzuka. But for gamers it has iconic pop culture status and I'd done countless laps over the years in Gran Turismo. Could that really prepare me to race there for real?

Long story short but, still fuzzy with jetlag, I found myself at the headquarters of Polyphony, creators of the Gran Turismo franchise and the kind of place where people race each other on simulators dressed in full Nomex and custom-painted Arai helmets. I was plonked behind a cinema-sized screen with a seat and a wheel, an MX-5 and Tsukuba were loaded into the game, and off I went for a few virtual sighting laps. Not long after I was doing exactly the same, this time at the actual circuit and in a real MX-5. And lapping to within a couple of tenths of what I'd been doing in the game. That the tricks learned in Gran Turismo – such as using the slight incline before turn one to shorten the braking distance – worked perfectly in real life was astounding.

A little knowledge can be a dangerous thing, though, as evidenced by an onboard video clip of a guy spinning his Nissan 350Z on a tourist lap of the Nürburgring. "Woah," says the stunned driver to his passenger. "That's not even a corner on the computer..." Suffice to say, a few late nights on the PlayStation can only get you so far. So, when does the play stop and the serious simulation start?

Stand-up comedian Kevin Shepherd has harboured dreams of competing in motorsport since childhood, his chance to make it a reality presented by a competition for a scholarship in the VW Racing Cup. The only problem? He'd never driven on a track and didn't have the time or budget to develop his circuit knowledge for real. Would driving it on his computer offer him a short cut?

"I started out using the sim on the laptop – I thought it's not real racing, how much can it possibly cost?" he laughs. Quite a lot, as he details in amusing detail in his 'Old dog, new tricks' YouTube series. With the goal of learning Brands Hatch Indy for the scholarship, Kevin threw himself into the world of sim racing, learning a lot on the way. So, how did the real track compare when he finally got there? "It felt very natural, I found I was using the same braking points and things like that," he says. "The sim racing took away some of those initial nerves and let me concentrate and it felt like I'd probably saved myself at least 10 laps getting to know my way around. When I then raced in the Hyundai Coupe Cup it was very useful to drive round a circuit and know which way it goes after learning it on the sim, though the tracks always feel smaller and scarier in real life!"

"A few late nights on the PlayStation can only get you so far, so when does the play stop and the serious simulation start?"



PlayStation laps helped the author prepare for a race on the other side of the world

Some, wary of sim-schooled drivers, might be concerned training in the consequence-free virtual world can lead to over-confidence in the real one, where there's no 'reset' button if it goes wrong. Kevin, however, disagrees.

"It teaches you racecraft through the medium of Americans shouting at you!", he says of his experiences on the popular online iRacing platform. "You learn very quickly that the car you thought was a distance away is actually a lot closer than you think and, if you touch, there are consequences for both of you." Nor does he think sim racing makes you complacent about the risks involved in real motorsport, financial or physical. "Anyone who's graduated from a sim to a real racing car has been on quite a journey and isn't about to chuck it away."

He's certainly come a long way from those early days of trying to steer his virtual car with his PC mouse. "It's got slightly weirder because I wear boots and gloves and have moved my screen closer so I get a better field of view," he laughs, his YouTube series an informative watch for anyone considering home sims as a training tool.

"When I then raced in the Hyundai Coupe Cup it was very useful to drive round a circuit and know which way it goes after learning it on the sim" Kevin Shepherd, stand-up comedian and racer

So, a basic home sim can be a useful familiarisation tool to learn which way a circuit goes. But if you're taking it more seriously they still have a role.

Neil Riddiford is commercial director of iZone Performance, which he set up at Silverstone with John Pratt and Andy Priaulx as a one-stop shop for high-level driver training. One thing's for sure, whether you're using their sims or one at home you can forget any notion of computer 'games' and racing for fun.

"If you're using a sim, it has to be purposeful practice," Neil tells me, unequivocally. "The downside of having a home system is you can end up with poor methodology, meaning you're cultivating bad habits." There is also the danger that obsessing on virtual lap

Stand-up comedian Kevin Shepherd used sims to help him realise his dream of competing for real and has shared his insight on YouTube



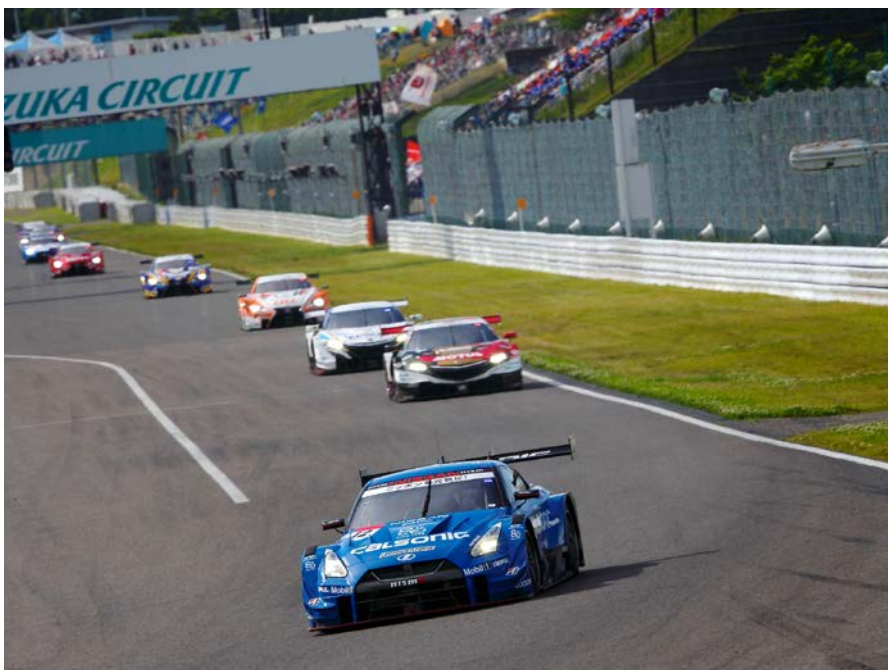
times means neglecting other areas. "It would be like spending too much time in the gym," says Neil. "Obviously you need to be fit for purpose but anything beyond that just means you're able to drive badly for longer!"

Although Neil has a traditional racing and instructor background, he was quick to see the potential in simulator training. "A lot of people drive by rote, using the standard brake, turn, apex, exit racing school methodology," he explains. "Having worked in that environment I can understand why, given your number one priority is to make sure all the cars come back at the end of the day."

Freed of that burden, he's honed his techniques for making people faster, eye tracking in the simulator helping him train drivers to look further round the corner than they otherwise would. "We're talking marginal gains – maybe a hundredth on corner entry, a hundredth on apex and another hundredth on exit but it all adds up over the course of a lap," he says. "Even for world class drivers it's a challenge, but if it was easy they'd already be doing it."

"When I drove for real it was completely different to what I experienced on my 24-inch TV I used to race on." Jann Mardenborough, GT Academy winner

Jann Mardenborough, who successfully made the transition from gamer to pro driver through the Gran Turismo Academy agrees, pointing out the limitations of trying to train on a basic console and TV set-up. "Where you look is absolutely the most important part of driving a racing car," he says. "When I drove for real it was completely different to what I experienced on my 24-inch TV I used to race on."



Sim training also helps Neil and his team train drivers to operate methodically and analytically. "I don't want a driver to be quick because they're being brave," he says, "I need to make sure their thinking process is efficient - that process-driven mindset then achieves the lap time." Having grown up in a less sophisticated era, he admits modern drivers can become too data dependent and there's a balance to be struck. But he's a believer in this analytical approach and the part sims can play.

Top: Properly structured sim training can help drivers develop skills they can use when racing for real

Bottom: Gamer turned racer Jann Mardenborough now drives for Nissan in Super GT and now uses sims for training rather than recreation



Kevin Shepherd says the ability to learn tracks helped him when he went racing for real in the Hyundai Coupe Cup

“They serve a purpose, provided they’re being used in the right way,” he tells me. “Even if you’ve got a home-based system it should be used as a professional training tool. Most people will spend more time in a sim than they will a real racing car and that’s why it must be purposeful practice.” Obviously, the current situation has forced a greater reliance on remote training, with drivers using their own rigs at home and sharing data with coaches online. But can pros still enjoy the process?

“I still use sims for fun and for training,” says Jann Mardenborough, though he’s aware of the limitations. “I turn down online races on certain platforms because their physics don’t react in a way I believe is realistic. At that point, the risk versus reward is diminished as I’m concerned my ‘feel’ will be negatively affected.”

Suffice to say, if you’re to consider sim racing as a serious training tool, you’ll need to invest in more than a PlayStation and time on the sofa. Out of curiosity I ask Neil what kind of rig he’d recommend to train properly. He shares a spec so detailed it makes my head spin, a minimum bottom line cost of

“Most people will spend more time in a sim than they will a real racing car and that’s why it must be purposeful practice” Neil Riddiford, iZone Performance

around £5,000 reflecting how significant an investment this needs to be if you’re taking it seriously.

Different strokes for different folks, inevitably. I’ve found a few PlayStation laps enough to get my eye in ahead of visiting a track for the first time. Kevin’s experiences helped fast-track him to a level of confidence where he could get round Brands Hatch Indy with headspace to deal with all the other things a rookie racer has to process. And pros using set-ups like iZone’s can fixate on shaving a couple of hundredths off their entry to Copse for that all-important quali lap. Whatever level you’re at, it’s clear sims of all kinds have a part to play. Just take your Gran Turismo lap time with a pinch of salt before you try and match it for real...

WEEKLY HOME PHYSICAL & PERFORMANCE TRAINING

iZone's Weekly Physical and Performance Training is a home based, daily training programme that runs five days a week. It has been created to support drivers by keeping them focused on key aspects of their training on a daily basis and to keep them focused on their physical training, their knowledge of key aspects of their sport, their ability to concentrate and visualise and also their ability to keep focused on their goals. The programme includes:

1. PERFORMANCE, MINDFULNESS AND VISUALISATION CLINIC (DAILY MON-FRI)

To ensure that drivers constantly increase their knowledge and skills, develop mental resilience and improve their visual imagery skills, iZone runs 20 minute Performance, Mindfulness and Visualisation Clinics. The sessions include; Performance Coaching (covering every aspect of performance development), Mindfulness Training (to build mental resilience), Visualisation & Imagery (to condition the mind), and Goal Setting (so that drivers train with purpose).

2. REMOTE GROUP FITNESS SESSIONS (2 X PER WEEK)

Drivers are allocated to a group training session on Zoom and guided through a different workout every week by an iZone trainer. The exercises are designed to be easily completed in small spaces at home and are targeted at the key areas for motorsport performance.

3. REMOTE GROUP PRE-PERFORMANCE ROUTINES SESSION (1 X PER WEEK)

One session per week is dedicated to helping drivers put together their own pre-performance (warm up) routine to use at the circuit before practice, qualifying sessions and races. This is vital as it helps a driver to foster confidence, develop focus, bring an element of control to unpredictable situations and raise a driver's level of intensity to perform at their best. iZone looks at examples from various sports and athletes each week, helping the driver to experience different intensities, find what works for them and take aspects of these into their own routines.

PRICE PER WEEK:

£25+ VAT



DRIVER Q&A

MOTORSPORT UK ACADEMY
AND TEAM UK MEMBER:
TOM WILLIAMS

Name: Tom Williams

Discipline: Rally driver

Team: M-Sport (Ford)

2020 Championship plans: Selected rounds of the British and World Rally Championship in a Ford Fiesta R5.

Biggest achievements to date?

My biggest achievement was winning the WRC3 on my home round on Wales Rally GB in 2018.

How old were you when you started rally driving?

I started competing aged 16.

Who is your biggest inspiration?

Richard Burns

Who was your favourite childhood rally driver?

Richard Burns

What made you take up rallying?

I started digging into my family's history in motorsport, which started a domino effect of wanting to do more and more until I entered my first race!

What advice would you give to anyone interested in taking up rallying?

I think Motorsport UK has developed a very good grassroots ladder for people entering the sport. In the case of rallying, if you're under 17, you can join the Junior Formula 1000 Rally Championship, which always produces lots of great drivers.

Favourite road car?

1969 Ford Mustang Mach 1

When did you start rallying and what inspired you?

I started competing in 2015, after years being obsessed with the sport and finding as many events as possible that I could to spectate at. I was hugely inspired by my father and Richard Burns going to the top level of the sport, which brought a lot of history back home.

Favourite rally stage and why?

I have so many events I enjoy, but one that I love is the rally of 10,000 corners, Tour De Corse. This was a huge challenge mentally as you're on a small island with a big mountain. So, the stages were very narrow and technical, winding up and down and around this mountain, which caused the weather to always be changing. In 2018 there were 55km of these roads, which was crazy. I thought my head was going to burst after this stage!

Do you have any routines or rituals before you start a race?

I always have a good routine before each race keeping me fit and healthy, but I need to do a lot of jumping and running in the early morning stages to wake me up, as it's a struggle. And I always have tea before I start a rally.

What's the best piece of advice you've been given?

Never give up.



If you weren't a driver, what career path would you have followed instead?

I think I would definitely be doing something in the creative industry, like photography or design.

What's something that you have learnt from the sport, that helps you in your life outside of it?

In the sport everyone now expects the complete package now. So I have learnt a lot of skills like public speaking, fitness, business, media, and so on. This all translates into my day to day life, which really helps.

What is your ultimate goal?

It's always been to win the World Rally Championship.

What do you think makes a great race car driver?

A great driver nowadays has to be good at everything. Being fast is not enough, you have to be technical, healthy, attractive for sponsors, well-connected, media savvy and more. There is a long list.

QUICKFIRE!

Any pets?

1 dog, 1 cat, 1 duck

Milk or white chocolate?

Milk

Favourite film?

Forrest Gump

Most listened to band/artist?

Liam Gallagher

If you had one superpower, what would it be?

Time travel

Three words that describe you?

Smiley, committed, practical

Favourite sport (other than motorsport!)?

Boxing

Avocado or no avocado?

Avocado

What's worse: laundry or dishes?

Laundry

Theme park or day at the beach?

Beach

Coffee or tea?

Tea

WHAT'S YOUR STORY?

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



Octane

WELCOME TO
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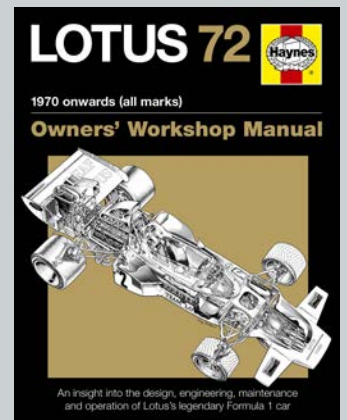
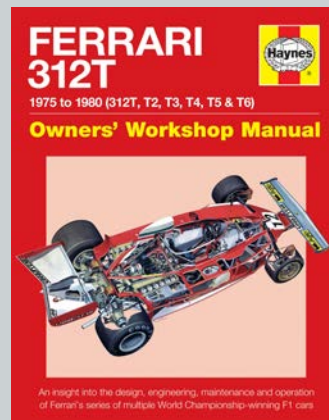
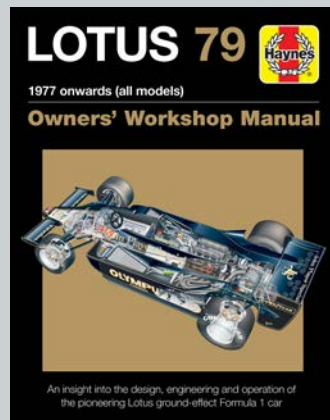


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WHAT'S ON

June / July 2020

20 June (Indianapolis) and 27 June (Le Mans)

The Race All-Star Series Triple Crown

Season three of The Race All-Star Series will be hoping to keep the Esport momentum going with the concluding two rounds of its Esports Triple Crown. Only one driver – Graham Hill – has so far managed the feat of winning the Monaco Grand Prix, Indy 500 and Le Mans, but Fernando Alonso and Juan Pablo Montoya are each one race away from equalling him in real life. Both will be competing in this virtual triple header of condensed virtual racing, along with others including Jenson Button, Dario Franchitti, David Brabham, Mika Salo, Jacques Villeneuve and more in the Legends Trophy, Pro Cup and Sim Masters. Watch the action on Eurosport or YouTube at www.The-Race.com/youtube with full details at www.torqueesport.com



25-28 June

eSports WRC Turkey

You can read about 2018 eSports WRC champion Jon Armstrong and his adventures in both virtual and real rallying in our cover feature this month. Suffice to say, rallying is just as serious about its Esports as the rest of the motorsport world, and there are fiercely fought virtual rounds of the WRC going on throughout the year, with stories, weekly challenges and more on the WRC.com homepage and live streaming of the events on the championship's official Facebook page. A diverse field of entrants includes Esports pros along with rising stars of rallying eager to make their names virtually in the hope it'll further their careers when rallying resumes for real. These include Oliver Solberg, 2019 WRC2 Pro winner (and future WRC hopeful) Pierre-Louis Loubet and Junior WRC driver and children's TV presenter Catie Munnings.



Photo: Jaanus Ree/Red Bull Content Pool

Week commencing 29 June

Motorsport UK eBRC, round four

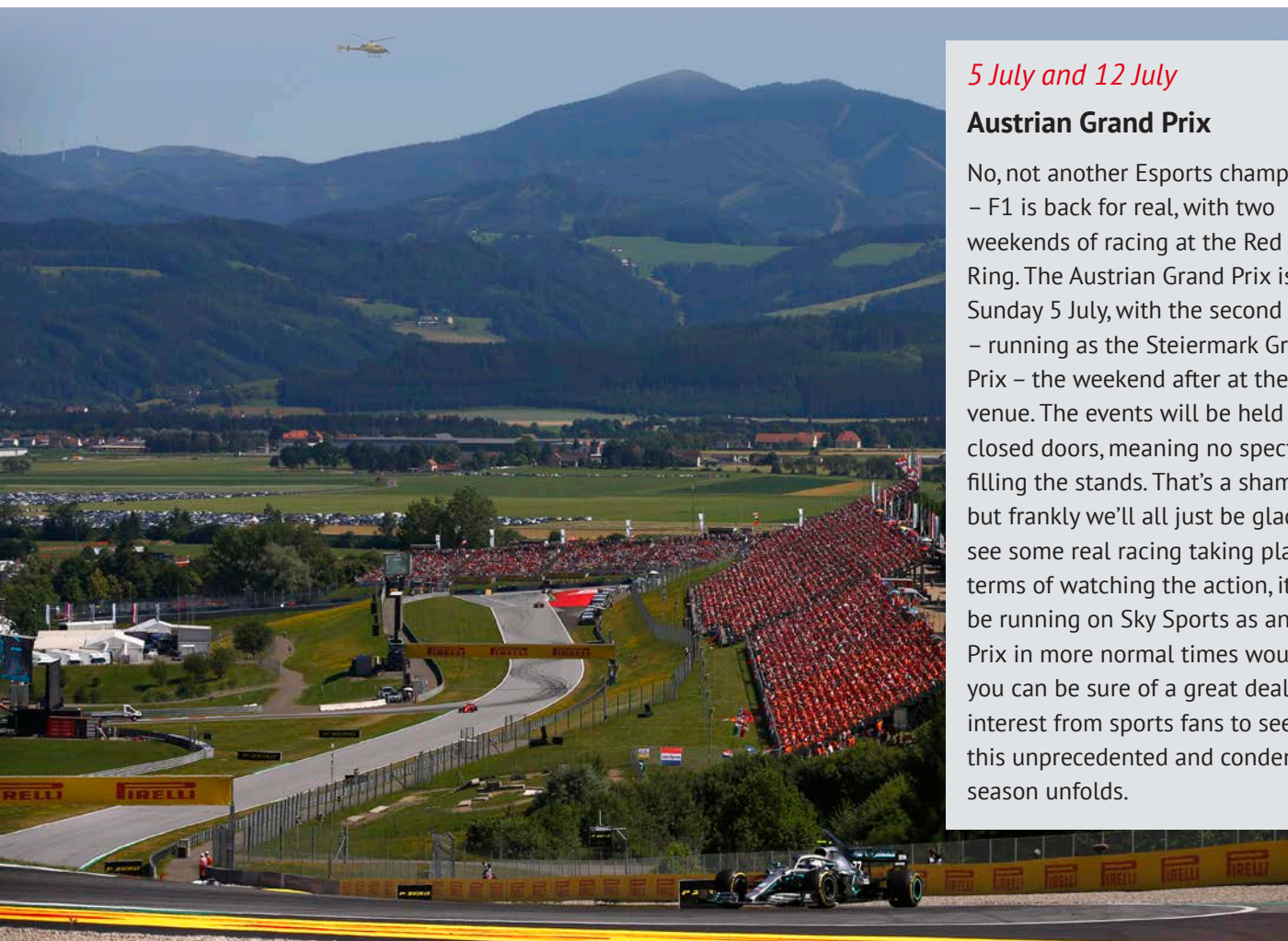
In terms of accessibility, the Motorsport UK eBRC has to be one of the easiest routes into Esports, given it's open to any licence holder or Trackside member with a copy of DiRT Rally 2.0 and operates across all popular gaming platforms, including PC, XBOX and PlayStation. Entry to the third round in Germany has now closed, though you can watch the invitational rounds on Motorsport UK social media channels. If you still want to take part it's not too late, the final round taking place on digital recreations of Scottish gravel stages in the mandated Ford Fiesta R2T. Sign up before 2 July at www.britishrallychampionship.co.uk, upon which you'll get full instructions and a link to join RaceNet Club. Stages open 29 June and you've got until 6 July to practice and then log your competitive run on RaceNet Club.



5 July and 12 July

Austrian Grand Prix

No, not another Esports championship – F1 is back for real, with two weekends of racing at the Red Bull Ring. The Austrian Grand Prix is on Sunday 5 July, with the second event – running as the Steiermark Grand Prix – the weekend after at the same venue. The events will be held behind closed doors, meaning no spectators filling the stands. That's a shame, but frankly we'll all just be glad to see some real racing taking place. In terms of watching the action, it will be running on Sky Sports as any Grand Prix in more normal times would, and you can be sure of a great deal of interest from sports fans to see how this unprecedented and condensed season unfolds.



11-12 July

British Automobile Racing Club, Croft Circuit

The British Automobile Racing Club heads to Croft on 11-12 July for its annual pilgrimage to North Yorkshire, and with a host of categories starting their 2020 campaigns for a blockbuster weekend of edge-of-the-seat, wheel-to-wheel entertainment.

Lifting the curtain on their condensed schedules will be the Dunlop Endurance Championship, Caterham Graduates Championship, Legends Cars National Championship with MRF Tyres, Max5 Racing Championship and Mighty Minis Championship.

Following on from their season-opener at Cadwell Park, the Junior Saloon Car Championship will also be in action for another two rounds of blockbuster thrills and spills.

Additional entries always welcome.

Visit www.barc.net for more information.

Unfortunately due to the current Government guidelines and restrictions, spectators are not permitted to attend this event.



11-12 July

Club 100 Karting E60/SP60/Sprint Championship – Shenington

Pitched as the perfect transition between casual karting and more serious competition, Club100 describes itself as the highest level of arrive and drive kart racing in the UK. Emerging from lockdown, its E60, SP60 and traditional Sprint Championships kick off on 11-12 July at Shenington near Banbury, meaning a great opportunity for a first taste or crack at the full series. A KX licence is required to compete, which is free and subject to an evaluation you can do at Rye House on 27 June or on the Saturday of the Shenington event. This costs £88 as part of a 30min test session. The solo E60 Endurance Championship (replacing the team endurance) and SP60 run on the Saturday and cost £247 each, with the Sprint Championship on the Sunday for £193. See www.club100.co.uk for full details.

Unfortunately due to the current Government guidelines and restrictions, spectators are not permitted to attend this event.



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INSIDE HQ



VIRTUAL REALITY

In this Esports themed issue we chat to Katie Baldwin, Motorsport UK Competitors Pathway Manager, to find out how competitors at all levels can benefit from the increasing popularity and accessibility of driving simulators for home use and professional coaching.

You'll have read a lot about Esports, simulators, virtual racing and videogames in this month's issue of *Revolution* and could be forgiven for thinking 'what's it got to do with the real world?' Plenty, as it turns out and, you don't have to be a teenager with ambitions to make a career out of switching between a sim rig and real racing car to benefit.

"We know the importance of quality practice in sport when it comes to gaining that extra margin against other competitors," says Motorsport UK Competitors Pathway Manager Katie Baldwin. "We also know that in motorsport, this comes with additional challenges compared to more traditional sports like football or rugby, where you can pitch up and play almost anywhere, on your own or with others. Motorsport is so reliant on sufficient equipment,

venues, personnel and finances being in place, which can make even practice opportunities hard to come by. Of course, there are plenty of performance areas which can be developed outside of the car but when it comes to technical and tactical skill-based elements, you really need to be behind the wheel, and regularly."

Stating the obvious, perhaps. But there's an opportunity here for simulated driving, in all its diverse forms, to help plug that gap in skills and experience, especially on lockdown. You'll have read elsewhere in this issue how gamers have graduated into drivers, and also how those accustomed to competing in the real world are adapting their skills to the opportunities suddenly opening up in Esports. But it can work for people at all levels.

“There is a perception Esports is simply for youngsters,” admits Katie. “However, over the past few years we have seen growing signs of a shift in this stereotype which has only been accelerated during the current COVID-19 pandemic. From a talent development perspective, the benefits of simulated opportunities are huge. Whilst there are obvious differences between real-life and online driving, Esports allows the opportunity for repeatable practice, competitive opportunities and the development of fundamental and transferable driving skills in an environment which is far more accessible for many drivers – removing barriers to entry.”

And it’s here that Katie and her colleagues at Motorsport UK can help, by coordinating training and education with industry coaches and others who can help aspiring competitors.

“The Motorsport UK Academy has an official partnership with iZone Driver Performance, which runs five high tech simulators from its facility based at Silverstone,” explains Katie. “In particular, the young drivers on our Enhanced Diploma in Sporting Excellence (DiSE) course attend the facility a number of times throughout the programme as part of the sporting curriculum. The work we do with iZone here specifically focuses on practice, analysis, feedback and individual development areas for each driver which they can take away and implement within their real-life championships. This environment allows the drivers to approach the sessions with an element of realism and professionalism, learn and understand the circuits and also take some risks or think outside of the box in a safe space.

“In terms of transferable skills, drivers can approach simulated sessions as they would any other real-life competition, with suitable preparation, understanding how get themselves into the ‘zone’ with pre-race routines such as visualisation or understanding what they need to do to ensure they are in an optimum state for best performance. Once they are behind the simulated wheel, the sessions provide the perfect opportunity to really perfect all technical driving skills including improving vision, understanding and managing over or understeer,

“This environment allows the drivers to approach the sessions with an element of realism and professionalism, learn and understand the circuits and also take some risks or think outside of the box in a safe space”



corners, braking points and pressure or driving the perfect racing line. It also enables us to replicate certain conditions, whether that is weather related, car related or the type of session, for example practice, qualifying or competitive races.”

While Esports have been thrown into the spotlight with the suspension of motorsport activities and wider restrictions on social interaction, Motorsport UK has in fact been developing its training in this area for some time, as Katie goes on to explain.

“The Motorsport UK Academy has had a long-standing relationship with Loughborough College, and the sporting excellence curriculum we deliver has been developed every year,” she explains. “Previously the Academy worked with iZone to host simulated shootouts, results of which contributed to presenting the DiSE ‘Young Driver of the Year’ award. This relationship has advanced considerably over the past two years or so, and we are now in a position where we can provide regular development opportunities at



“I think any driver looking to reach their full potential should certainly consider at least a basic home sim set-up, particularly for a more affordable option. In time, I think most drivers will look to have access to some form of simulated opportunities as part of their core training programme”

sport and I think its contributions to driver development, preparation and the accessibility of it will become integral to motorsport as we move forwards.”

Given motorsport is already an expensive business, should competitors now be considering a home simulator rig of some sort as part of the equipment they need to budget for when preparing for competition?

“I think any driver looking to reach their full potential should certainly consider at least a basic home sim set-up, particularly for a more affordable option,” says Katie. “In time, I think most drivers will look to have access to some form of simulated opportunities as part of their core training programme, whether that is at home or coached sessions at a simulator facility. I also think teams will increasingly start to look to Esports as a recruitment tool to complement existing selection mechanisms – with so many transferable skills and performance foundations to build on, why wouldn’t you?”

In the way of these things, the technology is becoming more affordable and the software more accessible as Esports’ visibility increases. And Katie is full of nothing but optimism for how this can improve the sport in all areas.

“Esports offers a fantastic opportunity to reach out to a much wider audience than before,” she says. “Not only from a participation perspective but also fans and spectators – more and more people who are watching online aren’t necessarily motorsport fans. There is a captive audience online, particularly at the moment, and if they watch or participate online, and enjoy what they see, they might just then turn the TV on and check out the real thing, or even have a go themselves. The more Esports is taken seriously, the better it will be for the real sport longer term.”

the simulator facility for these sporting excellence drivers, which has enhanced the programme offering hugely. The addition of Esports style training and development prospects as part of the course is now a big attraction and we have seen over double the number of applications submitted for the September 2020 intake than we have done in previous years. Whilst this isn’t solely down to the fact that we offer simulator development, it has certainly complemented the programme and we have seen the positive results of drivers transitioning from sim to real-life racing.

“Motorsport is in a fairly unique position whereby the sport has been able to continue in some capacity during this lockdown period, enabled by the option of participating in Esports. The sudden exposure, I feel, has highlighted the many positives of this discipline and perhaps changed people’s perception of its worth. Whilst Esports is not a replacement for real racing, it certainly has a place in the

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HOW TO...



BUILD YOUR OWN HOME SIM RIG

It won't have escaped your attention we've spent a lot of this issue talking about Esports and hopefully you're feeling inspired to give it a whirl. But how much is all this going to cost? The short answer is as much as you like, much like anything else in motorsport. On the assumption not everyone has the money and space to dedicate an entire room to a full-on, multi-screen, custom-built sim rig, let's start at the more affordable end.

The simplest entry point is through a dedicated games console, such as a PlayStation or Xbox. They're widely available, relatively affordable and supported by thriving online communities of people to race against. As mainstream consumer products they're also easy to get online with.

With a PlayStation you need an annual subscription to PlayStation Plus to play others online, costing about £50 per year. Xbox Live is a similar set-up, both available with various deals, offers and incentives at different times. You'll obviously need a game to base your racing around and here everyone will have their own favourites. GT Sport on the PS4 is the latest evolution of the Gran Turismo franchise (though Gran Turismo Sport has been confirmed for the new PS5), while Forza Motorsport is its equivalent on the Xbox. More serious sim-like titles on both include the Codemasters F1 and DiRT 2.0 games, Asseto Corsa, Project Cars 2 and others. The best plan is to find out what your friends play on and go from there.

PC gaming meanwhile offers greater scope and more realistic simulation, the dominant platforms including the subscription based iRacing, a trial period for which is included with your



Some take their sim set-ups to extremes but, fear not, there are more affordable options for home Esports hopefuls

licence or Trackside membership, and means you can race in championships like the Motorsport UK iRacing Esports Series powered by iZone. Others use rFactor, which is arguably a pro-level sim and more complex to set up, but doesn't have so many ongoing costs and in-game purchases. If you're starting from scratch or looking to upgrade your machine, Motorsport UK partner PCSpecialist offers discounts for members.

Next, you need to consider what you're going to play on. Console controllers are OK up to a point and will get you far enough to know whether or not Esports are something you'll likely take further. If you just want to keep it as a bit of fun you can probably stop there. If you're in any way serious, though, you'll be wanting to get some sort of specialised controller. Don't worry, you don't need to make your own vroom vroom noises like the last time you played with a pretend steering wheel.

"You can start off with an entry level steering wheel and pedals," advises eSports WRC World Champion (and real-world rally driver) Jon Armstrong, his affiliation with Thrustmaster unsurprisingly making this his go-to brand. Expect to pay around £300 for a decent wheels and pedal set, like the T300 he recommends. There are, of course, plenty of other options so ask around for recommendations from more seasoned Esports players. Whatever you go for, Jon is clear about how this will raise your game. Literally.

"You can then attach them to a desk or table, which will save costs as you won't be spending more on a cockpit, he says. "The fact you are moving from a controller to a wheel will make a huge difference on its own, because you can have more control over the car and feel what it is doing through the force feedback system."

"You can start off with an entry level steering wheel and pedals. Expect to pay around £300 for a decent wheels and pedal set, like the T300"

Consider yourself on the slippery slope by now, and if the home office and swivel chair aren't giving you the sense of immersion you're after, the inevitable next step is a dedicated rig with a monitor, proper seat and mounting points for your chosen wheel and pedals. It's not beyond the wit of anyone with basic DIY skills and a little ingenuity to come up with their own, and there are plenty of online examples of people who've done so, from 2x4 bodge jobs to proper works of art.

Fair to say though many people will opt for an off-the-shelf rig from a recognised manufacturer like Playseat, another Motorsport UK partner offering 20% discounts for members on its popular range of products. Remember, this doesn't come with wheel, pedals, monitors or any of the other kit, so is just one cost to consider. If you're looking to build a proper home simulator for serious training purposes, these are likely the kind of lengths you'll be going to, iZone Driver Performance's Neil Riddiford offering up a detailed spec running to around £5,000 for a full set-up.

And clothing? It's not compulsory to wear your race suit, shoes and gloves, though plenty of people do in order to get in the zone. Just don't expect the non-playing members of the household to keep a straight face when you wander down to the kitchen to grab a brew.

Thanks to Motorsport UK's member benefit programme, discounts are available from the following partners when purchasing equipment to support your Esports programme. Simply log in to your Motorsport UK membership portal to access the discount codes.

iRacing

iRacing is the leading sim racing game for your PC. Developed as a centralised racing and competition service, iRacing organizes, hosts and officiates online racing on virtual tracks all over the world. In the fast-paced world of Esports, iRacing is a one-stop-shop for online racing.

Motorsport UK members get a FREE 3-month subscription code to get you up and running in the world of Esports.



Playseat

Playseat® is a global leader in racing simulators for everyone. Whether novice, professional, young or experienced, all will enjoy the thrill of racing at home.

All products are easy to ship, set up and work with all steering wheels and pedals, which are sold separately. Items are also compatible with Playstation, Xbox and PC (Steam).

Motorsport UK members are entitled to a 20% discount on selected products.



PCSpecialist

PCSpecialist is the UK's leading manufacturer of performance custom computers and laptops – ideal for the home technology set-up and Esports competitions.

PCSpecialist has collaborated with Motorsport UK to help bring the eBRC and BRC Esports Invitational to our screens – the very first British title awarded by the motorsport governing body for Esports competitions.

Motorsport UK members are entitled to a £30 discount off all orders.



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Results

Latest Motorsport UK Championship Results



Motorsport UK Esports British Rally Championship

Round 2: Spain (Asphalt)

The eBRC – new for 2020 and the first Esports Championship to carry a British title from Motorsport UK – is a four round championship using a 50/50 split between asphalt and gravel.

The ultra-fast and smooth roads of Spain have followed the rough and tough stages of Wales, and ALAN6R4 hasn't put a foot wrong so far. His second place in Wales was followed by the win in Spain which gives him a comfortable gap of 14 points at the top of the table.

MATTHEWHIRST96 used his real-world Welsh Rally Championship title success to good effect by clinching the opening round in Wales, but could only manage a handful of points on the Spanish Tarmac and is lying in second place overall.

Topping the BRC runners is James Williams (JWRALLY7) in third position having narrowly missed out on the outright win in Spain by less than one tenth of a second.

Visit www.britishrallychampionship.co.uk for the current leader board - 83 drivers from over 550 registered have so far scored points on DiRT Rally 2.0 the popular game from curators Codemasters.

Members of the public can take part in the Motorsport UK eBRC – the first ever British Esports Championship to be affiliated with the governing body for British

motorsport. Open to members of Motorsport UK, the four-round series follows the Invitational events – using the same stages and same weather conditions. Every driver will use the Ford Fiesta R2T in the game and the winner of the series will go from the virtual world into the real rally car as the winner will test drive a Ford Fiesta R2T with EDSL Sport. The top ten will get to visit M-Sport in Cumbria, while there are round-by-round social media competitions for the best clips on social media.

Registrations for anyone keen to try their luck are still open at: www.britishrallychampionship.co.uk.

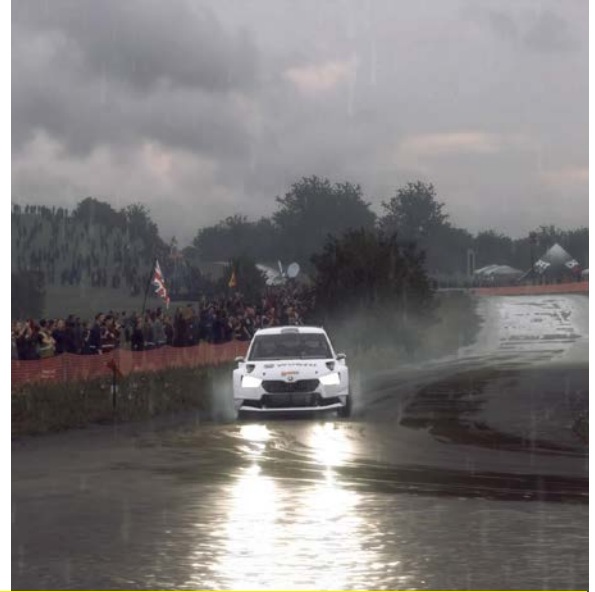
Those who are not a member of the Motorsport UK community can do so by joining Trackside – www.trackside.motorsportuk.org

By becoming a member, not only can you take part in British Esports competitions, you will also have access to exclusive Motorsport UK tours, factory visits and member benefits from major motorsport outlets and high street names. What's more, those looking to become a member of Trackside can do so by using the code: **EBRC20** – to receive the membership for just £19.99.

Spain



Germany



PCSpecialist BRC Esports Invitational Championship

Rounds 2/3: Spain/Germany (Asphalt)

Hat-trick hero Morgan wins again in BRC Esports series

Welshman James Morgan remains untouchable in the PCSpecialist BRC Esports Invitational series, as he claimed his third-straight win in the online challenge on DiRT Rally 2.0 by Codemasters.

Morgan enjoyed an event long battle with Scotsman Richard Crozier and Northern Irishman Josh McErlean on the four stages of Germany with the Aberdare co-driver taking the win by a mere 4.0 seconds from McErlean.

Britain's premier rallying series' virtual championship, also supported by AMD, is providing a competitive fix for the top competitors and pulsating visual entertainment for rally fans around the world, with over 120,000 people tuning into the last round in Spain.

Last time out in Spain, James Williams led early on, but went off the road on the second stage, handing the control to Morgan, who kept his cool, calm and consistent approach to back-up his round one win in Wales. Williams fought back into second while Josh McErlean rounded out the rostrum.

Germany was the latest challenge for the crews, with the mixed conditions playing havoc with tyre choices for the four-stage shoot-out. Quickest out of the blocks was Josh McErlean. The 2019 Junior BRC Champion had his set-up dialled in on the opening dry stage, while James Morgan was the one who read the grip the best in the second stage as he marched into the overnight lead on Tuesday evening by just 0.9 seconds from McErlean.

On the final day, a similar weather pattern again saw a dry stage, followed by a wet test. Richard Crozier who was lying third, took a gamble, as he elected for slicks for the two stages. It paid off as he produced a stunning drive to leap-frog Morgan into the rally lead. Meanwhile a fast-paced pack of Morgan, McErlean, Williams, Dale Furniss and double British Champion Matt Edwards jostled for position and all went into the final stage with a mathematical chance of clinching the win.

As the heavens opened for the final time, Crozier had nearly signed and sealed the win as he gingerly kept his car on the road with the dry tyres on the wet road. However, drama struck as the Scotsman put the car off the road in the final sector, losing over 20 seconds and dropping him down to sixth in the final standings. The ever-present Morgan was there again to pounce and punched in another fastest stage time to win his third-straight event.

McErlean bagged himself his third podium on the bounce in second, while Dale Furniss took his best result so far in the series to complete the rostrum. James Williams missed out on the podium by two tenths of a second but can be pleased with another haul of points in fourth, while defending British Rally Champion Matt Edwards completed the top five.

Those who missed the action from the third round can watch it back on the British Rally Championship Facebook page and Motorsport UK YouTube channel.



MOTORSPORT UK IRACING ESPORTS SERIES

LEAGUE 1

1. GORDON MUTCH
2. JOSH MALIN
3. SANDY MITCHELL

LEAGUE 2

1. KIERAN VERNON
2. BRANDON ABRAHAM
3. ADAM MORGAN

LEAGUE 3

1. OLIVER RICHARDSON
2. ALESSANDRO CERONETTI
3. MIKEY DOBLE

LEAGUE 4

1. RIK KOEN
2. JAMIL HASANLI ROGERS
3. DAVID SIMON

LEAGUE 5

1. KATHARINE IMPEY
2. BLAIR MCCONACHIE
3. CARL CHASE

LEAGUE 6

1. JAMIE STANLEY
2. GLENN BURTENSHAW
3. JOE TURNER MCMULLAN



Motorsport UK iRacing Esports Series powered by iZone

Round 1: Silverstone

An exciting first round for the inaugural 2020 Motorsport UK iRacing Esports Series, powered by iZone

Following a busy qualification week, over 180 drivers have been assigned to six leagues, based on their individual fastest laps in the Dallara F3 at Silverstone GP.

The first event of the series re-visited Silverstone GP for a competitive opening round. After 60 minutes of practice and a 15 minute qualifying session, the first race saw some impressive performances from Motorsport UK Academy's Gordie Mutch, Josh Malin and Sandy Mitchell who finished in the top 3 of league one.

The hard-fought battle across all of the leagues has really highlighted the commitment that competitors have been making to simulator racing over recent weeks.

Prior to each round, iZone Driver Performance provides on-board footage, eye tracking and coaching pointers for competitors to complete their own training prior to the event. This resource is unique to the series and has been positively received by the entrants and gives the series a real community feel.

The next round is on 22 June at Spa-Francorchamps and will undoubtedly prove to be another great night of racing.



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The Parting Shot

It's June 2011 and 19-year-old Jann Mardenborough travels from his home in Cardiff to Brands Hatch to compete on a PlayStation for a chance to become a real racing driver. A year to the day later he's back, this time taking a win with teammate Alex Buncombe in the British GT Championship with their Nissan GT-R Nismo GT3, proving decisively that gamers have the skills to succeed as real racing drivers too.

