


# Revolution

September 2020

The official magazine of  motorsport uk

## GIVING SOMETHING BACK



### FEATURE:

HOW ARRIVE AND  
DRIVE RACING CAN  
WORK FOR YOU

### FOCUS:

GREEN INITIATIVES  
FOR A SUSTAINABLE  
FUTURE

### VANTAGE POINT:

DEMOCRATISING  
GRASSROOTS  
MOTORSPORT

**PLUS** SUSTAINABLE KARTING + MY MOTORSPORT WITH DILBAGH GILL



# CEO's MESSAGE

Hugh Chambers



*Sir Chris Hoy at the launch of the Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires at Lydden Hill on 13th August 2020*

**The roots of all sports governing bodies lie in the fabric of rules and regulations; and of course, they emerged as people wanted to make sure that things were kept fair, and enjoyable. And in the case of motorsport – safe.**

Danger has always been an unwelcome ingredient of motorsport – albeit our ability to manage it has quite impressively kept up with our increasing inability to countenance its existence. So, the subject is never far from the forefront of discussion, and all of us are well versed in planning and mitigating danger in all its forms for those competing in a vehicle. With that in mind, it has not been a great surprise that the community has dealt

with the dangers and consequences of COVID-19 in such an effective and successful way. When the pandemic first struck, I was not alone in fearing that motorsport would not return at all in 2020. So, it is a massive thank you to everyone in the whole of our motorsport community that we have been able to get racing, rallying and competing in every other discipline this summer.

In fact, the level of events and entries is not too far behind this time last year, which is a wonderful endorsement of everyone's passion and enthusiasm. It also shows how safe people feel to be back in their respective venues. We took a lot of time crafting the 'Back to Racing' guidelines, and that has a good

deal to do with why the events have been able to restart; but it also demonstrates how brilliantly organisers, officials and marshals have risen to the challenge. However, we always said that it may be necessary to review aspects of the guidelines as circumstances change.

**"The 'rule of six' could, in theory, stop sports events overnight, even though we operate in the open air with plenty of space"**

## "We need to make sure that our particular sport is doing everything it can to justify being allowed to run"

The spectre of a second wave of the pandemic has always been there, and now it is emerging in significant numbers. It is different to the first wave, and thankfully at the moment it is not proving to be as disastrous; but we are heading into winter and all that brings. We are allowed to run motorsport events under special permission of the Government (via the Department of Culture, Media and Sport), based upon the premise that we are able to implement mitigations to the effects of what can only be termed a 'mass gathering' in most events. And now the goalposts have moved, and in the wrong way. The 'rule of six' could, in theory, stop sports events overnight, even though we operate in the open air with plenty of space. The reality is that the sport does need people to come together in clusters, whether it is the paddock, event administration, marshalling, or in the pits. And some disciplines are more challenged than others, especially karting.

We have listened carefully to the feedback over the summer, and one subject that kept coming to the fore was the concerns expressed around face coverings. From the restart on the 4th July, we adopted a somewhat less than prescriptive approach to the wearing of face coverings, with advisories in certain areas and

circumstances. However, it left a large number of our community feeling very nervous and vulnerable. We need to recognise that a significant proportion of our volunteer workforce is somewhat older and therefore quite rightly needs to observe greater care than the young. Perhaps the most worrying thing was that even in areas where we had become prescriptive (such as on a kart dummy grid), there were some who refused to comply and flaunted the need to cover their face.

So, the combination of the Government changes imposed on the 14th September, and the feedback from our community, led us to a new position that we have implemented to tie in with the new Government legislation. Our first priority has always been to keep you and everyone in our community safe, but also those we come into contact with externally, and ultimately the key workers that have managed the crisis so well.

But beyond this we seek to protect our ability to compete. The Government has made it clear that they will do whatever needs to be done to control the infection rate, and that there are certain sectors, such as schools, that need to be preserved as long as possible. Sport is recognised as having great social

benefits, and generates billions for the economy, but it would be easy for us to be closed down in favour of other sectors. We need to make sure that our particular sport is doing everything it can to justify being allowed to run, and if that means going above and beyond what is technically allowed across the country then we will do so.

None of the decisions have been taken lightly and all with the advice of experts, led by Dr Paul Trafford, who is our Chief Medical Officer and COVID-19 Medical Officer. We have already had feedback and made some tweaks to the guidelines, but the broad message is that we all need to be wearing face coverings, where required, at motorsport events. It is frustrating, but better this than run the risk of passing on infection or for our sport to be closed down.

Motorsport is the thing that brings us all together in a vibrant community of 65,000 people, with a shared passion. I know that together we can ensure that the sport can be run safely - it is in our DNA - and that we can lobby the authorities to permit us to carry on looking after everyone's interests. We really need your support to make sure this is successful, and to demonstrate that to everyone watching.

Stay safe and secure, with best regards to you and your families.

Kind regards,

**Hugh Chambers**  
CEO, Motorsport UK



# NE VER SEEN BEFORE



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## Latest news

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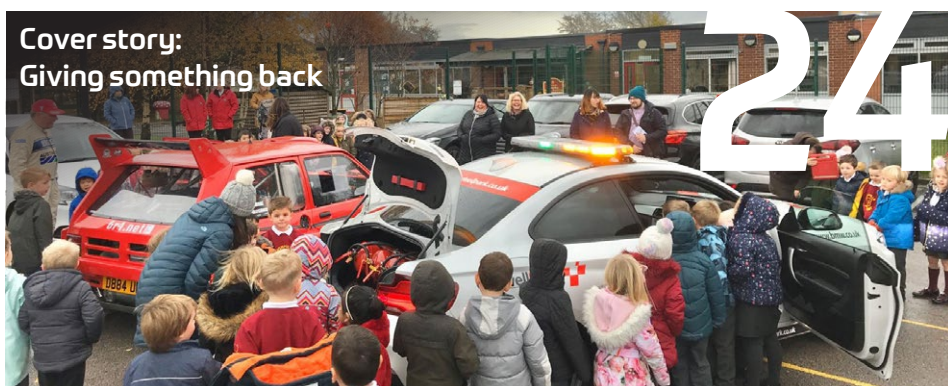
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What's On + My Motorsport + Results



# UP TO SPEED

LATEST NEWS

## DATES CONFIRMED FOR GIRLS ON TRACK VIRTUAL EVENTS

Inspirational women in motorsport to speak in hosted online forums to the next generation of female competitors, engineers, professionals, officials and team managers





**FIA Girls on Track UK is hosting a series of virtual events with prominent women in motorsport speaking about their successes and how they navigated the challenges of working in what is still a male-dominated world. Improving diversity and encouraging more women into motorsport and its supporting industries is, of course, a key pillar of Motorsport UK's strategy, and the opportunity to shine a spotlight on the diverse range of homegrown success stories is a positive message to be celebrated.**

Following the inaugural Girls on Track UK webinar with Ellie Norman, Formula 1® Director of Marketing and Communications (which can be viewed here: <http://bit.ly/GoTEllieNorman>), the second event took place on Thursday 17th September and featured Justina Williams, the team owner of EXCELR8 Motorsport, and the latest ambassador to join Girls on Track UK. Justina has successfully turned her business experience to managing a frontline team, building, developing and running cars in BTCC, Mini Challenge and beyond. Running everything from manufacturer squads to customer entries, Arrive and Drive and Owner Driver support packages, EXCELR8's diverse range of expertise and Justina's role managing the operation is a perfect example of a female success story. She was hosted on the night by Louise Goodman and talked about her route into the sport, the qualifications and work experience that helped her get where she is today, and the resources that helped her along the way.

Further virtual events are also scheduled, including Formula E presenter Nicki Shields on Wednesday 21st October at 6pm and President of the FIA Disability and Accessibility Commission (and successful competitor in her own right) Nathalie McGloin on 17th November. Between them, these three influential women demonstrate the opportunities in team management, business, media, governance and competition that are open to everyone, while offering practical tips and advice on how to succeed in such a competitive and fast-moving world.



*Girls on Track UK ambassador Justina Williams of EXCELR8 Motorsport shared the secrets of her success*

Currently centred around a thriving Facebook group, the Girls on Track UK community is a melting pot of advice and support intended to inspire the next generation of female motorsport professionals and open up careers to those who might not have otherwise considered a future in the sport. Shared success stories, networking opportunities and events such as these webinars are among the exciting opportunities generated by the community, fitting perfectly within the broader aims of the FIA and Motorsport UK to open participation and careers to all.

Join the Girls on Track UK community on Facebook and watch the webinar with Justina Williams at: <https://www.facebook.com/groups/girlsontrackuk>

Sign up to the Girls on Track UK community e-newsletters at: <http://bit.ly/GoTnewsletter>





# LICENCE EXTENSIONS FOR OFFICIALS AND MARSHALS

**Motorsport UK confirms 2020 licences for officials and marshals will remain valid for 2021 thanks to a 12-month extension**

Officials and marshals expecting licence renewal forms can rest assured that their existing paperwork will remain valid throughout the 2021 season. This measure is in response to the ongoing COVID-19 situation and applies to all 2020 officials' licences, including clerks and stewards. 2020 officials' licences/ID cards will not be replaced for 2021 as the 2020 version will be extended and should be used until 31st December 2021. This applies to all officials grades excluding ARDS, ARKS, AHASS and BARS instructors.

Volunteer marshals may be concerned about meeting grade maintenance requirements. Motorsport UK would like to reassure everyone in the marshalling

community that current marshalling grades will not be affected and all 2020 marshal grades will be extended for an additional 12 months and remain valid until the end of 2021. The 2020 marshal registration card will not be renewed in 2021 and marshals should retain their existing cards until 31st December 2021. This applies to all marshalling disciplines.

Any new marshals or officials recruited in 2021 will be provided with a 2020 marshals' registration card or officials' licence card. If any marshals are planning to work at overseas events in 2021, please contact Motorsport UK in the usual manner to obtain authorisation.



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# CLUB AND VOLUNTEER OF THE YEAR NOMINATIONS OPEN

**Your chance to celebrate standout efforts by the organisations and people who have helped keep motorsport alive through these unprecedented times**

In a normal year, the Club and Volunteer of the Year awards are an opportunity to make some noise on behalf of the grassroots clubs and volunteers who deserve particular praise for going that extra mile. This year has been far from normal, but the motivation to celebrate the achievements of organisations and people very much remains, and Motorsport UK is inviting nominations for these prestigious awards.

The Club of the Year has been awarded for the last 27 years, with Clitheroe and District Motor Club winning in 2019 for its “work in ensuring safe and low-cost motorsport is available to all, regardless of background”. Previous winners included Enniskillen Motor Club, Southsea Motor Club and many others from across the UK.

Held for the last 17 years, the Volunteer of the Year award similarly rewards the hard work of the army of unpaid enthusiasts helping keep events running. Dave Read was awarded the Volunteer of the Year title in 2019 for his “work and tireless dedication organising the North West Stages Rally”.

In light of this year's lockdown afflicted season, the categories for 2020 have changed slightly and will now comprise Club of the Year, Organising Team of the Year, Volunteer of the Year and Community Supporter of the Year, with the last award open to nominations from family members or friends, as well as clubs.

Club of the Year will be awarded on the basis of collaborative work with other clubs, shared best practice, opening motorsport to the local community and members alike, developing volunteers through training opportunities and going above and beyond in all areas.

The Organising Team of the Year award will be judged on application of Motorsport UK's 'Getting Back On Track' guidelines, managing COVID-19 safe events for all participants and attendees, and the successful implementation of social distancing and other measures.

The Volunteer of the Year will be decided on leadership skills, proven ability to overcome challenges, personal development and going above and beyond, among other criteria.

Last but not least, Community Supporter of the Year will be awarded to a member of the motorsport community who has inspired their local community through supporting vulnerable people during lockdown, working on the healthcare frontline or supporting charities through this time of crisis.

Nominations close on 1st November 2020. For further information on the judging criteria and how to submit your entry, please visit: [www.motorsportuk.org/2020-club-and-volunteer-nominations](http://www.motorsportuk.org/2020-club-and-volunteer-nominations)





# ARE YOU SEEKING THAT SHARPER EDGE?

Motorsport UK has confirmed its latest round of competitor webinars, featuring expert presenters including Driver61's Scott Mansell, iZone Driver Performance and Ben Newman from Motorsport Performance Solutions.

## Wednesday 30th September, 7:30pm

Sim racing with Scott Mansell – Get faster on track, feel in total control and fulfil your driving potential

## Thursday 8th October, 7:30pm

Performance under pressure with iZone Driver Performance (part one) – Developing mental resilience

## Wednesday 4th November, 7:30pm

Car set-up with Scott Mansell – Discover why your car might have a handling issue and how to fix it

## Wednesday 18th November, 7:30pm

Mindfulness with iZone Driver Performance – Consistently executing the right skills at the right time

## Wednesday 25th November, 7:30pm

Data analysis for driver performance with Ben Newman  
- How to perform basic analysis of a driver's performance and how to choose driver aid settings based on data analysis

## Wednesday 9th December, 7:30pm

Performance under pressure with iZone Performance (part two) – Performing when it matters most

## Wednesday 16th December, 7:30pm

Race craft with Scott Mansell – Improve your starts, first corners and overtaking

## Wednesday 20th January, 7:30pm

Motorsport fitness with iZone Performance – Enhancing your physical performance

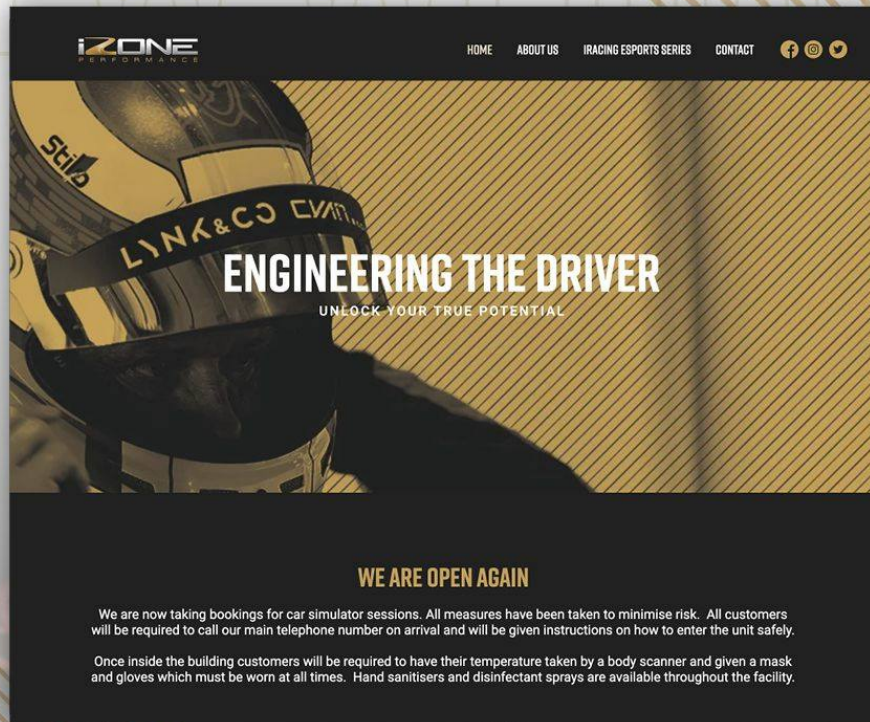
## Wednesday 27th January, 7:30pm

Finding the extra tenth with Scott Mansell – Techniques to improve pace over a race distance

Click [HERE](#) to register for the Sim racing webinar with Scott Mansell on 30th September and for more information, contact: [webinars@motorsportuk.org](mailto:webinars@motorsportuk.org)



## NEW WEBSITE



#ENGINEERINGTHEDRIVER

We are excited to announce that we have launched an updated iZone website where you can find information on our range of programmes, all of which are focused on helping you achieve your best possible levels of performance. We have also launched a new blog with tips, advice, research and other articles all focused on helping drivers achieve their best performance.

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# STUDENT WINNERS CONFIRMED

## Molly Dodd, Matt Greenwood and Johnnie Mackay confirmed as 2020's Sporting Excellence Students from the Motorsport UK Academy

The Motorsport UK Academy has recognised three drivers as the Sporting Excellence Students of 2020. The well-deserved achievement has been awarded in what has arguably been the toughest year yet on the Diploma in Sporting Excellence (DiSE) course, delivered in collaboration with Loughborough College.

Year one winner and Junior Saloon Car Championship driver Molly Dodd is joined by 2019 Britcar Endurance Champion Matt Greenwood from year two, and up-and-coming rally driver Johnnie Mckay from year three as the standout students from their respective year groups. Each will receive tickets to the 2021 British Grand Prix in recognition of their success.

"I am very grateful to have been awarded Student of the Year," said Molly. "A big thanks to the fantastic effort that the staff have put into the course for us, particularly through these difficult times."

For his part, Matt particularly impressed the tutors with his application to motorsport technology. "It is a great honour to receive this award," he said. "I have learnt invaluable skills and knowledge to progress my motorsport career in a superb environment at Loughborough College."



Johnnie also offered his appreciation to the tutors, while enjoying the perfect conclusion to his course. "It has been a great experience and has allowed me to network with drivers from all disciplines in the sport," he commented.

Young aspiring drivers and co-drivers interested in applying to the Motorsport UK Academy enhanced Diploma in Sporting Excellence course can enquire via: [academy@motorsportuk.org](mailto:academy@motorsportuk.org)



## VOLUNTEER TRAINING GRANT APPLICATIONS NOW OPEN

### Support available for clubs holding training events for volunteer officials and marshals through the British Motor Sports Training Trust and Motorsport UK

The British Motor Sports Training Trust (BMSTT) and Motorsport UK are pleased to announce that funding applications for 2021 volunteer officials' training events are now open.

The BMSTT can support Motorsport UK recognised clubs with grant aid funding, which can be used towards the costs of training events such as venue and equipment hire or paying speakers to attend. The COVID-19 pandemic has had an unprecedented impact on all aspects of motorsport including training programmes. Accordingly, and new for 2021,

clubs will also be able to seek assistance for online training costs, such as licence fees for online meeting software.

If you would like a copy of the funding application form, or any advice on the training event grant aid process, please contact Rebecca Maidment at: [rebecca.maidment@motorsportuk.org](mailto:rebecca.maidment@motorsportuk.org)

Applications close on 7th October 2020, with grant aid offers confirmed by mid-November. For more information visit the BMSTT website at: <https://www.bmstt.org/grants.html>







## INVITATION TO TENDER: BRITISH SUPERKART CHAMPIONSHIP AND BRITISH SUPERKART GRAND PRIX

Motorsport UK is inviting tenders from interested and qualified parties for the right to promote and organise the British Superkart Championship and the British Superkart Grand Prix from 1st January 2021 for a period of three years.

The tender process will include the submission of a strategy with supporting proposals covering the areas

of Sporting, Technical, Marketing and Promotion, Safety, Safeguarding and Financial. The successful party will enter into a contract to organise the series and events, and leverage the championship's commercial rights.

The detailed process and conditions of tender can be found under 'Tender Documents' in the Document Library of [www.motorsportuk.org](http://www.motorsportuk.org)

## COUNTERFEIT KARTING OVERALLS

**It has come to our attention that there are karting overalls in circulation which bear a clearly counterfeit CIK-FIA homologation label**



The claimed CIK-FIA approval is to the older N2001-1 standard, which, in CIK-FIA terms, expired at the end of 2016. Therefore, it should not be possible to find an N2001-1 suit with an expiry date beyond 2016. This one claims to have been manufactured in April 2019 and will apparently expire in November 2025. Additionally, there is a clear spelling error on the second line which should read 'Niveau 2'. The general appearance of the label and stitching quality is perhaps also questionable.

Genuine overalls produced to the N2001-1 standard are valid for Motorsport UK events and the expiry date is not relevant for Motorsport UK events.

Should you have any queries, please contact: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)



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# FORESTRY ENGLAND REVIEWING MOTORSPORT IN THE NATION'S FORESTS

## Clubs and competitors invited to have their say in consultation

Creating a framework for motorsport to continue in a safe and socially distanced manner has been no easy task, but it is one the governing body and those on the ground organising events have risen to. This tends to be more straightforward at closed venues such as circuits, whereas the nature and scale of stage rallying has presented additional challenges in terms of competing in the nation's forests.

While there have been success stories such as the M-Sport Stages event held at the privately owned Greystoke Forest (see Club Corner on page 52), the confirmation Forestry England would not be permitting any events on its land for the remainder of 2020 was a further blow for rally organisers and competitors.

"Forests and motorsport have been together for a long time," says Forestry England Head of Recreation Bridgette Hall. "Some people's first experience of a forest was watching a rally and local communities can benefit from the income they bring. There's also more people visiting the nation's forests; increasing conservation programmes and a heightened awareness to the environmental impact of everything we all do."

You can read more about how Motorsport UK is supporting clubs and event organisers in developing their environmental policies to operate in a more sustainable manner in Inside HQ on page 40, and this month's *Revolution* celebrates how motorsport contributes to the communities in which it operates. A prime example of this is Wales Rally GB and the huge economic benefits it brings to the country.

Forestry England wants to hear more from the people directly involved and with a vested interest in seeing such events continue.

"We felt the time was right to review motorsport in the nation's forests and ask clubs, representative organisations and local communities to share their opinions and experiences," says Hall. "We want to hear from people connected to the events to help inform our decisions."

Motorsport UK is representing the interests of the sport directly with Forestry England at an organisational level while this public consultation is a chance for clubs and individuals to make the case directly. To have your say, email your submissions to: [enquiries@ruralsolutions.co.uk](mailto:enquiries@ruralsolutions.co.uk) by 30th September.





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**ELECTROHEADS**  
**MOTORSPORT**  
POWERED BY ROB SMEDLEY

# ELECTROHEADS JOINS THE MOTORSPORT UK KARTING PATHWAY

**Motorsport UK is delighted to welcome the Electroheads Motorsport e-kart Championship to the expanding Karting Pathway. After initial trial events in 2020, the brainchild of former Williams and Ferrari Formula One engineer Rob Smedley will become a fully-fledged Motorsport UK championship for the 2021 season.**

The Electroheads series will be open to young karters starting out on their motorsport journey - acting as the perfect entry point for both Bambino and Cadet age categories. The Motorsport UK championship will develop a clear pathway for people to become involved as the emphasis of the series will focus on enablement, inclusion, diversity and sustainability.

Both karts will be based around a standardised chassis with a 3kW motor for the Bambino category for six to eight-year-olds, while the Cadet variant for eight to 12-year-olds will boast a more powerful 5kW unit with all karts ensuring total performance parity across the grid. The bespoke machines will offer identical or greater performance regarding weight, speed and acceleration, when comparing them to the petrol-powered equivalents.

As well as the close competition on track, the kart series will teach the young drivers about teamwork, discipline, emotions, hard work and STEM education subjects - creating an all-round experience.

The Electroheads e-kart Championship will be holding taster and demonstration events throughout the remainder of the 2020 season before the Motorsport UK endorsement in 2021, with its competitors enjoying all the benefits of Motorsport UK membership. For more information, visit: [www.electroheads.com](http://www.electroheads.com)



Photo: © Electroheads





# VANTAGE POINT

Diversity - A Grassroots Effort



As a former Williams and Ferrari engineer for more than twenty years, **Rob Smedley** is one of the most recognisable faces in the F1 paddock and perhaps best known for his enduring race engineering relationship with Felipe Massa. Two years ago he decided to step away from the coalface of F1 teams, and although he continues to indulge his passion for the sport in his role as Director of Data Systems for Formula 1®, that gives him the flexibility to spread his wings and pursue other interests, such as applying his extensive experience in motorsport to engineering a better world through his groundbreaking Electroheads Motorsport™ brand. This year Rob unveiled a new 'e-kart' inspired by F1 electrification technologies that he hopes will help democratise grassroots motorsport.

One of the key challenges for developing grassroots motorsport - and this is not just in the UK, it's a global problem - is that we're just not capturing a wide enough market. And that's for many reasons, but principally because there are some barriers to entry – perceived and real. Formula One in particular, but motorsport per se, has always done a great job of catering to the small demographic that can afford it - and it will continue to do that and serve that community. As someone who has made a living out of motor racing for the last 25 years, I started to ask myself the question, 'how do we serve a different, more diverse socio-economic demographic?'

I am passionate about nuts and bolts, engineering, and going fast, and so the challenge I wanted to address was how - working cohesively with governing bodies such as Motorsport UK - we could create a product, that can penetrate that broader market base and exploit the huge opportunities to capture a much wider demographic. In doing so, we wouldn't just end up with a bigger talent pool – we would build that whole diversity and inclusion picture and effect the change that everyone is seeking.

That's the bit that really excites me as an engineer - resolving this challenge and its intersection with the 'electric revolution'. Whether it's motorsport, automotive companies, or the broader mobility landscape, I believe the world is at the precipice of an explosion - one that will see electrification becoming a much bigger part of our life, and very quickly. We know this from high-profile evangelists, like Elon Musk. For me, it's analogous to the mobile communications industry, in that the technology existed since the

mid-70s and then suddenly mobile phones became something that we now can't live without.

Then you've got smaller evangelists, if you like, and what we are trying to achieve - in motorsport, at the grassroots level - to accelerate technical development and at the same time address related issues such as diversity and inclusion. This is something we have been pushing on with for a few years now, and the basis for what we wanted to put in place – first with Electroheads as a brand and then with the e-karts that we launched back in January. Then with the COVID-19 pandemic came a real examination of the issues around diversity and validated our objectives even more, highlighting that addressing this challenge is a collective responsibility.

From an Electroheads standpoint, if we can lower those barriers and get a bigger demographic involved in karting, increased diversity will be a natural consequence of that. I didn't want to do something that was manufactured - I wanted Electroheads to be something with real purpose. First and foremost, I'm an engineer, so the whole area of lower emissions platforms that motorsport is embracing is really exciting to me. Democratising grassroots motorsport as a by-product of that adds another dimension of interest to someone like me. It offers parity, it drives the price down and at the same time, opens up the sport to much broader participation. In the same way that Formula One and hybrid technology has been improving technology transfer in the automotive sector, embracing electrification in grassroots motorsport can somehow trickle down into everyday life and provide benefit on a social level.



This whole area is something we've studied in some detail at Electroheads; research has always played a big part in what I do and in my personal approach. In Formula One I was making decisions based on 300 sensors and 5000 data channels, all guiding us towards the right outcome. The same is true with Electroheads – we're trying to apply that same level of objectivity and data-driven research. It needs to be evidence-based for it to be meaningful and we've listened to what the grassroots community wants. As a consequence of that three-year learning process, we've arrived at a clear end product - the e-kart - that will actually help fix the problems, grow the market responsibly and really benefit the sport.

Having Motorsport UK as a partner on this journey is hugely important for us. With the support of the governing body we will be able to access the broader community and the knowledge that will help us better understand the market and grow the product. Right now, our focus is on the UK and we have plans for the end of this year to get out there, for seeding the market and developing a really clear pathway for people to come and get involved.

It already feels like we're on a positive trajectory - people are sitting up and taking notice of Electroheads. We're talking to organisations and potential partners who are really focused on the space of enablement, inclusion and sustainability, and e-karts will allow them to own something tangible in that space. In some cases, our discussions have actually shaped and accelerated their culture and thinking. We are carving out a new space in the sport at a time when motorsport is embarking on a new chapter, adjusting to the seismic event we have all witnessed and are still experiencing. For brands that perhaps don't have the ambition or the resources to fund the participation costs of Formula One, they can turn their attention to the other end of the spectrum – the grassroots – to answer questions like 'How do we remain relevant?' 'How do we have a sustained relationship with young audiences?'; and also, what has always been the holy grail for brands, how to do all of that and remain 'cool'.

None of us know what this 'new normal' will end up looking like. It's not easy forging ahead in the current climate, but what we do know is that people will



© XPB Images

adjust and will still want to go out there, try new things and have fun. I don't think we'll ever go back to how we were. How we were is something in the past now and things have to change. There's going to be a brave new world now and that includes motor racing.

There has never been a more relevant time to be working together, for us all to collaborate, to find the good in what we're doing. And especially down at the grassroots level, there has never been a better time to create opportunity - to create that democracy. Motorsport doesn't have to be an exclusive boys' club; the world is changing – times are changing. Let's give motorsport to the next generation - let's give it back to the kids. Because it has to serve the kids. If we've all gone through this experience over the past few months with COVID-19 and none of us are able to sit up and make change, and understand how we're going to help the new generation and how we're going to make changes in our lives to achieve that - if we haven't understood that and we haven't learnt from that, then it will have all been a huge waste of time.

Motorsport is such a fantastic sport and platform for young people - it teaches them about teamwork and discipline and hard work. If we add the STEM education aspects in there, it's even better. It teaches all those great life lessons, so the more we can attract a different and diverse group, the better, and we just have to work together to do that.



Stay in touch with the latest developments from Electroheads at [www.electroheads.com](http://www.electroheads.com) and look out for Rob on Channel 5's The Gadget Show airing at 7pm on 9th October.



# MotorsportDays remains live this November

**With the Prime Minister confirming that conferences and exhibitions will be permitted in England from 1st October 2020, Ben Whibley (Show Director) and his team are already at full throttle to deliver an outstanding MotorsportDays LIVE 2020. The focus of this year's MotorsportDays LIVE is to bring the industry back together, to RE-LAUNCH, RE-CONNECT and NETWORK on 20th-21st November 2020 at Silverstone Circuit.**

Now in our third year, MsD LIVE is a proven formula with a unique on-track 'try before you buy' experience. This year Silverstone's iconic pitlane garages are already full of an array of horsepower that will be ready to be sampled out on the international track. Add in a range of industry exhibitors – from competition parts to technical services – and MotorsportDays LIVE will be a key part of your race preparation for next season.

Our focus is to bring the industry back together safely, including new measures allowing exhibitors and visitors easy access to gloves and masks onsite, increased cleaning facilities and easy-to-follow social distancing thanks to more varied catering points and plenty of floor markings. We will be working closely with our exhibitors to ensure their staff's safety too, offering clear guidelines and including opportunities to use perspex screens on their stands for closer connections, secure displays, plus the facility for safe face-to-face meetings if necessary.

The importance of this blend of racer and exhibitor was confirmed by Hugh Chambers, CEO of Motorsport UK, when he said: "I think MotorsportDays LIVE is absolutely brilliant because it shows an innovative approach. If there is one thing we need to do with motorsport in this country, it is to think outside the box. If we keep doing the same old thing, then we won't get anywhere!" This statement highlights the importance of MotorsportDays LIVE in the motorsport calendar and what it can offer you and the entire industry.

So, let's get motorsport firing on all cylinders and register now for FREE to join us as at Silverstone this November. Whether you want to exhibit virtually, launch a new product, attend and demonstrate to our visitors or secure your drives for 2021, we have the solution. We produce Europe's only on-track trade event, which is not fan-based, and always perfectly timed at the end of the racing season.

Once registered, all those attending the show can pre-book driver briefings, contact over 100 exhibitors and secure test drives and experience laps from over 60 race teams, championships and manufacturers through our networking exhibitor page before the event.

This year it is FREE to attend and will adhere to all government safety guidelines while continuing to reconnect the industry at the home of British motorsport.

I look forward to welcoming you all to Silverstone on 20th-21st November 2020.

**Ben Whibley | Event Director**

Contact:  
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# GIVING SOMETHING BACK





## How motorsport from the grassroots to the elite supports the communities in which it operates and builds bridges to the wider world for the good of all, by Phill Tromans

From the outside it could be easy to get the wrong idea about motorsport. With an image dominated by fast cars, loud noises, daredevils and glory hunters, you can see why some people would assume it is more about self-aggrandisement than giving and sharing.

As anyone in the motorsport industry knows, however, that image is a long way from the truth. But perception is important. Motorsport is an industry of thousands of people and organisations around the UK, each surrounded by their own communities. For many, working with and in those communities is an essential part of the business. Whether liaising with local groups or raising money for charity, giving something back is a win-win for everyone.

For some, community involvement is an integral part of their operations. Since its inception in 1963, Cumbria Kart Racing Club's Rowrah Circuit has established itself as far more than just a place to race. The club raises money for a range of charities and works closely with local organisations, the Women's Institute making use of the circuit café for its meetings while the nearby cycling club uses the track for kids' cycling training sessions. There are also two on-site ambulances, which the club lends to local speedway teams.



**"We visit primary schools to encourage kids to come to the track, be around a racing car, sit in it and not make it so exclusive"**

Malcolm Fell is the kart club president. He says that while such efforts might not bring in money to the club, they foster invaluable goodwill. "It shows that the sport does give back to the local communities," he says. "We get good press and because we've got a really good relationship with the local parish council, we don't get any hassle."

In Lincolnshire, Cadwell Park's circuit manager Paul Woodford is passionate about reaching out to the local community. The track conducts charity auctions for the regional Air Ambulance service and organises visits to schools. Indeed, one recent venture saw local British GT team Race Performance and signwriter Allen Signs join forces to recreate the winning design in a schools' colouring competition. "We want to inspire the next generation," he says. "We've begged, borrowed and stolen whatever racing cars or rally cars we can, we take them to schools,

show them the safety car, and talk about jobs in motorsport and how that relates to the things they're doing."

PDC Racing was founded in the North West in 2016 and competes in several national and club championships nationwide. Several of the team have children and wanted to find a way to engage them with their racing. "Motorsport can be quite exclusive, quite closed-door," says Gavin Johnson, one of the team's drivers. "When Jason Wood started the team, he felt that if he could do it, anyone could, and we should include as many people as we can." Gavin had already done a few school visits with his own car. "We just put a bit of a structure together to do the education element," he says. "We visit primary schools to encourage kids to come to the track, be around a racing car, sit in it and not make it so exclusive. We tell them they can be the driver, the designer, the mechanic, they could be anything."



*PDC Racing provides hands-on access to motorsport by taking cars to schools*



The team's efforts caught the attention of multiple British Touring Car Champion Colin Turkington, who donated a training kart for PDC Racing to restore and use during its school visits. But Colin is far from alone when it comes to individual efforts, which are reflected at all levels of motorsport. Oliver Stewart is a 13-year-old kart racer from Scotland, racing in the British Kart Championship's IAME series. After his cousin was treated for cancer last year, Oliver became an ambassador for the ARCHIE Foundation, which provides parents of ill children with accommodation near hospital.

"My cousin had a very hard time, and I'm thankful for all that the charity has done for him," Oliver says. "A lot of this is to promote the charity and to help the kids that don't have very much time left, to inspire them to try and fight. Yes, my main goal is to do well in karting, but one of my other goals is to inspire and help others."

Kart racer Oliver Stewart is an ambassador for the hospital charity that helped his cousin





**"Ben has subsequently installed yellow 'Ben's Bins' at events to collect used cloths from teams"**

Karting has also inspired another example of good deeds being done through motorsport. Ben Clark is the 10-year-old brother of a young karter from Leicester, Archie Clark, and regularly accompanies his family to watch him race. Ben noticed that a lot of teams were using microfibre cloths to clean karts during events, and when he learned that many of them were thrown away and were not biodegradable, he decided to act.

He started collecting used cloths from teams, taking them home and washing them, and then selling them again at events. The donations go to charities, including toys for Leicester Royal Infirmary, where Ben had been treated for asthma, and specialist beds for the Rainbows Hospice for children and young people in Loughborough.

Ben has subsequently installed yellow 'Ben's Bins' at events to collect used cloths from teams. Supporters include several motorsport teams and companies who send in all their cloths, as well as former F1 driver David Coulthard. Ben regularly auctions off donated memorabilia and driving experiences on his Facebook page to raise extra cash.

Ben's mum (and chief washing machine operator) Debbie Clark says it is something that Ben himself has driven, and has surpassed all their expectations. "He's the happiest 10-year-old ever. He's so excited about what he's going to do next and all his plans for Ben's Bins," she says. "We've raised over £15,000, but what we've aimed to do, rather than look at the total, is complete the wish list. If the hospital needs £500 of toys then that's what they've had. We don't want it to be a financial thing, we want it to be about the goods."





On a bigger scale, events like Wales Rally GB can span several communities. Event manager, Iain Campbell, says that the nature of a major global sporting event like this makes it even more important to give something back.

“We need to ensure we’ve got the support of the towns and villages and strive to keep any disruption to a minimum,” he says. “But, also, we want to make a positive impact on the places we visit. We recruit the local clubs and community organisations to look after the spectator car parking for us and in return they get a percentage of the revenue from spectator ticket sales. In total, we’ve raised over £265,000 for charities and community groups since we moved to north Wales in 2013. These include local round tables, school groups, rugby clubs, parent and teacher associations, and the Welsh Air Ambulance. It’s a real mix.”

Having a community focus can also bring wider elements of the motorsport world together, as evidenced by Abingdon CAR-nival. This annual two-day event is organised by three motor clubs – Craven, Farnborough District and Sutton and Cheam – but is attended by some 30 more. It takes place at an Army airfield in Oxfordshire and raises money for a nearby assisted living facility for people with special needs, as well as the

Army Benevolent Fund and the local barracks’ welfare fund. It began when a Sutton and Cheam club member, who was also in the Royal Logistics Corps at the airfield, persuaded the commanding officer to help the army reconnect with local people.

“You’ve got to be very cautious that the charity you’re fundraising for has a relevance to the local people,” says event organiser Barry Guess of Sutton and Cheam Motor Club. “The success of CAR-nival is because we work with local people and the people that could object know that we’re putting something into their own community.”

This passion is reflected at all levels of motorsport. Williams has an official charity, the Spinal Injuries Association, and holds events for them at its factory in Oxfordshire throughout the year. “We support local charity requests and we provide auction prizes – such as signed posters, caps, autographed cars – to the RAF and local schools,” says press officer, Emma Carden.

Up the road at Brackley in Northamptonshire, Mercedes-AMG F1 changes its official charity each year (currently Alzheimer’s Research UK), and the team works with organisations near the factory. It teams up with local authorities to organise an annual firework display, as

*The Abingdon CAR-nival raises money for local charities, including the Army Benevolent Fund and welfare fund for the barracks that hosts it*





## "Motorsport needs to be less elite-looking from the outside and it could do with engaging more with the public"

well as Brackley Community Carnival and a Soapbox Festival. That is in addition to support for local charities, schools and other community organisations, the donation of prizes and memorabilia for fundraising and visits to schools in the area.

But with all that said, could the industry do more?

Paul Woodford of Cadwell Park thinks it can. "I don't think as an industry that we do enough," he says. He understands why community engagement is not at the forefront of everybody's minds but stresses the importance of finding a way to reach out to a wider audience. "When the focus is on selling tickets and track time and not necessarily on outreach projects, I think you can get lost," he says. "I think we just all need to share that passion a little bit wider."

Jeff Stewart, father of kart racer Oliver, says putting more focus on the community can only help motorsport's image. "I think it is

important that motorsport gives something back," he says. "People see it as an elite sport for rich people and they only care for themselves. Motorsport needs to be less elite-looking from the outside and it could do with engaging more with the public."

Malcolm Fell of the Cumbria Kart Racing Club agrees. "Any club that builds a relationship with the local community is for its benefit. We've found that if you work with people it gives you better results." Inspiration enough for everyone in the sport, from grassroots competitors to the very biggest teams, to consider how to present a positive image while also inspiring engagement from those who might not have otherwise come into contact with motorsport, its people, its amazing machinery or its incredible venues. Sustainability is an important topic these days and putting motorsport at the heart of the local communities in which it operates and doing some good along the way is a winning strategy for all concerned.

*Car park revenues from Wales Rally GB are shared across local community groups and are a huge boost to the area*





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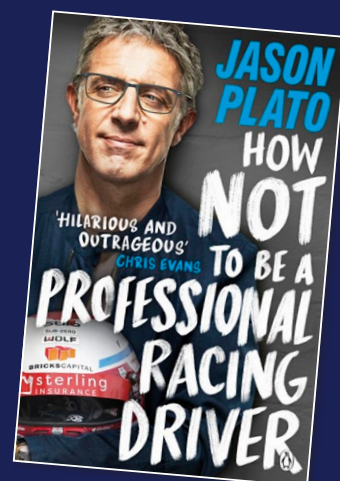
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# PAY-AS-YOU-GO RACING

An arrive and drive package could be your ticket to a quick competitive fix this year, writes Gareth Evans



**Ever wished you could turn up to a race circuit, strap yourself into a car, race it competitively, and then hand back the keys at the end of the day with no onward commitments? That is the idea of an arrive and drive package. It is something offered by many race teams to those who do not want to commit to a full season, fancy trying out a variety of disciplines before investing in their favourite, or simply want to drive a specific track or car. Plus, the added bonus is often fixed-cost budgets, which make it easier to plan financially.**

Of course, that convenience – like most things motorsport related – does not come cheap. Most of the time it will be more cost-effective in the long run to race a car that you own, and ideally prepare, yourself. But arrive and drive can be particularly attractive for drivers who have not raced much, and do not fancy the prospect of buying a car simply for their first outing to result in an expensive trip into the Armco.

There are, however, certain considerations when budgeting for an arrive and drive weekend, says Antony Williams, championship promoter for the Mini Challenge. “Usually teams will document in advance what is and isn’t included – like insurance and damage, for example,” he says. “Drivers should, however, check the details, as different packages may include insurance and entry fees whereas others won’t. Even if insurance is included, the vast majority of teams will exclude the excess on insurance so drivers will need to budget for this. Most packages will also exclude additional testing away from race weekends, so depending on experience drivers will need to add an allowance for this.”

He continues, “While the cost is likely to be higher than owning and running a car yourself, if the capital outlay is considered, then from a cash flow perspective, arrive and drive can still prove to be more cost-effective than owning a car. Teams will typically offer halfway house options that enable you to mix and match some of the benefits of arrive and drive with some of the advantages of ownership.”

However, arrive and drive is not just for novices. Phil Burden, a racer of ten years across multiple championships and disciplines, has never done anything but. “I chose arrive and drive because of convenience really,” he explains. “I didn’t, and still don’t have, space to store a race car or trailer. Plus, my mechanical knowledge is limited, although it is getting better all the time.”

So, let us take a look at a selection of the opportunities available.

**£ Wallet-friendly racing for any skill level**

**££ Mid-level budget to BTCC? It is possible!**

**£££ Taking it overseas**

**££££ I have won the lottery. What next?**



*Phil Burden has never raced any other way and values the flexibility and convenience of arrive and drive*

**“Arrive and drive can be particularly attractive for drivers who have not raced much, and do not fancy the prospect of buying a car”**



Luke Handley started with a paid seat in Citroën C1s and then progressed into Honda Civics

**“It was £1,500 per driver for the full 24-hour programme - tremendous value per hour of seat time”**



## Wallet-friendly racing for any skill level

First, pick which way you fancy going. As an example, you can race a single-seater Formula Vee from Alan Harding at AHS on this basis for £800 a day if you book two or more days. Having raced against his cars myself, I can assure you that they are extremely competitive in the ultra-friendly 750 Motor Club championship, which regularly has 35-entry grids at some of the best circuits in the UK.

Alan keeps costs low in another way too. “Here at AHS we do things a little differently. First, before you commit to racing with us in an arrive and drive car, we agree the true value of the car to be driven. The driver usually has a choice of cars with various values. The agreed value is the limit of liability, so if the car is valued at £6,000 then, no matter what happens, the repair bill cannot go over that amount.”

Or, why not try a tin-top? The cars are often very cheap to convert and the racing as frenetic as it comes. Luke Handley, who has raced for a few years in the seriously competitive Civic Cup with BRSCC on an arrive and drive basis with Area Motorsport, actually took part in a 24-hour endurance race in a Citroën C1 at Rockingham as his first event.

“I saw it on Facebook,” says Luke. “Some guys were looking for a fourth driver. And we came fourth – in my first ever race! It’s the most fun I’ve ever had and it doesn’t get much cheaper than that.”

How cheap? Well, it was £1,500 per driver for the full 24-hour programme. Tremendous value per hour of seat time.

Luke extols the virtues of paying for insurance when you are starting out, and says it offers peace of mind for the budding racer. This has been a great help in his Civic racing. “I’d set myself a racing budget of £10,000 for a season. Renting the car was £7,800 and I paid £3,000 for insurance through Grove & Dean, who were really good. I would always be nervous about smashing up the car or not being as quick as I can be.”

That sounds like a large chunk of the budget for insurance, but if you are looking for transparent costs without the worry of a prang, then it is something to factor into your calculations. Premiums are based on your experience as well as the value of the car you are racing and what you intend to do with it.



## Mid-level budget to BTCC? It is possible!

If you are the next Jason Plato looking for your break, you could do a lot worse than entering the Mini Challenge and climbing the classes there.

“Teams running in the Mini Challenge offer a range of arrive and drive options in all three classes and can tailor packages to suit individual requirements and budgets,” says championship promotor Antony Williams.

“The entry-level Cooper class budgets range from around £3,500 plus VAT per race meeting to around £5,000 plus VAT. The class structure offers an ideal place to start competing, move up from karting or other car racing, or for those taking the final step towards BTCC. The Mini Challenge has a class for novices all the way to seasoned tin-top racers.”

He continues, “At the lower end, the package would not typically include insurance and may have limited use of tyres and brakes. At the other end of the scale, teams offer JCW Class packages in a range between £7,000 plus VAT per round to approximately £10,000 plus per round, again with differences in relation to insurance and consumable allocations.”

*The Mini Challenge is at the serious end of arrive and drive and gets you racing the same weekend as the BTCC*





## Taking it overseas

At the upper end of the spectrum, we find teams such as CWS Racing, who run Ginetta G55 GT4s and G57s in international endurance events from six to 24 hours in duration.

"This is normally based around the Creventic series which has meetings in Dubai, Europe and Texas," explains CWS' service and accounts manager Darren Geal. "Our arrive and drive packages include just about everything, so all you would need to do as a driver is have your helmet, overalls etc. and race licence. We provide the car with full pit crew, fuel, tyres, seat fitting, and our price includes the important insurance for the race car in case of an incident. As a team we also carry just about every spare that a car may need - quite often we have been known to even take a spare car!"

But how much does racing at this level actually cost for an arrive and drive seat?

"Prices do vary slightly," says Geal, "but we would normally work on about £2,500 per hour (actual seat time during the race), with no additional charges for the open practice sessions. The only other charge to be aware of is a £5,000 excess with the insurance. Our prices do include tyres, which we calculate at about three hours per set. Should you flat spot tyres badly and need extra sets then we would discuss this with the driver. Unfortunately, this is a very difficult thing to gauge, but I think in the past five seasons we have only asked one driver to pay for an extra set of tyres."



## I have won the lottery. What next?

If budgets permit, the world is your oyster. Becoming a 'gentleman driver' is an option, pairing with a seasoned professional in pro-am racing such as in the GT World Challenge Endurance Cup or the European Le Mans Series, using GT3 or prototype cars and their associated eye-watering running costs. There are also entries available in historic racing.

## Arrive and drive etiquette – how to fit in

There is no way of sugaring the pill here: to get the most possible from an arrive and drive package, it is strongly recommended that you get your head in the game first, and that includes thinking about how you are going to come across to the team.

If you want the best feedback, the friendliest engineers and a team owner who will have your back in a heartbeat, think about how you act, leave the ego at home and do not go looking for discounts before the event.

"New drivers would do well to appreciate that motorsport is a team sport" says the Mini Challenge's Antony Williams. "While the relationship with a team is ultimately a commercial one, they will tend to be more supportive of drivers who want to work on a collegiate basis, rather than on a pure customer-supplier basis. Initially at least, drivers will almost certainly need to bring the full racing budget, as a team will not have any sponsorship that can be offered to a driver without any pedigree."

So, there you have it. While the upfront costs can appear daunting, they are at least more predictable than entering your own car and, in many ways, arrive and drive offers an accessible route into motorsport for those who – for whatever reason – don't have the time, facilities or budget to go it alone. Whether you view it as a 'try before you buy' dabble in a new championship or simply consider variety as the spice of your competition life, pay-as-you-go racing is an option worth considering.

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# INSIDE HQ

## ENVIRONMENTAL SUSTAINABILITY IN MOTORSPORT

Motorsport UK support for clubs creating Environmental Management Systems as part of FIA Action for Environment initiative

Under the banner of Action for Environment, the FIA Environment and Sustainability Commission was created in 2017 with the purpose of reducing the environmental impact of motorsport and providing a regulatory framework to support national governing bodies, such as Motorsport UK, in the pursuit of this common goal.

The ambitions of the commission are best summarised by its figurehead, former President of Mexico Felipe Calderón. “The FIA has endorsed sustainability as a key component of its governance and is committed to making environmental best practice part of its core culture,” he says on the FIA website. “To that end, our Commission will drive forward

projects that contribute to the future of sustainable Mobility and Sport.”

To quantify delivery against these targets, the FIA created an Environmental Accreditation Programme for national governing bodies, clubs, championship promoters, teams and venues to measure themselves against, graded with a three-step star rating according to their environmental performance. Motorsport UK is proud to have achieved the highest possible rating in 2015 under this scheme, which is awarded for “best practice and commitment to seek continual improvement through the implementation of an Environmental Management System” at a national level. This rating is

due to be renewed in 2021 thanks to Motorsport UK’s dedication to supporting the FIA’s intention to make motorsport more sustainable.

The framework set out by the FIA Environment and Sustainability Commission is mirrored in Motorsport UK’s own sustainability strategy and now being implemented at a local level through a ‘toolkit’ provided by the governing body to help clubs create their own Environmental Management System (or EMS) in line with that set out by the FIA. Just as Motorsport UK has to demonstrate its commitment to the FIA to achieve its three-star rating, clubs who successfully demonstrate implementation of an EMS will achieve their own







national accreditation in the form of a 'digital badge' which they can use for websites, email signatures and other communications to underline their environmental credentials. This accreditation should assist clubs considering organising events on private land or closed roads by demonstrating their environmental credentials to landowners and local authorities and facilitating engagement with local communities.

As a further incentive, clubs that meet the criteria and successfully implement an EMS will receive a £250 contribution from Motorsport UK in support of an environmental initiative at their next event.

Inspired by the FIA Action for Environment message, Motorsport UK's initiative is designed to accommodate the different priorities and levels of environmental awareness across the domestic motorsport community and encourage clubs to engage in themes of sustainability with the aim of creating their own EMS applicable to the specific conditions in which they operate.

An example of this was featured in last month's *Revolution* and the focus on Bath Motor Club's appointment of an 'environmental champion' to both help

reduce the impact of its events and also demonstrate its environmental responsibility to venues, members and the wider public. From common sense steps such as providing designated bins at events to making sure route books are correctly recycled, plus more visible initiatives such as a £1 surcharge on entries that is then donated to tree planting schemes, these policies are perfect examples of grassroots initiatives inspired by lateral thinking within club committees.

In its role as a national governing body, Motorsport UK's own accreditation programme provides a formalised, measurable system to help clubs consider their environmental impact and ways they can mitigate or reduce it. Through this, awareness of the need for sustainability can then filter down through clubs to every member, competitor or spectator attending the events they organise.

Based on the FIA seven core principles of environmental management (leadership and organisation; objectives and targets; communication, training and consultation; compliance; measurement and monitoring; documentation and auditing; and managing environmental impacts), the digital toolkit includes a workbook,

worksheets and an online module through which clubs can learn about sustainability and how it applies to their specific activities.

The workbook explains the processes and criteria by which environmental impact can be measured over several areas including energy use, waste management, noise, air quality and ground and water pollution control. For example, a simple measure any event should consider is mandating the requirement for spill kits to limit any contamination of the local environment that may result from fluids such as fuel leaking from containers or landing on the ground in the course of refuelling.

These considerations are laid out in simple terms in the workbook so organisers can apply them to their own particular circumstances, while the worksheets and online module provide a step-by-step route to creating an EMS and measurable parameters by which everyone can judge their own environmental performance. For clubs already engaged with these practices, it will be a relatively straightforward process, while for those new to the concept it provides a framework for them to develop policies and practices at their own pace.

Motorsport UK understands this may all sound somewhat daunting to clubs who have not yet considered formalising their sustainability activities, but is dedicated to supporting all clubs in creating a personalised Environmental Management System.

The online module, workbook, worksheets and other relevant information can be found within the clubs section of the Learning Hub, accessible via your individual Members' Area log-in at: [www.motorsportuk.org](http://www.motorsportuk.org)



# 2020 Newcomers

To the world of tools.



*NEW*  
**6003 JOKER  
COMBINATION**



*NEW*  
**KRAFTFORM  
TURBO**



*NEW*  
**6004 JOKER  
SELF-SETTING**

"We firmly believe that our tools make life simpler, safer and 'full of joy' for our users. We shall never be content with existing standards."

## There are many screwdriving tools...

But unlike others, we do not believe that tools have reached their ultimate stage of development. We are always searching for new ideas.

We think differently. We question things. And in so doing, develop screwdriving tools such as the Zyklop ratchet and the

Joker open-end wrench - tools that have turned the familiar into the ordinary.

The quest to develop innovative products that solve persistent screw-driving problems and take another step into the future of screwdriving continues... and the 2020 newcomers look great, let's take a look...

Believing that the process of inventing a tool is never completed, Wera has taken another look at their innovative Joker spanners.

The result is a Joker range with even more problem solvers for the increased requirements in modern screwdriving applications.

## *NEW* JOKER 6003 COMBINATION WRENCHES

The cards have been re-shuffled! Launched in 2012 the Joker has been a great success, so it's no surprise to see some new great additions to the family.

First up are the new **6003 Joker combination wrenches**. Specifically designed for working in confined spaces, the new 6003 Joker takes the advantages of the original Jokers patented double-hex geometry and combines it with a 7.5° offset. This unique geometry makes it the shortest open-end return angle available, requiring just 15° degrees to operate... 4x times smaller than the standard 60° return angle.

In addition, the ring side features a 15° crank, which prevents the risk of injuries when working with flat surfaces.

Wera's Take It Easy tool finder also makes its way into the 6003 Joker range, great for fast selection of the required tool.

The 6003 Joker is available in both metric and imperial, as well as 5, 8 and 11 piece sets.





## NEW 6004 JOKER SELF-SETTING

Next up are the new **6004 Joker self-setting wrenches**.

6004 Joker makes working with nuts and bolts an ease. The automatic and continuously gripping parallel jaws ensure the Joker finds the correct size when placed on the bolt or screw!

The parallel jaws ensure the Joker is gentle to the screw and therefore prevents any rounding of the bolt or nut.

In addition, the design of the spring-loaded

lever mechanism creates a ratcheting action, meaning there is literally no need to constantly remove and re-position the wrench!

Available individually and in a 4-piece set, 6004 Jokers cover all sizes within their respective working range.

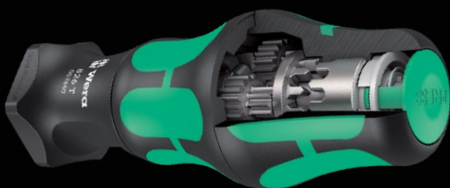
XS: (7-10 mm) & (1/4"-3/8")  
S: (10-13 mm) & (7/16"-1/2")  
M: (13-16 mm) & (1/2"-5/8")  
L: (16-19 mm) & (5/8"-3/4")  
XXL: (24-32 mm) & (15/16"-1 1/4")



## NEW KRAFTFORM TURBO

Time, as well as quality, can be a game-changer. In an ever impatient world, Wera set out on a quest to make its fastest screwdriver ever...

Kraftform Turbo uses a unique gear system that **quadruples** screwdriving speeds in a purely mechanical way, no electricity needed! The gearing system can be activated and de-activated via a simple button press. Activate Turbo for rapid working speeds and de-activate Turbo for final adjustment work and high torque moments.



You may be thinking, does it require maintenance? The answer, absolutely not! Robust and maintenance free, Kraftform Turbo allows the user to carry out screwdriving processes much faster and without compromise.



Kraftform Turbo is available individually or as part of an interchangeable screwdriver set... metric or imperial, it's your choice.

Kraftform Turbo is also available in VDE.



NEW  
T-HANDLES



NEW  
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STUBBIES



NEW  
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# IN THE HOT SEAT

## MOTORSPORT UK ACADEMY TEAM UK MEMBER

**Name:** Rhys Yates

**Discipline:** Rally

**2020 Championship plans:**

British Rally Championship and WRC2 plans on hold due to COVID-19

**Team:** M-Sport

### Biggest achievements to date?

9th place in the 2019 WRC2 Championship.

### How old were you when you started rally driving?

21.

### Who is your biggest inspiration?

Valentino Rossi.

### Who was your favourite childhood driver?

Richard Burns.

### What made you take up rallying?

I raced bikes when I was younger and started rallying when I stopped racing bikes.

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

Work hard on every aspect of the rally and you will achieve what you want.

### Favourite road car?

Mercedes G-Wagen.

### When did you start rallying and what inspired you?

I raced my first bike when I was eight years old and have loved racing ever since. I was inspired by my dad and I love competition.

### Favourite rally stage and why?

Sweet Lamb Hafren because it's so fast and flowing!

### What is the best piece of advice you have been given?

Enjoyment - if you are enjoying what you are doing, you do well.

### If you were not a rally driver, what career path would you have followed instead?

I'm a qualified electrician, so I'd probably be doing that. But I would have liked to have been a motocross rider.

### Name one thing that you have learnt from the sport, that helps you in your life outside of it?

The main thing for me is that confidence breeds success.

### What is your ultimate goal?

To be World Rally Champion. My first goal is to be a factory WRC driver.

### What do you think makes a great rally driver?

Confidence and self-belief.



## QUICKFIRE!

### Any pets?

No pets (mum and dad have a dog)

### Favourite film?

Shutter Island

### Most listened to band/artist?

Coldplay

### If you had one superpower, what would it be?

Flying

### Three words that describe you?

Ten for effort, two for style (my bad, it's not three words!)

### Avocado or no avocado?

No avocado

### Theme park or day at the beach?

Theme park



# WHAT'S ON

September / October 2020



*18th September, Warden Law (Rotax/Honda) and 26th-27th September, Mansell (IAME and Bambino)*

## **Motorsport UK British Kart Championships**

With the second of four rounds for 2020, the Rotax and Honda contingents of the Motorsport UK British Kart Championships will arrive at Sunderland's Warden Law track with five classes of Rotax competitors and the Honda Cadets competing. Fresh from their second round at Kimbolton, the IAME classes will be in action a week later at Mansell Raceway near Honiton as the championship contenders start jostling for title positions. For this event they will be joined by the Bambinos in the second of their three rounds for the 2020 championship. See: [www.britishkartchampionships.org](http://www.britishkartchampionships.org) for the latest results and standings.

*19th-20th September, Donington Park and 3rd-4th October, Snetterton*

## **British GT Championship and BRDC British F3 Championship**

With so much racing taking place behind closed doors in 2020, the fact the combined rounds of the British GT and British F3 Championships are open to limited advance ticket holders is a welcome relief. Those attending will have plenty of action to enjoy, with three rounds of the British F3 Championship at Donington and four at Snetterton as the season makes up for lost time. With an extended three-hour round at Donington and a one-hour race at Snetterton (along with various support races), the British GTs should, meanwhile, make for a spectacular sight, with supercar-based contenders from Lamborghini, McLaren, Bentley, Mercedes and many others battling it out.



*20th September, Croft Circuit*

## **Motorsport UK British Autotest Championship**

Hartlepool and District Motor Club was set up in 1903 and is one of the oldest clubs in the world, let alone the UK! 2020 is the 50th anniversary of it holding championship autotests and, while COVID-19 restrictions mean that celebrations are behind closed doors at a suitably social distance, the action continues as part of the Motorsport UK British Autotest Championship and BRTDA series. In a normal year, the club runs as many as 12 autotests and includes many national and class champions among its entrants, so the standard of competition is high. From Mini-derived specials to kit cars, Mazda MX-5s and more, this is grassroots motorsport at its best.



*26th-27th September, Dalton Barracks*

### **Abingdon Motorsport CAR-nival**

This month's cover feature celebrates good deeds through motorsport, including the Abingdon Motorsport CAR-nival. By its own description, CAR-nival is "a weekend of charity fundraising motorsport", comprising a sprint and autosolo on the Saturday and a single-venue stage rally on the Sunday. Using two distinct layouts, the sprint is described as "the best value for money speed event in the UK" while the autosolo welcomes both experienced hands and beginners. With seven tarmac stages and 70 competitive miles, Sunday's stage event is a serious affair counting towards four championships. The lack of spectators will, unfortunately, take some of the wind out of the festival vibe but CAR-nival's competitive edge will remain as fierce as ever.

*25th-27th September, Russia and  
9th-11th October, Germany*

### **Formula 1®**

The 2020 Formula One championship may have been forced to keep us waiting but, now it is underway, it is delivering with a thrilling mixture of business as usual and astonishing upsets. And the races keep coming, with the Russian Grand Prix at Sochi at the end of September and the Eifel Grand Prix at the Nürburgring a couple of weeks later. Will Lewis Hamilton be able to further tighten his grip on his hoped-for seventh title and break a few more of Michael Schumacher's records along the way? Or will the dramas and upsets that shook up the order at Silverstone and Monza be repeated?



*16th-18th October, online*

### **Goodwood SpeedWeek**

SpeedWeek aims to recapture the spirit of both the Festival of Speed and Revival into a single event running behind closed doors but streamed to the screens of fans all over the world. This won't be a passive experience though, as SpeedWeek is intended to be a fully interactive event. Obviously racing will be at the heart of it and if you simply want to enjoy that over the free streaming service, you can. Those who want more can enjoy coverage presented by Dermot O'Leary, Rory Reid, Siân Welby and Mark Webber, while online competitions, polls, quizzes and votes will be among the interactive fun for those wanting to get involved from the comfort of home. For full details see: [www.goodwood.com/motorsport/goodwood-speedweek/](http://www.goodwood.com/motorsport/goodwood-speedweek/)



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Cotswold Outdoor offers the UK's widest range of outdoor clothing and equipment and has been preparing people to discover the great outdoors for over 40 years, offering clothing, equipment and accessories from the very best outdoor brands.

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### Grandstand Merchandise

Grandstand Merchandise is the premier motorsport merchandise destination for authentic team replica clothing and accessories for Formula One, WEC, WRC and sports cars featuring brands such as Aston Martin Racing and Bentley Motorsport.

- *Motorsport UK members save 20% when shopping online*



### Halfords

Halfords has over 460 stores nationwide offering more than 15,000 different product lines, from car parts and cycles through to the latest in-car technology, child seats, roof boxes and outdoor leisure and camping equipment.

- *Motorsport UK members benefit from a 10% discount off anything in store*



### Grand Prix Racewear

Grand Prix Racewear is delighted to offer Motorsport UK members the following discounts:

- *£25 off orders over £250*
- *10% discount off all Grand Prix Racewear branded personalised competition overalls with the promotion code MEMBER10 online or present your Motorsport UK membership card in-store*
- *A £25 discount voucher available with all Motorsport UK Competition Licence Starter Packs*



### Haynes

The creator of the world-famous Owner's Workshop Manual offers a huge range of car and motorcycle repair manuals, with step-by-step guidance to complete each job. Haynes also publishes an extensive selection of books on many other subjects including Bluffers Guides – the fastest way to learn quickly and sound like an expert on any subject.

- *Motorsport UK members can save an extra 10% on any purchase*



### Motorsport UK merchandise

Motorsport UK members have exclusive access to the governing body's range of official merchandise.

Browse the full collection which features a jacket, hoodie, long and short-sleeved poloshirts, mug and baseball cap.

- *Shop now and receive a 15% discount*



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## Playseat

Playseat® is a global leader in racing simulators for everyone. From novice to professional, young or experienced, everyone will enjoy the thrill of racing at home. All products are easy to ship and set up and work with all steering wheels and pedals, which are available separately. Items are compatible with Playstation, Xbox and PC (Steam).

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## Porter Press International

Porter Press is a publisher of top quality motoring books. The range includes the award-winning *The Self Preservation Society*, celebrating 50 years of The Italian Job film and Gordon Murray's *One Formula – 50 years of car design*, a stunning tribute to one of our generation's greatest automotive designers.

- **Motorsport UK members can save 10% on the vast majority of titles**



## Power Maxed

Power Maxed sources and uses the finest ingredients in its products before blending them to the best recipe for optimal results at an affordable price. All products come with a product satisfaction guarantee and are quality tested on Power Maxed's race cars.

- **Motorsport UK members are entitled to an exclusive 50% discount on the full Power Maxed car care range**

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the running specialists

## Runners Need

Runners Need believes that every run should be a great one. Whatever your goals, they are here to help you reach them with great products from the best running brands and friendly, expert in-store service. Every great run begins with the right shoe, which is why Runners Need offers free gait analysis and expert shoe fitting in every store.

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SNOW  
ROCK

## Snow+Rock

Founded by a small team of crazy snow sport enthusiasts, Snow+Rock is all about pushing boundaries, breaking rules, never compromising. Pioneers from the beginning, Snow+Rock champion the very best popular and up-and-coming ski brands to bring customers unrivalled premium products, guaranteed to perform every time.

- **Motorsport UK members benefit from a 15% discount both in-store and online**

Wera  
BE A TOOL REBEL

## 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 in its quest to develop a range of innovative products, including screwdrivers and wrenches.

- **Motorsport UK members benefit from an additional 7.5% discount off all ToolManiac online prices**

WRC+

## WRC Shop

Motorsport UK has linked up with the official shop of the FIA World Rally Championship (WRC) to offer members a discount on a capsule collection featuring all items in the Wales Rally GB official merchandise range and select items of WRC merchandise.

- **Motorsport UK members can save 15% online**

## How do I gain access to my Motorsport UK member benefits portal?

To log in, simply follow the steps below:

1. Click 'Login' in the top right corner of the [www.motorsportuk.org](http://www.motorsportuk.org) homepage
2. Select your respective membership from the three options available
3. Enter your username and password
4. Once into the member area, select 'Member Benefits' from the menu at the top of the page. For Trackside members, these will automatically be displayed once you log in
5. You can click into each of the individual partner pages to see what the offers are and how they are redeemed

If you have any queries, please contact: [membership@motorsportuk.org](mailto:membership@motorsportuk.org)





## DILBAGH GILL

**Team Principal and CEO, Mahindra Racing Team**

Having led Mahindra Racing's Formula E team since the first year of the championship in 2014, Dilbagh Gill has wide-ranging experience in business, technology and sport. As one of the founding teams in Formula E, Mahindra has been at the forefront of developing the series and is a popular fan favourite thanks to its social media presence. Under Gill, it has also been awarded two stars under the FIA Environmental Accreditation Programme and is working its way to the highest possible three-star rating.

**Revolution:** "What is your earliest motorsport memory?"

**Dilbagh Gill:** "Growing up in a very remote part of India I did not have a television so my first motorsport memory was when I was aged about six or seven. I'd gone to the store in town and there was a rally that had stopped between stages. I just remember thinking these people were superheroes!"

**R:** "Did you know what was going on?"

**DG:** "The shopkeeper told me it was a race and I saw these cars with all the extra headlights on and thought, wow, this is cool!"

**R:** "Beyond that, what was the first motorsport event you attended?"

**DG:** "I joined college when I was 18 to study mechanical engineering and I bought myself a motorcycle. When I was 19 I did my first motorsport event - India is one of the few countries in the world where you are allowed two people on a motorcycle for a rally, so I was sitting behind someone, reading tulip instructions. It was crazy!"

**R:** "Which motorsport personality do you consider to be an unsung hero?"

**DG:** "The one person who's very influential in Indian motorsport is Karun Chandhok's father, Vicky. He was a very good driver himself and he was far ahead of his peers in terms of thinking of motorsport."

**R:** "When did motorsport become a job?"

**DG:** "I had been at Mahindra for quite a few years when we got into motorsport with Moto GP. I started helping the team in 2011 but that was more like a hobby. In 2013 when we decided to enter Formula E, I put my hand up and got the job and, from negotiating the contracts to where we are today, I've been part of the journey."

**R:** "Helping to shape a championship from a clean sheet must have been exciting but daunting - were there any skills you took from previous roles?"

**DG:** "We did not know what we did not know, we just jumped in! In six years, we've gone from being a fully outsourced model to everyone as a Mahindra employee, so that's been our

journey. It was basically just learning on the job and standard project management really - this is the money you have, this is the resource you have, how do you put the money and resource together?"

**R:** "As one of the founding teams in Formula E were you able to exert some influence on how it evolved?"

**DG:** "I was the chairman of the Formula E teams association for seasons two and three. The biggest thing I was able to influence was to convince everyone to do three generations with a common chassis and a common battery, which helped to keep costs down."

**R:** "Major manufacturer teams like Porsche, Audi, Mercedes and Jaguar are now part of the championship but in Formula E Mahindra is part of the old guard - have you enjoyed that role reversal?"

**DG:** "It's fun in the beginning but they catch up fast! We are proud that we are the oldest manufacturer in Formula E and our commitment to enter as Mahindra was a good decision."

**R:** “Obviously those brands all have huge racing heritage but do you think it was an advantage for you not having that emotional baggage?”

**DG:** “I think that did help because there was not much of an expectation, so I think we had a blank canvas to create our own identity, the spirit of the team and what Mahindra stood for.”

**R:** “Sustainability is big news in motorsport and especially Formula E but, as it stands, you’re the only team to achieve FIA environmental accreditation. Why was this important for Mahindra and how did you do it?”

**DG:** “I did an exercise with my colleagues in marketing, gave them a sheet of paper and asked them to write their definition of sustainability and everyone wrote something different. We came to know about the FIA programme and we thought that might help because it gives us a framework to educate people in-house. It also helps us at the group level - green business is a business and profit is not a bad word.”

**R:** “Are there any specific examples of sustainable changes you have made?”

**DG:** “There’s no one big thing but we looked at our travel, such as are there more efficient aircraft we could use. We also considered how we could reduce the number of cars we rent, by perhaps finding a hotel closer to the city centre and using more public transport. We looked at printed material like brochures and autograph cards and printed them using recycled paper and ink. After one race I even went through our trash with our sustainability manager and we found approximately 460 single-use plastic bottles, so for the next race I made sure everyone on the team had reusable aluminium drinks bottles.

“The other big decision we took was linking Formula E’s Fanboost with a good cause, so we said for every Fanboost vote our drivers get we will plant one tree. We budgeted for a million trees by the end of the year. The way the season played out limited the voting so we fell a little short, but we are keeping our commitment. Mahindra has been doing tree planting through

various non-profit organisations and has already planted 16 million trees, so Mahindra Racing is contributing another million trees to that project. It’s a variety of trees and some of them are cash crops, so people can earn a living from them.”

**R:** “As you said, sustainability covers many topics, not least how to attract new fans and drivers and open new pathways into the sport. What is Mahindra doing to support this aspect?”

**DG:** “We talk about three pillars – thrill, tech and design. If you look at the fanbase among the 12 Formula E teams we still have the biggest fanbase. I think what we do is try to be as authentic as we can.”

**R:** “Presumably having a big following in India opens up a new audience to motorsport, too?”

**DG:** “We’re hoping so. I think what Vijay did at Force India was interesting and I was able to learn how he was able to consistently over-deliver, but we’ve always felt that Mahindra is the authentic Indian team.”





# CORNER CLUB



## West Cumbria and Eden Valley Motor Clubs

### Cumbrian clubs team up with M-Sport to host a triumphant return to the forests for post-lockdown stage rallying

Every motorsport discipline has been hit hard by coronavirus but rallying has suffered more than most with, amongst other things, the cancellation of Wales Rally GB, the British Rally Championship and other national rally championships.

Having been patiently waiting while circuit racers and others returned to racing in early July under Motorsport UK's 'Getting Back on Track' COVID-19 guidance, rally fans were in need of a good news story. The M-Sport Stages event at Greystoke Forest was exactly that, with West Cumbria Motor Club and Eden Valley Motor Club working with M-Sport to hold an inspiring post-lockdown return to stage rallying. For all the excitement, the pressure was very much on the organising clubs, not least for the incredibly short space of time they had in which to make it happen.

"When you're organising this kind of event normally, you've got ten or 11 months to set things up - for this we had six weeks," admits West Cumbria Motor Club's Roger Fisher.

"We're fortunate that Malcolm [Wilson] agreed we should base the event on the Greystoke Stages format, which is an event we've run for 12 years now," says Roger. "Early on we agreed we'd effectively repeat the 2019 Greystoke, so that meant both clubs were familiar with the structure of the event, how we were going to set the stages up and suchlike. That helped enormously but we depended extensively on the knowledge and experience of a very small team of people."

The Greystoke Stages usually runs each July, with planning normally starting as early as the previous





October or November. This time, new ways of working had to be adopted with Zoom chats and WhatsApp groups replacing in-person meetings.

In some ways, the enforced shift to remote, pre-event signing-on and scrutineering has provided an opportunity to adapt to new technology. "Undoubtedly some of the systems we've been forced to utilise will become the norm and, from the organisers' point of view, it can simplify some things," he says. "One or two competitors did struggle with some of the processes relating to self-scrutineering but, by and large, it worked well. I think it's just a question of familiarity."

Technology is all very well, but Roger admits social distancing requirements do have an impact on the all-important camaraderie underpinning all grassroots motorsport. "Normally signing-on is a chance for people to chat, have a joke and catch up, so doing it electronically does impact the social side," he says. Needs must, but this has at least inspired a spirit of innovation in all those involved, not least on the timing side.

Here Roger credits the hard work of Matthew Atkinson of [www.rallies.info](http://www.rallies.info) and Richard Blackshaw of RAB Timing, who were quick to recognise how reliable, socially distanced timing was key to COVID-compliant events and pulled out all the stops to have a system up and running. "This was the first event in which it was used in anger and everyone was very happy to see it work so well," says Roger.

Frontline experience like this can now be shared by Roger and his colleagues in the two clubs with others looking to hold their own events, confident the processes and technology are fit for purpose. Rallying still faces considerable challenges, but through the hard work of Motorsport UK in establishing the guidance, and successful application of it by clubs such as West Cumbria and Eden Valley, proof of concept has been established, to the good of the sport as a whole.



Check out the Motorsport UK YouTube channel for a full highlights video from the M-Sport Stages: [www.youtube.com/watch?v=DpeuZvrn39Q](https://www.youtube.com/watch?v=DpeuZvrn39Q)



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MN also includes exclusive insight from a selection of columnists, including the 2013 British Touring Car champion and rallycross star Andrew Jordan, who doubles as the Motorsport News track tester.

Editor Matt James says: "One of the most impressive things about Motorsport News is that the passion of the writers and contributors is matched only by our readership. We are proud to say that the majority of the loyal readers of MN are involved in the sport in one way or another, be they volunteers, competitors, officials or team members.



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# Results

Latest results across various motorsport disciplines



## Motorsport UK 2020 British Rallycross Championship 5 Nations Trophy

**Lydden Hill, 30th-31st August**

A suitably socially-distanced crowd enjoyed a busy weekend of racing at Lydden Hill, spiced up by celebrity drivers including Olympian Chris Hoy and TT legend John McGuinness. Mark Donnelly took the Supercar final in his Citroën DS3, Hoy finishing a credible fifth overall. McGuinness scored a second place in the RX150 championship behind Stephen Jones in his first four-wheeled race, son Ewan coming in fourth. Paige Bellerby triumphed in the Supernational Rallycross Championship, while reigning champion Stephen Cozers won the Retro Rallycross category. In a busy weekend of racing, David Bell dominated the BMW Mini Rallycross Championship while Roberts Vitols was similarly commanding in Super 1600s. Tom Ovenden won in the Motorsport UK Junior Rallycross Championship, James Constantine taking the top step in the Swift Sport category.



## Kwik Fit British Touring Car Championship

**Oulton Park, 22nd-23rd August  
Knockhill 29th-30th August**

A hectic BTCC schedule featured consecutive rounds at Oulton Park and Knockhill. A rain-soaked Oulton saw three winners in three races, Rory Butcher inheriting the win with his Motorbase Performance Ford Focus in the first race after Josh Cook's BTC Racing Honda was disqualified. A storming performance by Laser Tools' Ash Sutton saw him take race two, Adam Morgan winning the final race. Sutton's strong performance was followed by two further victories the following week at an eventful Knockhill round where Rory Butcher also demonstrated his form by claiming victory in the final race. Championship leader Colin Turkington may not have made the top step but was always in the mix, his consistency meaning he left Scotland with his lead intact. BTCC returns to action at Thruxton 19th-20th September.



## Intelligent Money British GT Championship

**Brands Hatch, 29th-30th August**

A Lamborghini winning in GT3 and a Ford Mustang taking the flag in GT4 is evidence of how vibrant and diverse modern GT competition is. The racing was certainly not lacking in thrills as 'World's Fastest Gamer' James Baldwin rocketed away from pole position to build a commanding lead in his Team Rocket RJN McLaren, only to see it evaporate as a safety car disrupted the planned driver changeover. When it shook out Barwell Motorsport's Sandy Mitchell was in the lead in his Lamborghini, a position he held to the flag. A thrilling race in GT4 saw Jordan Albert and Matt Cowley score Academy Motorsport's maiden win in their Mustang. British GT returns 18th-19th September with a three-hour extended race at Donington Park.



## BRDC British F3 Championship

### Brands Hatch GP, 29th-30th August

With four races over one weekend it was a busy couple of days for the BRDC British F3 Championship, with plenty of action on the famous Kent circuit. The first race of the weekend – round eight of the championship overall – saw a pole to flag victory by Chris Dittman Racing's Ayrton Simmons ahead of Hitech GP's Kush Maini. In the second race Carlin's Nazim Azman jumped from fourth to first into the first turn and held the top spot for the rest of the race. On Sunday the third race was red-flagged on the first lap; after the restart it was another win for Ayrton Simmons, teammate Josh Skelton in second. The final race was Kush Maini's chance to go one better, the Indian's win extending his championship lead.



## Formula 1®

**Belgium 30th August (Spa), Italy 6th September (Monza)  
Tuscany 13th September (Mugello)**

The 2020 Formula One season was always going to be unusual. Even with that, the flurry of races at the end of August and start of September delivered an intriguing mix of the utterly predictable and some significant upsets and surprises along the way. Hamilton ruled at Spa, Red Bull's Max Verstappen the only non-Mercedes driver on the podium. Italy was a totally different story with a rare slip-up from Mercedes, a popular maiden win for Pierre Gasly and podium for Sainz's McLaren shaking things up. The Mercedes 1-2 at Mugello might have sounded like business as usual, but chaotic events on the track proved it was anything but.



## F4 British Championship

**Oulton Park 22nd-23rd August  
Knockhill 29th-30th August**

The F4 British Championship arrived at Oulton Park for three rounds over a weekend shared with BTCC. Local boy Luke Browning gave fans something to cheer with a hat trick of wins sealing a dominant weekend for the Fortec Motorsport team and including a rousing surge through the pack in the reverse grid second race. Meanwhile, title contender Zak O'Sullivan of Carlin kept his chances alive with two podiums over the weekend. A week later at Knockhill Browning had the momentum and took his fourth successive win in the first race of the weekend. O'Sullivan clawed one back in the reversed second race but an on-form Browning was back on top in the third, extending his championship lead.





## FIA World Rally Championship

### Rally Estonia, 4th-6th September

Rally fans have been chomping at the bit to see the WRC back in action and the first round since Mexico back in March did not disappoint, the championship now having four different winners in the four rounds run to date and the top five at Estonia comprising crews of five different nationalities. Whatever else 2020 might have thrown at the WRC, there is at least the promise of an open championship with all to play for on a commendably level playing field. All eyes were, inevitably, on local boys Ott Tänak and Martin Järveola, the Estonians facing the double pressure of driving for the home crowd and their first win of the year. It looked a done deal until a late scare on the penultimate stage, Tänak managing to maintain his lead. Irishmen Craig Breen and Paul Nagle were an impressive second, Sébastien Ogier and Julien Ingrassia third while Elfyn Evans and Scott Martin came fourth.



## Motorsport UK British Kart Championships

**21st-23rd August, Lydd (Honda/Rotax)**  
**11th-13th September, Kimbolton (IAME/TKM)**

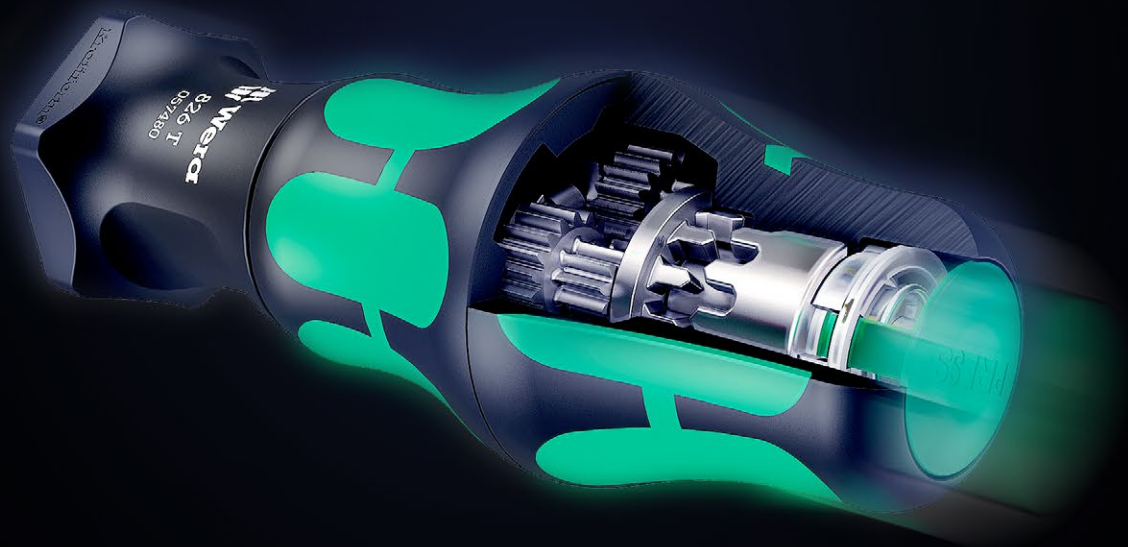
Lydd's second race of 2020 hosted the opening round of the Honda Cadet and Rotax championships, high winds at the Kent circuit challenging drivers but delivering thrilling racing across all five classes. After storming progress through the preliminary rounds, the eventual win went to Timo Jungling. In the Rotax classes Harry Linden won the Minimax, Archie Walker took the top spot in Junior Rotax while Morgan Porter claimed the Senior victory. In Rotax 177 Matthew Easton finished on the top step. Meanwhile, at the second round of the IAME classes at Kimbolton Zac Drummond took the Cadet class, Vinnie Phillips scored his second win of the season in Mini X30 while Daryl Taylor won the Junior X30 race. Danny Keirle continued his winning streak in Senior X30, while in TKM's first race of the year it was Louis Harvey in Junior and Adam Sparrow in the Extreme class.



## Motorsport UK iRacing Esports Series powered by iZone

Open to Motorsport UK competition licence holders and Trackside members aged 14 and over, the Motorsport UK iRacing Esports Series has successfully seized upon the lockdown-inspired popularity of virtual racing and delivered close action among its dedicated competitors. Hosted by iZone Performance, the series is based around virtual Dallara F3 single-seaters, round seven at (the digital) Donington Park seeing wins for Chris Lulham in League 1, Kieran Vernon in League 2, James Montgomery in League 3, Dan Blake in League 4, Peter Reed in League 5 and James Fremont in League 6. Kieran Vernon's win reflects his domination of League 2 with the winners in the other classes putting them into contention for their respective leagues ahead of the next round at Zandvoort.

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[www.pirelli.co.uk](http://www.pirelli.co.uk)

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## Tyre Warmers

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[www.revolutionwheels.com](http://www.revolutionwheels.com)

**Speedline**

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Shropshire, TF7 4QW  
Phone: 01952 582825  
[www.speedlinecorse.net](http://www.speedlinecorse.net)

## Wire Wheels

**Borrani**

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# The Parting Shot

M-Sport founder Malcolm Wilson in action in his Escort in the 'Return To Rally' Stages event in Greystoke Forest. "A massive thank you to the West Cumbria and Eden Valley Motor Clubs for doing such a fantastic job in getting everything organised so quickly and professionally," said Wilson. "Following the guidelines outlined at the weekend, I hope we've shown that we can still go rallying responsibly and give other organisers the confidence and reassurance to move forward with their own events." For more on how the event came about see Club Corner on page 52. Photo: M-Sport/Drew Gibson

