


Revolution

October 2020

The official magazine of  motorsport uk

VARIETY IS THE SPICE OF LIFE



FEATURE:

HOW TO CHOOSE
THE RIGHT SAFETY
EQUIPMENT

INSIGHT:

TRURO HIGH SCHOOL
MOTORSPORT CLUB
DRIVES MEMBERSHIP

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INSPIRING WOMEN
INTO STEM CAREERS
IN MOTORSPORT

PLUS MY MOTORSPORT + GOODWOOD SPEEDWEEK REFLECTIONS

CEO's MESSAGE

Hugh Chambers



Jessica Edgar is in the running for a place with the Ferrari Driver Academy through the FIA Girls On Track – Rising Stars programme

"Motorsport is one of the few sports where females and males can compete on completely equal terms"

I was standing on the banking at the PFI kart circuit in Lincolnshire on a cool windy morning in April last year, watching the first round of the 2019 British Kart Championships, and enjoying the spectacle of thirty junior drivers barrelling into turn one, then under the bridge and sweeping round 360 degrees at the edge of adhesion. There was one driver that caught my eye, who was not only quick, but clever tactically, and brave in every move. I didn't have the running order with me so it was not until I got back to the paddock that I could find out who this driver was.

Her name is Jessica Edgar and right now she is in the final eight selected for the FIA Girls on Track – Rising Stars academy, for 12 to 15-year-old girls. This is a programme that has engaged with all 146 FIA country ASNs, who were invited to put forward their best young female drivers. These were pared down to the top 25, who competed in an intense week at the Paul Ricard circuit in France, from which we now have eight who will be testing in F4, and put through a range of other challenges to identify the strongest candidates. The winner will become part of the Ferrari Driver Academy, with all of the resources the FIA and the Scuderia can bring to them. Pretty good at the age of 15.

My story illustrates two things – firstly motorsport is one of the few sports where females and males can compete on completely equal terms, and secondly that at the highest level of our sport, people are taking action to address the extraordinary missed opportunity we have inadvertently created. With only 10% of our competition licence holders being female, we are clearly undercapitalising on what could and should be one of our greatest strengths.

There is an argument that 'girls are not interested in the way that boys are', which may or may not hold true to some extent, but undermining this stance is the fact that participation in indoor karting is 35% female. That seems to indicate to me that where the barriers to entry are lower and the perception of being a male bastion is less pronounced, a very large number of girls and women love to take on the thrills of the racetrack.

And now we are maximising this phenomenon by partnering with TeamSport – the UK's largest indoor operator with 35 tracks across the UK. They have a top tier racing club called The Grid, and all of the members now get a Motorsport UK, K-I licence (Kart Indoor) which enables them to race in the British Indoor Karting Championship. From this we hope to start identifying talented youngsters that maybe would not have the means

CEO's MESSAGE

Kay Petre, who clocked a 134.75mph lap of Brooklands back in 1935



PA Images / Alamy Stock Photo

"If we are to diversify the make-up of our community, we need to have a clear strategy and take positive steps, as nothing will change without positive intervention"

to jump straight into full-blown karting at our tracks. In turn, we will then start to see an emerging pool of talented female racers that we can guide into the next steps of the competitor pathway.

Increasing the inflow of people is fundamental, but we also need to make sure that they have a great time and stay in the sport. If we are to diversify the make-up of our community, we need to have a clear strategy and take positive steps, as nothing will change without positive intervention. To effect these changes the board has created a new committee, expressly to address the subject of Equality, Diversity and Inclusion, with working groups appointed for Disability and Accessibility, Women in Motorsport, BAME and LGBTQ+. The chair of EDI is Catherine Bond Muir, who is a Motorsport UK director and the CEO

of the the all-female single-seater championship, the W Series. We are taking this seriously.

Having said all of this, we do already have amazing women in our motorsport community, including W Series winner Jamie Chadwick and F4 podium finisher this year, Abbi Pulling. In this issue of Revolution we have a feature in 'Vantage Point' with Leena Gade, the first British race engineer to win the 24 Hours of Le Mans, and under My Motorsport we have Shirley Gibson, mainstay of the British rallycross scene. In Club Corner: Truro High School Motorsport Club (Truro High is a girls' school and the first school in the country to be recognised as an official club by Motorsport UK in 2019).

So we have great ambitions but perhaps we should see this as more of a renaissance than a revolution - for women have long taken on the

greatest challenges of motorsport, and won, whether it be Pat Moss and Anne Wisdom, Michèle Mouton, or going further back a plethora of women competing in the fastest cars of the day such as Kay Petre clocking a lap at an average of 134.75 mph at Brooklands in 1935.

I am sure you will join me in wishing Jess a great result in the final stages of the Rising Stars programme, but also spare a thought for Ella Stevens who also made it to the last 25 but was just shy of the lower age limit for the F4 race prize. I am sure she will be back next year, armed with invaluable experience.

I hope all of you and your families are staying safe and well.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

NE VER SEEN BEFORE



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Craner Curves,
Donington

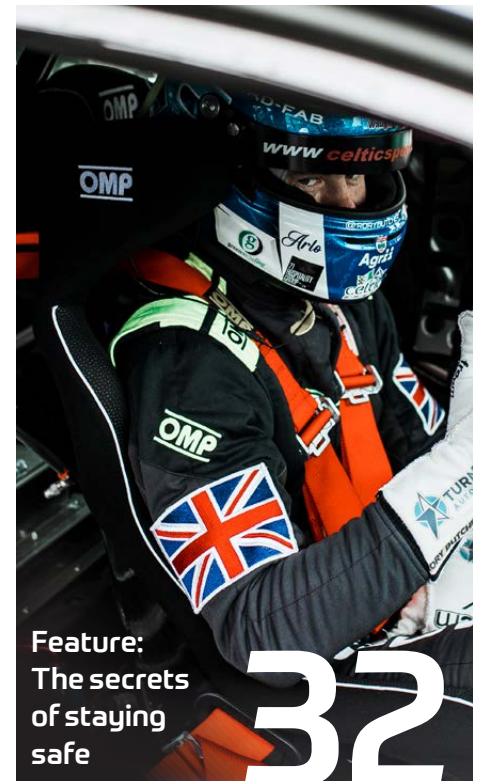


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UP TO SPEED

LATEST NEWS



BUSINESS AS UNUSUAL AT GOODWOOD SPEEDWEEK

Stars, cars and a thrilling multi-discipline, timed lap shootout characterised Goodwood's bullish response to 2020's many challenges

Event organisers and venues have adapted with commendable fortitude to 2020's unprecedented challenges, including Goodwood, which responded to the cancellation of its signature events – the spring Members' Meeting, summer Festival of Speed and early autumn Revival – with the one-off SpeedWeek, combining elements of all three in a livestreamed, behind closed doors extravaganza at the famous motor circuit.

Even without spectators, the task of hosting a multitude of different races over three days with all the attendant drivers and crews, not to mention the media and technical teams required to televise the event for the online audience, was considerable. Credit due to the Goodwood team for ensuring that it all ran smoothly, with everything taken care of from the parking to pre-event screening of attendees, to the on-site provision of hand sanitiser and face masks. Even with most of the event taking place outdoors – and blessed with beautiful late autumnal weather – strict face mask and social distancing rules were enforced and complied with by all those present.

For those lucky enough to have access, this was Goodwood with all the action but none of the crowds and, in that sense, a guilty pleasure. There are few venues where you emerge from the access tunnel to see – and hear – the actual Porsche 917 which Richard Attwood drove to victory at Le Mans in 1970 being noisily warmed up and then, moments later, bump into the man himself in the paddock.

SpeedWeek was well-attended by stars and cars from all motorsport disciplines. Where else, after all, would you find Elfyn Evans milling around the same paddock as Sir Jackie Stewart, Jochen Mass, Emerson Fittipaldi, Mark Webber and drifting star Vaughn Gittin Jr, masks in place but still out to enjoy the unique celebration of motorsport that only Goodwood can muster?



As such, there were demonstration runs for roadgoing supercars, 'first glance' categories for the latest metal, a rally stage using sections of the track and surrounding site, favourite races from the Revival such as the St Mary's Trophy and the unique to SpeedWeek Shootout.

The sight of rally cars spitting flames through the track access tunnel and donutting around the car parks might have caused some logistical challenges but creative use of the venue seemed to work smoothly, whether the track was being used for drifting demos, sprint-style hot laps or the fiercely fought historic racing that Goodwood is known for.

For the more traditional race fan, the battling 1970s and 1980s touring cars in the autumnal dusk in the Gerry Marshall Trophy and incredibly close racing in the new Stirling Moss Memorial Trophy were among the highlights. The thrilling fight between the Harvey Stanley/James Cottingham and Richard Meins/Rob Huff E-Types in the latter race was just one of many memorable moments of track action, marred only by the nasty crash between Gary Pearson's front-running Jaguar and the backmarkers he was attempting to pass early in the race.

The famous timed Festival of Speed hill climb was reinvented for SpeedWeek into a single-lap 'Shootout' sprint on the circuit, open to everything from touring cars to classic F1 cars, Le Mans

prototypes, NASCAR racers and more. This potentially once-in-a-lifetime chance to find the fastest combination of car and driver around Goodwood even scored prime time TV coverage on ITV on the final day of the event, with the likes of touring car star Gordon Shedden and nine-time Le Mans winner Tom Kristensen among the competitors in an eclectic range of machinery.

The ultimate victory went to Nick Padmore in the Ross Brawn designed 1989 Arrows-Ford A11 Formula One car, the diversity of the field highlighted by the fact that the top 10 also included 1970s F1 cars, modern-day GT3 machines, 1990s Le Mans prototypes and Group A touring cars such as the flame-spitting Calsonic Nissan Skyline. In short, a tantalising 'what if' glimpse at how cars from wildly different disciplines and eras measured up on the same track and same day, likely never to be repeated and a rare moment to savour in an otherwise challenging and disrupted year for motorsport.

If all goes to plan, 2021 should see business as usual for Goodwood and the return of its more familiar events. But as a fully compliant riposte to all the restrictions and limitations 2020 has imposed on life in and out of motorsport, SpeedWeek provided a ray of light we could enjoy from the comfort of the sofa back home.

RISING STARS PROVE BRITAIN'S GOT TALENT

Young British drivers are making waves across the racing world – *Revolution* catches up on their latest successes

From karting to the Kwik Fit British Touring Car Championship, the next generation of British drivers is making its presence felt across various disciplines as 2020's disrupted racing season heads towards its conclusion.



There is still plenty of action to look forward to, including news that **Jess Hawkins** will contest rounds 22, 23 and 24 of this season's Kwik Fit British Touring Car Championship at Snetterton on 24th-25th October. Best known for her extensive karting experience, this will be Hawkins' first competitive BTCC encounter and follows hot on the heels of Jade Edwards' BTCC drive last month which made her the first female driver in the championship since Fiona Leggate back in 2007. "BTCC is where I've always wanted to be – it's my dream," said Hawkins. "I've managed to knock on the door a few times, but I genuinely can't believe it's actually happening, especially with such a great team behind me in PMR."



Karting has launched the careers of many star drivers and 14-year-old **Theo Micouris** looks well-placed to follow in their footsteps, having secured the runner-up spot in the FIA Karting Academy Trophy. Selected by a Motorsport UK selection panel, training on iZone Performance's simulators helped Micouris to prepare for race tracks he had never before visited in person. "I am delighted to be Vice Champion, it's a brilliant result," he says. "I got my head down and to come away with second, I am delighted."



Britain's **Jessica Edgar** has been named as one of eight aspiring young drivers to claim a place on the second FIA Girls on Track – Rising Stars Training Camp at the Winfield Racing School. Edgar is the youngest member of the Motorsport UK Academy Squad programme and will take part in a second training camp next month at Paul Ricard Circuit where the focus will shift from karts to single-seaters and Formula 4 racing. If the 15-year-old is successful in the next few stages of the competition, she will be asked to join Ferrari's esteemed driver training programme in Italy.



Having only started karting in 2016, **Emily Linscott** is on a fast track to success, with selection for the Motorsport UK Squad helping her on her way. Currently racing in America, her recent performances in the Lucas Oil Formula Car Race Series have turned heads for her courageous, attacking style and podium success. Motorsport UK Academy member Linscott has also been shortlisted for the prestigious The Sunday Times Sportswomen of the Year Awards in the category of Young Inspiration Award.

Formula Ford, meanwhile, was a route into single-seaters for many successful drivers and its modern evolution – the F4 British Championship – is providing an arena for young talent to shine, with two young Brits making names for themselves.



Abbi Pulling has made rapid progress from karting and Ginetta Juniors and has already impressed with a series of gutsy and determined drives for JHR Developments in the championship. These have been rewarded with podium finishes and sixth overall, with coaching from W Series driver Alice Powell obviously paying off and seeing her tipped to go all the way in single seaters.

18-year-old **Luke Browning** is also an F4 star and is currently leading the championship. Another Ginetta Juniors graduate, Browning is in his second year in Formula 4 and drives for Fortec Motorsport, having impressed with a victory in his debut and multiple podiums in 2019.



Formula 1 remains the dream for many of these youngsters, and 21-year-old **Callum Ilot** is on the cusp of making the step up to the big league after his testing opportunity with the Haas F1 Team. Currently second in the FIA Formula 2 Championship behind fellow Ferrari Driver Academy member Mick Schumacher, Ilot has already impressed in Formula 3 and GP3. Ilot was given the opportunity to test the Haas F1 Team's current VF-20 ahead of the recent Eifel Grand Prix, but the outing was unfortunately thwarted by the weather.

Motorsport UK congratulates all these young drivers on their successes as British talent continues to thrive.



RESCUE-RACER NEEDS YOU!

RESCUE-RACER is on track to become the biggest-ever motorsport research project into the effects of concussion, looking to identify causes and help with post-concussion recuperation. Can you help?

Concussion is a form of mild traumatic brain injury that is becoming increasingly common in many sports and causes a variety of symptoms including headaches, visual disturbances and memory or concentration problems. It may start immediately after an incident or take hours or days to develop. Patients with concussion may be sensitive to light or noise, struggle with balance and have slow reaction times – impairing the skills that usually keep motorsport competitors safe.

RESCUE-RACER investigates motorsport competitors involved in an incident by assessing their symptoms with tests of vision (using a 3D-headset), thinking/memory (computerised tests) and brain imaging, as well as analysis of saliva. Any motorsport competitor participating at any level of competition anywhere in the world is eligible to participate, as long as they are aged 16 or over.

If members of the study team are present at the circuit, remote assessments may be completed on the day of the incident. Otherwise, participants are invited to Cambridge for assessment, with all reasonable expenses covered, including a payment for time. These assessments take place within the first three weeks of the incident.

If you are interested in participating in the study or would like information please contact: naomi.deakin1@nhs.net or visit: www.rescueracer.org

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POWER IS NOTHING WITHOUT CONTROL

RALLYING REASONS TO BE CHEERFUL

Elfyn Evans heads into the final two rounds of the FIA World Rally Championship (WRC) with title hopes intact as Motorsport UK and Natural Resources Wales sign a new access agreement



2020 has been an especially challenging year for rallying, with the discipline hit harder by COVID-19 restrictions than most due to the closure of forest venues and cancellation of Wales Rally GB. Some cheer can be found, however, in the strong performance of Elfyn Evans and Scott Martin in this truncated WRC season and the fact that their string of consistently strong performances have the Welshman's first WRC drivers' title within reach.

Lesser drivers might have found the move to a brand-new team and car – and having six-time world-champion Sébastien Ogier as a teammate – somewhat intimidating, but Evans has demonstrated he is not fazed, finishing the opening round in Monte Carlo just 14.3 seconds behind Ogier before beating him (and current champion Ott Tänak) in Sweden and sealing his credentials as a bona fide championship contender. Consistently strong results since then, including a win in Turkey, saw Evans and Martin

arrive at the recent Rally Sardinia as championship leaders, a position they maintain with a lead of 14 points over Ogier ahead of the closing rounds of the calendar in Belgium next month and Rally Monza in early December.

The Turkish win put Evans at a disadvantage in Sardinia, given he was effectively sweeping the stages of gravel ahead of his rivals, while Ogier responded to the opportunity with typical resolve. Evans kept his cool, shadowed the Frenchman move for move and, with Tänak struggling for pace in his Hyundai, it looks like the championship will now come down to a battle between the Toyota teammates.

The scenario of an up and coming British driver challenging his multiple world champion teammate for a WRC title in the final throes of the season has echoes of Colin McRae and Carlos Sainz back in 1995 and is one that rally fans will enjoy. Admittedly, the dynamics between the drivers are less fiery and team boss Tommi Mäkinen can let them battle it out, confident that he can bring home the manufacturers' title for Toyota whoever wins the drivers' championship.

Evans also knows how Ogier and Tänak operate behind the scenes as well as on the stage, as he drove for M-Sport alongside both of them. This insight into the way they work will likely inform his efforts in beating them to secure a title of his own. Having laid down an early marker and proven he can match and also beat Ogier in the same car is another important psychological win, although Evans will appreciate Ogier's mental toughness and mastery of playing the long game over the course of a season.

"We have come away from the weekend as best as we could really with solid points," said Evans of his performance in Sardinia. "We were put out of the fight on Friday with our road position and it didn't make sense to take big risks to try and be faster, but probably just end up in the same position at the finish anyway. So yes, not our strongest performance but a solid weekend considering the circumstances and the Yaris WRC felt great again."

A case of damage limitation, perhaps, but also sound tactical thinking given the final two events will

be tarmac and being first on the road could be an advantage. A lot can happen over two rallies but having demonstrated his coolness under pressure, British fans are daring to hope that Evans could bring home the first WRC title since the McRae and Burns era of two decades ago.

In further good news for rally fans, while the 2020 plans of many competitors have been thrown into disarray, the immediate future looks more secure with confirmation that Motorsport UK and Natural Resources Wales (NRW) have confirmed an agreement to permit stage events in Welsh forests for the next three years until 2023. Having reported last month that Forestry England had opened a consultation into motorsport's place within English forests, this is an encouraging sign that, for all the pressures on the landscape in which it operates, rallying has a place within it.

"Rallying makes an important contribution to our rural economy and many community benefits derive from these events," says Dominic Driver, NRW's Head of Land Stewardship. "The impact of COVID-19 has seen more and more people returning to visit our nation's forests and has placed a greater focus on the need to respect our natural environment. In reaching this agreement, NRW is considering fully the impact of everything we do on the places people love. This includes the commitment to working with Motorsport UK on the journey towards becoming a greener, more sustainable sport in the future."

These sentiments are echoed by Motorsport UK CEO Hugh Chambers. "Rallying is an important discipline for Motorsport UK, and Wales offers the perfect environment for our events, held on some of the most revered stages in the world of rallying," he says. "We will be working with NRW to optimise the number of events, working effectively with our local communities to ensure affordability to our competitors through a sustainable strategy. Through this, we can preserve the sport and forests for generations to come."

A local boy winning the WRC would, of course, be the perfect way to stimulate further interest in the sport and hopes will be high that Evans can achieve that goal, if not this year then in the not too distant future.



MISSION MOTORSPORT CONFIRMS 'YOUR RACE OF REMEMBRANCE'

Forces' motorsport charity responds to cancellation of 2020 Race of Remembrance with new fundraising initiative for supporters and beneficiaries

Mission Motorsport's sterling work supporting servicemen and women into training, jobs and motorsport has been a huge success story in recent years, with the charity's Anglesey-based Race of Remembrance a popular late-season fixture for many competitors. Described as a "remembrance service with an endurance race attached", this distinctive event stands out due to its pause in racing for a service of commemoration and opportunity for all involved to join the nationwide two-minute silence for those who have served.

Although Mission Motorsport had been hoping to go ahead with Race of Remembrance this year, the realities of doing so in the face of COVID-19 restrictions have ruled it out for 2020.

"It was a really tough decision to cancel Race of Remembrance, but to protect our supporters, the competitors, beneficiaries, volunteers and employees, we had no choice," says CEO James Cameron. "However, the

show must go on, and while the shortfall of £50,000 is a bitter pill to swallow we knew we had to do something."

That 'something' is an invitation for supporters to rally around a new initiative under the theme 'Your Race of Remembrance' and take on fundraising challenges to help make up for the lost income. 'SAS Who Dares Wins' presenter Jason Cox, who was lined up for a drive in Race of Remembrance, will be leading the charge with exploits to be shared under the hashtag #YourRoR across all social media channels. That does not necessarily have to go as far as your own interpretation of the notorious 'RoR Biathlon of Foolishness' (essentially a fancy dress run with a bracing dip in the Irish Sea traditionally held alongside the main race) but, as Cameron puts it, "whatever it is, we welcome everyone's participation and will be joining our community together, safely and online, to commemorate this weekend in true Mission Motorsport style."

For more information, visit: missionmotorsport.org and to donate to #YourRoR, please visit www.virginmoneygiving.com/fund/YourRor



MONTHLY MARKETING SHOWS FOR CLUBS

Motorsport UK is launching a new series of online events to help clubs and Regional Associations maximise the effectiveness of their social media

Following feedback from the first series of webinars earlier this year that covered marketing techniques for clubs, Motorsport UK has been working with ContentCal, an award-winning social media management tool provider, to deliver a series of online events that will guide clubs through the process of delivering successful social media to engage with existing and new audiences.

The monthly Zoom events will start on 10th November and run through until March 2021 and will help clubs of all sizes plan, publish and understand the impact of their social media content.

The sessions will be 30-45 minutes in duration and clubs are encouraged to attend all the webinars in order to maximise the benefits of the programme.

The series kicks off on Tuesday 10th November at 7:00pm when Andy Lambert from ContentCal will host a comprehensive session that will help clubs create the perfect content plan, covering:

- Why creating a content plan is important
- What a good content plan should look like
- How you can bring your own plan to life in 30 minutes

By the end of this session, clubs will have everything needed to build their own plan and ensure their messages are seen by the right people.

The following monthly shows will then help and support attendees as they create their own club social media plans.

The full schedule of Monthly Marketing Show dates is as follows:

- **Tuesday 10th November, 7:00pm**
Creating the perfect social media content plan
- **Tuesday 15th December, 7:00pm**
Social media update – the changes you need to be aware of
- **Tuesday 12th January, 7:00pm**
Create your 2021 content plan – live
- **Tuesday 9th February, 7:00pm**
Social media update – the changes you need to be aware of
- **Tuesday 9th March, 7:00pm**
Recap and support session

To register for the Monthly Marketing Shows in association with ContentCal, visit: <https://www.motorsportuk.org/clubs-organisers/club-webinars/>

In memory

ZEF EISENBERG

 (22nd March 1973 – 1st October 2020)

The motorsport community mourns the popular presenter, entrepreneur and multiple record holder, who died in an accident at Elvington airfield

Tributes have been paid following the tragic death of Zef Eisenberg, who died in an accident at Elvington Airfield at the start of the month. Eisenberg leaves behind partner Mirella D'Antonio and two children.

A high-achiever from a young age, Eisenberg's motorsport record is dazzling, with multiple British, World, UKTA, ACU and Guinness World Records in cars and on motorbikes, contributing to the award in 2019 of the Simms Medal by the Royal Automobile Club for his outstanding contribution to motoring innovation.

Zef's family released a statement that pays tribute to his remarkable life, and how he went from a technology-obsessed child to a successful businessman, later channelling this into a passion for speed and motorsport.

"Eisenberg grew up in North London and attended UCS school in Hampstead," says the statement. "He was passionate about skateboarding from the age of 12 and would often skateboard all the way to school. Being very creative with wood, plastic and metal, he stayed behind every evening and worked in the technology department, and at the age of 15 he decided to install an electric motor in a bicycle. To his great delight, it worked, and in recognition of his success he was given a grant for his innovation from a large electronics company."

As physically determined as he was intellectually curious, Eisenberg took up bodybuilding and became national junior champion within a year of doing so. It was through this sport that he got his major break, realising the cost of the protein powder he was using was prohibited to many and inspiring him to take a BSc in nutrition to develop his own winning formula.

Fuelled by his innovative use of online marketing, Maximuscle became a market leader. GlaxoSmithKline's acquisition of the brand saw Eisenberg move to Guernsey, where he made his life and was able to turn his passion for science and motorsport to new uses. "The human body and a vehicle engine have close similarities," he once said. "Both require the best care, fuel and maintenance to perform at their best."

Showing the same self-discipline, determination and spirit of innovation that saw him succeed in both business and bodybuilding, Eisenberg devoted himself to pushing the boundaries of speed and technology in a series of self-built vehicles, including the world's most powerful turbine-powered motorbike. A Guinness World Record for the fastest such machine saw him hit well over 200mph, but a huge accident in 2016 led to injuries so severe that he was told he may not

walk again. After three months in a wheelchair and six months of recuperation, he was back on the bike within a year of the accident.

Eisenberg's big personality and infectious enthusiasm made him a natural frontman in all his pursuits, not least in front of the camera where his ITV series Speed Freaks brought his record-breaking exploits to a mainstream audience. Keen to put something back into society, Eisenberg was also passionate about helping others to follow their dreams, working with students from Nottingham University to develop a new record-breaking electric motorbike and making regular appearances at schools and colleges to inspire students.

His charitable work was also noteworthy, not least in his adopted home where he helped sponsor the Emergency Hero of Guernsey award and contributed to various local good causes. This included going back to his roots by helping to build a dedicated skatepark for youngsters on the island, a project he supported with funding, upkeep and expansion plans once it was completed.

His untimely death at the age of just 47 has come as a huge shock to everyone who knew him and followed and celebrated his incredible achievements. The thoughts of everyone at Motorsport UK and within the UK motorsport community are with Zef Eisenberg's family, the organisers of the event, and other members of the motorsport community who were present at Elvington Airfield.

For the full tribute to Zef Eisenberg see: zefeisenberg.com



1 WEEK FREE TRIAL!



WEEKLY HOME PHYSICAL & PERFORMANCE TRAINING FOR CAR AND KART DRIVERS

iZone's Weekly Physical and Performance Training is a home based, daily training programme that runs five days a week. It has been created to support both car & kart drivers by keeping them focused on key aspects of their training on a daily basis, including their physical training, their knowledge of key aspects of their sport, their ability to concentrate and visualise and also their ability to keep focused on their goals. The programme includes sessions every day of the week with morning and evening sessions available.

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

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

2. REMOTE GROUP FITNESS SESSIONS (3 X PER WEEK)

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

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GINETTA LAUNCHES NEW G55 GT ACADEMY

New G55-based Academy car offers affordable route into serious GT competition for up and coming privateer racers

With its combination of affordable racing cars, all-inclusive race packages and support including everything from car storage to tuition, Yorkshire-based Ginetta offers privateer racers a wide range of entry points into its various cars and championships.

New for 2021, the entry-level into the Ginetta world will be based on the V6-powered G55, which in its more developed forms is the car of choice for the BTCC-supporting SuperCup and is also available in GT4 homologated trim to race in championships all over the world. Running a detuned version

of the 3.7-litre Ford V6 engine used in other G55s, the GT Academy car starts at £62,500 plus VAT and uses a paddle-shifted Quaife sequential gearbox for a proper junior GT car vibe.

The GT Academy will replace the Ginetta Racing Driver Club (GRDC) as the brand's entry-level series, this new G55-based car a big step up from the existing G40s in the GRDC. Although considerably more powerful and imposing, the new GT Academy car is designed to be just as accommodating for beginner racers, and runs road-legal Michelin tyres to help with costs and

driveability for those new to circuit racing. A specific 'rookie' class within the GT Academy will help nurture those new to racing with support and training, while fixed-price packages are there to help privateers manage their budgets.

A package of three sprint races supporting five British GT Championship rounds will ensure plenty of wheeltime and chances to build experience, with the added thrill of being part of a busy paddock and race weekend. See: www.ginetta.com for more information.

EXTRA PPE FOR CLUBS AND VOLUNTEERS

Motorsport UK supplements Face Covering Guidance with complementary supply of masks to clubs

The supply of free Personal Protective Equipment (PPE) to clubs ahead of the resumption of motorsport at the start of July was a big part of Motorsport UK's effort to get the sport back on track, and helped to demonstrate that the sport can operate safely within increasingly stringent government COVID-19 guidelines. The governing body has confirmed a further supply of PPE for clubs and volunteers, underlining the importance of adhering to its Face Covering Guidance, available at:

<http://bit.ly/MotorsportUKFaceCoveringGuidance>

"After our initial supply of PPE earlier this year, the feedback from the community was extremely positive," said Motorsport UK CEO Hugh Chambers. "We therefore want to maintain Motorsport UK's support to its member clubs

and volunteers, and to reiterate that the health and safety of everyone at events including our marshals, officials and competitors remains the number one priority. This further supply of PPE face coverings will reinforce our commitment to the safe execution of events during the remainder of the season, whilst endeavouring to reduce the burden of additional costs on our clubs and community."

During October, all events with a Motorsport UK permit will be provided with masks for use by club officials and personnel. 20,000 units will be available to events across the British Isles, matching the initial quantity of face coverings distributed in June. Additionally, Motorsport UK will also be providing hand sanitiser to be used by the volunteers on each event.

MOTORSPORT AT KNOCKHILL

With an exciting array of activities available at Knockhill for Motorsport UK Members, whether that's competing at one of our events, in either our local Championships or competing as part of a visiting series - 2021 opportunities available now - or whether it's to participate in one of the following activities... you can rest assured that you'll receive a very warm and hospitable welcome at Scotland's National Motorsport Centre.

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Latest Competitor Ultimate Guides confirmed

Get your race prep up to speed with the latest in our expert online webinars for mind, body and car alike. There is more to going faster than simply being a little later on the brake pedal or more aggressive on the accelerator, as the expert presenters of Motorsport UK's latest Competitor Ultimate Guides will reveal. Covering topics as varied as car set-up to mental preparation ahead of events, they can help you make the most of your next race and realise your full potential.

1 Ultimate Guide to Car Set-up with Driver 61

Wednesday 4th November, 7:30pm

Professional driver coach Scott Mansell will talk you through the tricks of the trade when it comes to car set-up, how to identify potential handling issues in your car and – most importantly – how to fix them.

Register here: <https://bit.ly/3nNMwr6>

2 Ultimate Guide to Mindfulness with iZone Performance

Wednesday 18th November, 7:30pm

Think yourself faster with the expert advice of iZone Performance psychologist Sidd Sampla as he talks you through the fundamentals of consistently exercising the right skills at the right time and avoiding negative and non-productive thoughts.

Register here: <https://bit.ly/2GMFMcG>

3 Ultimate Guide to Data Analysis for Driver Performance with Ben Newman

Wednesday 25th November, 7:30pm

Data is everything in modern motorsport, but only if you understand how to interpret it. Ben Newman of Motorsport Performance Solutions helps you understand what the graphs mean, how to use what they are telling you, and how that translates into making you a better driver.

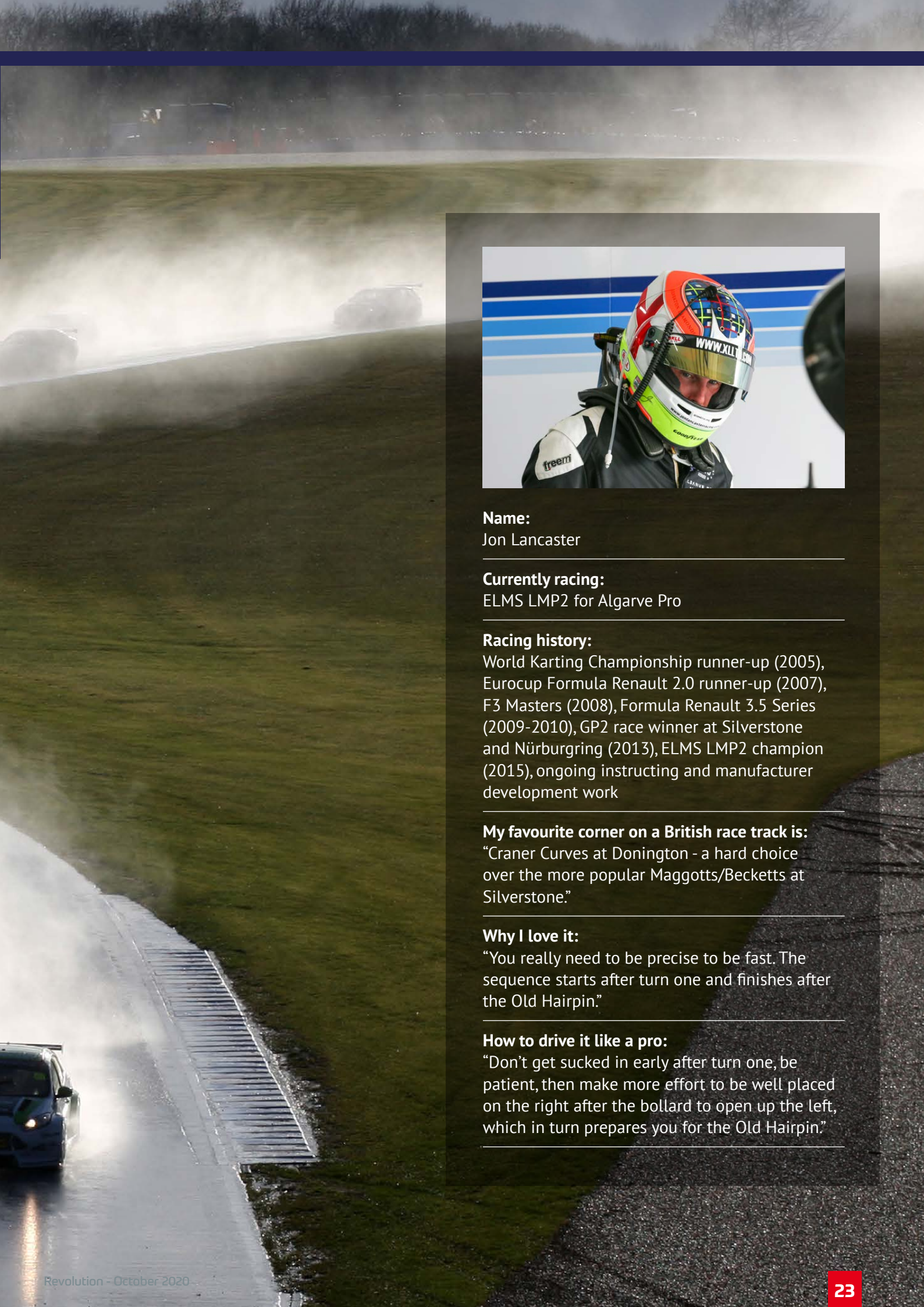
Register here: <https://bit.ly/3lyS5YK>

MY FAVOURITE CORNER

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

Craner Curves, Donington





Name:

Jon Lancaster

Currently racing:

ELMS LMP2 for Algarve Pro

Racing history:

World Karting Championship runner-up (2005), Eurocup Formula Renault 2.0 runner-up (2007), F3 Masters (2008), Formula Renault 3.5 Series (2009-2010), GP2 race winner at Silverstone and Nürburgring (2013), ELMS LMP2 champion (2015), ongoing instructing and manufacturer development work

My favourite corner on a British race track is:

“Craner Curves at Donington - a hard choice over the more popular Maggotts/Becketts at Silverstone.”

Why I love it:

“You really need to be precise to be fast. The sequence starts after turn one and finishes after the Old Hairpin.”

How to drive it like a pro:

“Don’t get sucked in early after turn one, be patient, then make more effort to be well placed on the right after the bollard to open up the left, which in turn prepares you for the Old Hairpin.”

VARIETY IS THE SPICE OF LIFE



“Take the road less travelled through this country’s rich motorsport tapestry and you will discover disciplines that are far more accessible”



While mainstream racing often grabs the limelight, there is a whole world of lesser-known disciplines contributing to motorsport's rich fabric – Ben Barry investigates

Few would-be competitors need reminding that motorsport can be prohibitively expensive and fiercely competitive, not least in the popular series and championships that seemingly everyone wants to be a part of. But take the road less travelled through this country's rich motorsport tapestry and you will discover disciplines that are far more accessible, some eagerly embraced from overseas, others with a quintessentially British flavour dating back to the early days of motoring.

Uniting them all is their relative affordability, a club atmosphere that prioritises camaraderie over rivalry, and the opportunity for keen amateurs to really shine.

Read on to find the club or championship that is perfect for you.



FACT PANEL

Typical entry fee:
£50

Licence:
RS Clubman
(free of charge)

Starter motor:
Suzuki Jimny

Website:
www.twinaxle.com
(planned for 2021)

“Once the bug has bitten, Swann recommends everything from Land Rover Defenders to Suzuki SJs and Jimnys as perfect for beginners”

Cross-Country Challenge

Cross-Country Challenge events are a fantastically cost-effective way to test your SUV's off-road credentials, and the TwinAxle Off-Road Club in Kent is a great place to start. Put simply, Event Co-ordinator Rob Swann describes club events as “like orienteering in a car”. A series of off-road stages (Special Tasks) are linked together on one private site, which drivers navigate at a crawl while collecting a series of ‘punches’ on a scorecard fixed to the vehicle on an event called a ‘punch hunt’, or by threading through a series of marker posts on a ‘cane trial’. “On a recent punch hunt we had 43 punches to collect over 14 stages,” explains Swann. The entry fee was just £50.

Drivers compete in one of three different classes: RTV, Modified and Pro. RTV – standing for Road Tax Vehicle – is ideal for novices, as modifications are limited and the off-roaders can be driven to and from the event.

“You could get away with just fitting all-terrain tyres, and you’ll need a fire extinguisher and first aid kit – but only a helmet and roll bar if you’re driving a convertible,” explains Swann. Even the RS Clubman licence needed for RTV is free.

A co-driver is recommended, if not essential, but they will spend much of their time outside the vehicle, directing the driver over terrain. If you cannot find one, there is no need to worry, reassures Swann. “There are always club members willing to help out,” he advises. In fact, co-driving is a great taster session for the sport.

Once the bug has bitten, Swann recommends everything from Land Rover Defenders to Suzuki SJs and Jimnys as perfect for beginners, with the latter available for under £2,000. “We’re an open and accessible club, our members are happy to give advice to newcomers and you can have a lot of fun while spending very little indeed,” he sums up.

Time Attack

Originating in Japan in the 1980s, introduced in the UK in the 2000s and a Motorsport UK sanctioned discipline since 2010, Time Attack challenges drivers to set the quickest lap time, mostly with modified production cars. While the fastest could have come from Pikes Peak with their outrageous aero, the entry-level classes provide a seamless transition from track days to competitive motorsport.

“All you need is a four-point harness, hand-held fire extinguisher, and your race suit, boots, gloves and helmet,” says Championship Co-ordinator Simon Slade. “We use top UK tracks, and people learn how to hone their driving skills, the art of setting up a car and how a proper motorsport meeting works – our whole team is focused on making that process as easy and undaunting as possible.”

Entry fees are £200-£240, and the RS Clubman licence which is required in the entry-level Run What You Brung category is free of charge. In the main Time Attack championship, drivers can progressively modify their cars within the rules of Motorsport UK as they move up the class rankings, with upgrades such as aero, power and type of tyre pushing cars from the Clubman and

Pocket Rocket classes towards Club Pro, Pro and Pro Extreme - the top-level showcase class.

Ford Fiesta STs and Honda Civic Type Rs are popular starter choices and to test the water drivers can either enter one round in the relevant Time Attack class, or get a feel for the meeting with minimal competitive pressure and low-cost in the Run What You Brung category.

Every driver enjoys at least 60 minutes' track time per meeting, divided into four 15-minute sessions: warm-up, practice, qualifying and the all-important final, from which the results are calculated. In the main Time Attack Championship, cars are split into classes that reflect the potential lap time and various vehicle specifications.

Despite such diverse machinery, Slade says the finishing positions in each class can be separated by fractions of a second. “I often look at the podium and think ‘how did that happen’ – you’ll have an Astra VXR, Golf GTI and Civic Type R all built and prepared by different teams to different criteria, but the times still remain so close. It makes the championship a competitive place to be.”

FACT PANEL

Typical entry fees per round:

£200 (RWYB)
£360 (TA Club & intro Classes)
£420 (TA Pro Classes)

Licence:

RS Clubman - free of charge (RWYB)
RS Inter Club (TA Club & intro classes)
Race Inter Club (TA Pro Classes)

Starter motor:

Mk2 Ford Fiesta ST

Website:

www.timeattack.co.uk



“Entry-level classes provide a seamless transition from track days to competitive motorsport”

“Some of these sections, including Simms in Exeter, have been used since the 1930s”

FACT PANEL

Typical entry fee:
£35-£40

Licence:
RS Clubman
(free of charge)

Starter motor:
Suzuki X90

Website:
www.actc.org.uk

Classic Trials

Classic Trials is one of the easiest and most affordable forms of motorsport available. A typical entry fee is £35-£40, and a normal event involves linking up ‘observed’ off-road sections via road routes. You will typically tackle between 10 and 18 of these observed sections on a Classic Trial – steep slopes with a variety of tricky surfaces on which competitors must get their front wheels past poles marked from 12 near the bottom to one at the top. The lowest cumulative score wins the event.

Some of these sections, including Simms in Exeter, have been used since the 1930s. It is this history that gives Classic Trials its name, rather than the machinery involved. Cars and motorbikes of all ages can compete, as long as they are – perhaps surprisingly – two-wheel drive and not fitted with specialised off-road tyres.

“We try to change the rules to ensure the courses remain competitive, rather than change the courses,” explains Simon Woodall, President of the Association of Classic Trials Clubs, who entered a VW Beetle-based Beach Buggy in his first Classic Trial in 1975, and continues to compete in it today. “There are two ways people get involved: they either volunteer to marshal, or they buy a car and have a go,” he continues. “Both the driver and passenger must have the RS Clubman licence, but that’s free, and the car doesn’t need many modifications. A sump guard is definitely a good idea, perhaps raised ground clearance, and you’ll need a spare wheel and tyre and something better than a foot pump because you’ll be inflating and deflating the tyres numerous times throughout the day.”

Woodall recommends learning from other competitors rather than developing a car in isolation, but points to the (two-wheel-drive) Suzuki X90 as a popular choice for newbies, due to its compact size and raised ground clearance.



“The driver just turns up and races and we do the rest, with all the tyres, wear-and-tear and fuel included”

FACT PANEL

Typical entry fee: TBC

Licence: Over 21 with Truck Racing Licence, or under 21 with HGV licence and Truck Racing Licence

Starter motor: DAF CF

Website: www.btrc.co

Truck Racing

British Truck Racing has been a quirky, highly competitive and entertaining sub-genre of British motorsport since the 1980s. Stuart Oliver has been competing for over 20 years and is introducing an entry-level one-make series for 2021.

The new series – the name of which is to be confirmed – aims to be cheaper and much easier to compete in than the existing one, as the multiple truck-racing winner explains. “Most truck racers are involved with the haulage industry, which makes the logistics of getting a truck to the racetrack easier,” he says. “We plan to offer a full arrive-and-drive service – the driver just turns up and races and we do the rest, with all the tyres, wear-and-tear and fuel included in the cost.”

Oliver hopes to attract a grid of approximately 12 identical DAF trucks built to existing FIA safety regulations. Less powerful than existing Division 1 and 2 machinery at around 750-800bhp, they are also 300kg lighter at 5,000kg, helping to neutralise some of the deficit. “They’re fantastic to drive,” enthuses Oliver.

“We tested them at MIRA against a normal race truck and the driveability is very similar. It’s generated a lot of interest from drivers and sponsors.”

The expected five-race calendar will follow a familiar format to existing truck meetings, with practice sessions and qualification on the Saturday, followed by four 25-minute races starting on Saturday afternoon with the remainder taking place on Sunday.

There is, however, a pretty sensational twist. Because the DAFs are built with more standard parts and are less specialised for circuit racing, they are also better able to withstand rougher surfaces. “We’re looking at doing three races on a circuit, but two at a rallycross venue – we’ve already spoken to Lydden Hill. It will mean drivers have to master two disciplines with the same truck,” says Oliver.

Circuit races will be held on the same weekend as British Truck Racing, with self-contained races, while rallycross events will run to a bespoke calendar.





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



THE SECRETS OF STAYING SAFE

An in-depth look at everything you need to know about protective racing kit – Gareth Evans is your guide

While the list of compulsory safety kit in motor racing is fairly extensive, with myriad options out there, this is one area where it is far more important to know what you are doing, rather than to simply fling the chequebook at it.

You can blow your budget on the flashiest kit available, but if you wear it incorrectly you will be no better off in the event of an accident. That is the message from Dr Paul Trafford, who has been involved with motorsport as a doctor since the 1980s. He is now medical advisor to Motorsport UK and Chairman of its Medical Committee. He has seen it all having worked in rallying, touring cars and single-seater racing alongside historics at all levels.

“Working with the FIA means you see all of the accidents and analysis,” says Dr Trafford. “You realise a lot of issues are because people aren’t wearing equipment properly, or they’re sharing a car and haven’t changed the harness settings so things don’t quite fit as they should. A couple of minutes spent doing it correctly could make the difference.”

This sentiment is echoed by Nicky Grist, former co-driver for Colin McRae and leading expert in racing safety kit with Nicky Grist Motorsport. “If the seat is incorrect, you can still go out and rally because there’s nothing illegal about it. But ultimately you’re not doing yourself any justice at all in a certain type of accident,” he says.

We will now take a look at each aspect of safety equipment and explore various factors you might not have considered.

“This is one area where it is far more important to know what you are doing, rather than to simply fling the chequebook at it”

Helmets

It is crucial that you buy a helmet that fits properly and, ideally, seek expert advice, because it is about more than just comfort, as Dr Trafford explains. “It almost needs to be verging on the uncomfortable to fit properly,” he says. “It will loosen up and give slightly after you’ve worn it. If it slips on and off easily then it’s not the right size.”

And closed face versus open face? Grist advises you think this through carefully. “With a full-face version, there’s a lot more bulk with the frontal area to protect your chin and your face. And the cheek pad elements of a full face become quite critical to give the helmet stability.”

The condition of the helmet is also of paramount importance, and it is something the scrutineers are passionate about, for very good reason.

For example, do not be tempted to cover your plain helmet with your favourite stickers, first and foremost because you risk damaging your lid, explains Grist. “Over time, the incorrect glue will break

down the interior construction of the helmet material.”

But how do you know which helmet is best? There are myriad options out there, but ultimately it comes down to which of two FIA standards you want to conform to. Grist advises buying the best you can afford. “People have to shop to a budget,” he says. “Generally the cheaper they are, the more material the manufacturer puts into the shell to make it strong to pass the [homologation] test. Of course, another negative in motorsport is weight, so that’s another consideration. Really you want to buy as high a standard of crash helmet as you can afford, and the lightest one your budget will allow. That way you’re protecting yourself to the full. The FIA 8860 helmet standard is approximately 30 per cent stronger than the FIA minimum [FIA-8859] standard.”

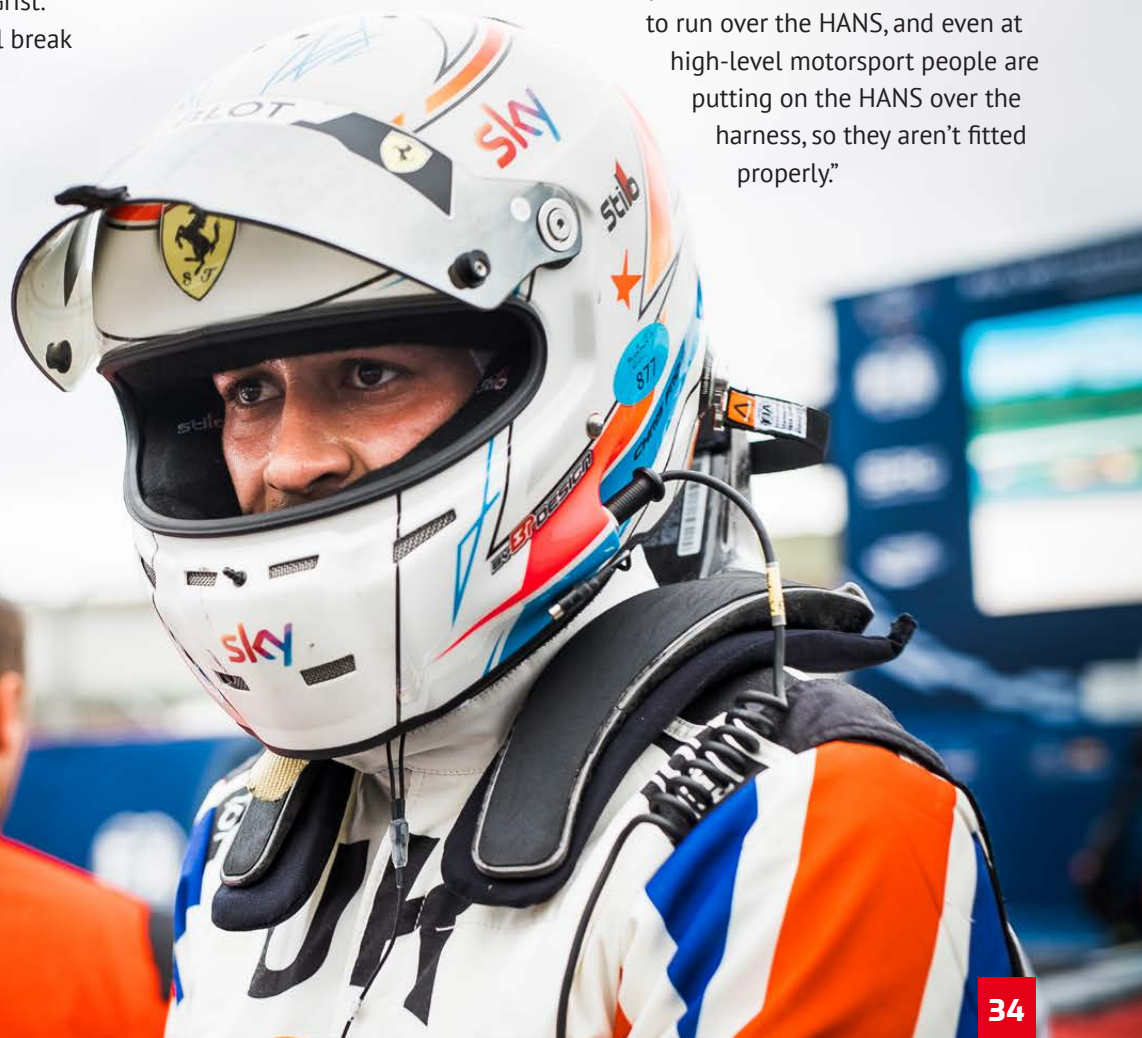
“You want to buy as high a standard of crash helmet as you can afford, and the lightest one your budget will allow”

FHR and HANS

HANS (Head and Neck Support) is the trademark for a commonly used type of FHR (Frontal Head Restraint), the latter being the correct term for the various products available. They come in a range of angles based on the type of car you are driving, so if you drive different cars, it is possible that you will need multiple devices. These are rapidly becoming mandatory in most disciplines.

It is of crucial importance that you get the fitment right, says Dr Trafford. “If you’re in a rally car or a touring car then you’re sitting very upright. In a single-seater, your position is very reclined. In a Formula One car, you’re almost horizontal. If you’re wearing the wrong one, you’ll find the HANS is digging into your helmet, or that you can’t actually get in the seat properly without the HANS being in the way.”

But there’s certainly more education required. “It’s frightening that even now people don’t understand how they work,” explains Dr Trafford. “The harness has to run over the HANS, and even at high-level motorsport people are putting on the HANS over the harness, so they aren’t fitted properly.”





“The sheer variety of fireproof race overalls on sale can be baffling in itself, but they serve one simple purpose”

Racewear

The sheer variety of fireproof race overalls on sale can be baffling in itself, but they serve one simple purpose, as Dr Paul Trafford explains. “They’re there to protect you if there’s a fire. The suits are designed to buy you time.”

Before festooning your overalls with badging from your recent racing conquests, have a good think about what you are doing to their effectiveness in a fire. If in doubt, consult the suit manufacturer or Motorsport UK before making modifications of any kind to your overalls. Suit safety is changing, too, and a new set of regulations already used in top-level racing such as Formula 1 and the World Rally Championship is filtering down to all series. It is called FIA standard 8856-2018 and is designed to increase the longevity of the garment and aims to make them more fire-resistant.

“To make a suit last longer in a fire, you have to increase the density of the material,” explains Grist. “The pay-off for this is that suits will become heavier and less breathable, but your safety is a lot better protected because of it.”

There is less to go wrong with hand and footwear, but always make sure you know what condition your kit is in. The FIA homologation labelling will show when it is going out of date but use common sense as well.

Seats and harnesses

Nicky Grist extols the virtues of proper fitment, not just of an FHR, but of suitable harnesses and seats too. “If you’re going to protect yourself to the full, you have to sit in the seat in your car and take a look at where your shoulders are in relation to the holes in the seat,” he advises. “If your back is above the hole in the seat, then have you got the right seat?”

And don’t forget that your perfectly installed FHR isn’t likely to offer protection from side impacts, says Grist. “The only thing that really does protect you from side impact whiplash is a wrap-around-head seat.”

Dr Trafford agrees. “Get the best seat you can afford and ensure it’s properly bolted in. You need to be able to get your backside right in, so if it isn’t pushed into the back of the seat, that’s when you can start to get pelvic injuries if you have a big accident.”

He continues, “The buckle for the harness should sit roughly in the same place: over your pelvis, lower down. If the

shoulder straps are too short the buckle will be right up on your chest. That’s no good. You’ve got to try to get that buckle in the right place. Men also need to ensure they fit the crotch straps correctly. You need to make sure you’re not putting the belts over your testicles because if you have a big accident, you will know about it...”

Consider carefully how you install your crotch straps, too, says Nicky. “When you’re fitting your seat rails, you should be looking at mounting a bar across the chassis – it could be one of the bars that’s already there – which allows your crotch strap to drop down through the hole, around that bar and then down to locate in the eyelets in the floorpan. The tension would then be on the bar and not on the seat. That’s a simple modification people can do themselves to make sure they’re 100 per cent protected in the event of an accident.”

You should ensure you regularly check your harness for any obvious damage, and always following a big shunt. Fraying on the straps can be a sign that you need an expert to look at it.



Fireproof underwear

While not every race series insists on wearing a full suite of fireproof underwear – socks, trousers, top and balaclava – it is still a very good idea to do so, and furthermore to make sure you are wearing it correctly. Dr Trafford has seen many instances where this has not been the case.

“There’s no point wearing a balaclava if you have it around your neck,” he says. “People get obsessed about wearing full race suits and being flameproof, but the parts that you damage that are really hard to repair are your face and your hands, and they’re the extremities you forget sometimes. If you’ve got a balaclava it should be tucked into your overalls to make sure there’s a seal.”

Grist agrees. “If you do have a fire scenario, burning your skin is one thing, but burning your throat or your lungs is something else. You do not want to swallow flames. Your internals will take a long time to recover.”



Conclusion

You can have all the best kit on sale but if you do not use or wear it correctly, you could end up worse off than if you had chosen the cheapest. Take your time to think about what you are doing and learn how it is all designed to work.

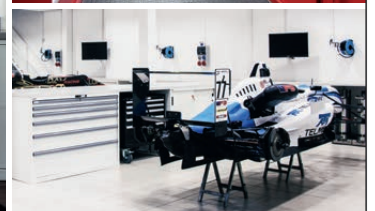
“If you’ve got a balaclava it should be tucked into your overalls to make sure there’s a seal”

WHAT'S YOUR STORY?

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VANTAGE POINT

Inspiring women into STEM careers in motorsport



Race engineer Leena Gade came to prominence as a race engineer for Audi Sport's WEC team, playing a prominent part in three Le Mans victories among other achievements. After moving to Bentley, she is now in charge of the state-of-the-art Vehicle Dynamics Centre at Multimatic's Thetford-based European technical HQ. Her work there includes road and race car projects and she is still a regular at the frontline of motorsport, currently commuting to the US to race engineer the #77 Mazda DPi car in the WeatherTech SportsCar Challenge, a race programme run by Multimatic for Mazda. She is also an ambassador for the FIA Women in Motorsport Commission and is a passionate believer in opening pathways to the sport through encouraging youngsters into courses and careers in the STEM (Science, Technology, Engineering and Maths) fields. *Revolution* spoke with her on this topic and how, in particular, girls and women inspired by her example can succeed in motorsport, not to mention how she felt about once being awarded FIA World Endurance Championship 'Man of the Year'...

“ There are more women around in motorsport, and certainly covering more than the organisational, PR, communications and other roles they have traditionally had a big presence in. I'm certainly noticing a lot more females wanting to move into the industry having studied engineering, mechanics who've become engineers, and drivers – it's still a small percentage but there are certainly more women coming through.

As to what I felt about being awarded 'Man of the Year', I'm in two minds about it! It shouldn't matter whatever gender you are. I do this job because I love it, I want to be good at it and I want to be the best person to do that job. I work with another female engineer on the team I'm with at the moment and she would say the same - she doesn't care that she's a woman, she just wants to do a great job and win races, that's what we're employed for so I'm not sure it needs to be highlighted that way.

Having said that, while awards are there to congratulate someone for their achievements, there's a secondary effect to encourage younger people into the industry and highlight there is diversity.

Things are changing, too. When I was studying at Manchester there were only a few universities

participating in Formula Student but now, having been a Formula Student ambassador and visited some of their events, it is noticeable there are a lot more women on the teams. I think that's a good thing because it shows there's opportunity to do be doing something in motorsport. I don't know why that doesn't always translate into those people working in mainstream motorsport, but Formula Student is about more than just the racing. It gives engineers a chance to shine with their creativity and problem-solving, even if many of them don't have any intention of going into motorsport. It's not a problem, they're just using it as a learning curve to see what's out there.

At university, there were only five women on my course. I think the idea that STEM subjects aren't an option for women comes at quite a young age from the people around them, be that teachers, parents, extended family or siblings. I say that having had parents who were very encouraging of me and my sister going into engineering. We went to a girls' school and, at A-level, I was one of only three in the physics class. Ironically, the only teachers that were supportive of my choice of going into engineering were my French and physics teachers. It wasn't about me not being able to be an engineer because I was a woman, it was more about 'why would you do that',

when you could use chemistry to do medicine and subjects like that. I was the only one to go into engineering in my year and, thereafter, the next person was my sister three years later. It was some time ago and I hope things have changed since, because we've got a shortfall of engineers in the UK.

I think there's still a way to go in terms of opportunities for girls to follow STEM pathways but there's definitely more awareness and we should support girls who want to go off and study STEM subjects or be involved in related industries. As I said, at my school everyone studying chemistry went into biomedical industry, medicine, dentistry, those kinds of things. Now I think girls have a much more diverse range of opportunities in the subjects they study or apprenticeships they go for.

As the numbers are increasing there's definitely a positive effect. Is it enough? You can't make a wholesale change and sometimes you have to chip away at it. I don't think there's an unconscious bias or an actual barrier to women coming into this business from the people already there. Certainly, on the teams I've worked on with younger generations they think having a female mechanic, engineer or driver is normal and just how it is.

In my work as an ambassador for the FIA Women in Motorsport Commission, we have initiatives like Girls On Track running events alongside motorsport to show them the different parts of the industry. I think it's a good way of getting people who know nothing about the sport exposed to it. There are also other initiatives to guide young females who want to become drivers. There's a lot of work in the background to support women who are either already in the industry or ones who are coming through the ranks to understand the business and how to handle some of the challenging situations you can find yourself in.

It is interesting, though. The Women In Motorsport Commission did a study on why there's an age where you don't see girls progressing into motorsport. As I understand it, kids exposed to multiple sports usually settle on the one they feel most passionate about and will pursue as a fan or competitor when they are aged about 11. At that point the split between boys and girls in karting can be 50/50 but, as they get older, there are people around them - perhaps subconsciously - telling them they can't do it or will never be successful. Now, that's sweeping with a broad brush, it's not necessarily the only reason it happens but it is part of why we don't see more



women carrying on. I honestly do think after a certain point of being told this isn't the industry for you, you're not going to be very good at it because there is a whole lot of guys involved, or you don't have the stamina, some people will simply think I'm not going to bother. I think that's terrible because if you're only taking 50 per cent of the population into an industry how do you know you've got the best?

As to how we change that, while there are women working as technical directors, engineers, team principals, mechanics and managers, I think having a female chief designer or world champion would be a huge deal.

It's already happened in the motorcycling world with Anna Carrasco, who is a world champion on bikes. They took an interesting route to getting more females into the sport by creating a series for women to start out in, chipped away at it over time and the ones who rose to the top have ended up competing against the guys. If you think about motorcycling, you'd think from the outside that it's quite a one-sided sport, there's a lot of bravado but now there's a female world champion and that's pretty awesome. Motorsport needs that mentality change, where it becomes normal.

Across the board, it's an important discussion that does need to keep happening, because the momentum is quite slow. Next year is 10 years since I first won Le Mans as a female race engineer and since then nobody else has come along and we have to look at why that's not translated into the normal. At the same time, it's an opportunity for things to change and I think the more people plug away at it, the more people are going to look at motorsport as a business and an industry where you can succeed, irrespective of age, gender, ethnic background or anything else.



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WHAT'S ON

October / November 2020



23rd-25th October, PF International (IAME, TKM and Bambino)

Motorsport UK British Kart Championships

A busy weekend of racing beckons at Lincolnshire's PF International circuit, with various championships competing over the course of the weekend. IAME Cadet, plus the Mini, Junior and Senior X30s, will be in action for the fourth and final round of their respective series, while the third and final round of the TKM championships will also be taking place. If that was not enough, PFI will also host the finale for the Bambino championship following the previous rounds at Rowrah and Mansell. Expect the action to be thick and fast as this will be the last chance to make up places and settle titles across all participating classes.

24th-25th October, Snetterton

Kwik Fit British Touring Car Championship

A hectic season in the Kwik Fit BTCC draws to a close with the penultimate round at Snetterton. As it stands, just 12 points separate the top three drivers and – mathematically at least – any one of 11 drivers could walk away with the title at the end of the season, so there will be all to play for. As with any BTCC weekend, there will be plenty of other championships running in support too, each with its own end of season battles. These include the British F4 Championship, Ginetta GT4 SuperCup and Junior Championship. Check out ITV4 for full live coverage of the racing, with highlights on ITV. You can also watch the racing via the livestream on: itv.com/btcc



23rd-24th October Portuguese Grand Prix (Portimão) and 31st October-1st November Emilia Romagna Grand Prix (Imola)

Formula 1®

It has been an unusual season for Formula One, but the championship has risen to the challenge and delivered a packed calendar and plenty of racing. Standing over it all is the figure of Lewis Hamilton, who arrives at Portimão having equalled Michael Schumacher's total of 91 Grands Prix victories and looks well on his way to matching the German's tally of seven championship titles. Whether behind closed doors or not, the sight of F1 cars on the swooping Algarve circuit will be a thrill, before F1 makes its third trip of 2020 to Italy the following week for a return to the legendary Imola circuit.



7th-8th November, Silverstone

Intelligent Money British GT Championship

The British GT Championship has seen some fantastic racing in 2020. Sadly the Silverstone 500 finale will take place behind closed doors but the action looks set to be as dramatic as ever, with Jenson Button making his GT3 debut alongside Chris Buncombe in the Jenson Team Rocket RJN McLaren 720S GT3. The team, which Button founded with Buncombe, is also in the fight for the overall title with its pairing of Michael O'Brien and World's Fastest Gamer James Baldwin. Support series for the main event include the Ginetta GT5 Challenge, the Porsche Sprint Challenge GB and BRDC British Formula 3 Championship. You can watch the action unfold live on the British GT Championship's **Facebook page** as well as the SRO GT World **YouTube channel**.



7th November, Oulton Park

Motorsport News Circuit Rally Championship Neil Howard Stages in association with Graham Coffey & Co. Solicitors

Stage rallying has been hit hard by COVID-19 restrictions but single-venue events like the Motorsport News Circuit Rally Championship give rally fans something to cheer. Organised by Bolton-Le-Moors Car Club, the Neil Howard Stages uses stages created on and around the famous Cheshire circuit. The first of the eight-round Motorsport News Circuit Rally Championship, this series attracts both classic and modern rally machinery and is run in association with MSV Racing. The event includes the new MX5 Class, designed to offer an affordable route into single-venue rallying with lightly modified cars that can be affordably prepared by those new to the sport. See: msnrallychamp.co.uk for more.

19th-22nd November, Belgium

World Rally Championship Renties Ypres Rally

In a turbulent year, Welshman Elfyn Evans is maintaining a commendably cool head – and a championship lead – as the WRC heads towards a thrilling conclusion. British fans will be missing the traditional autumnal round in the Welsh forests but the chance that a local boy could take the top prize is some consolation and the disadvantage Evans carried by being first on the road in Sardinia will be reversed for the tarmac event in Ypres. His biggest championship rival is, of course, his own teammate Sébastien Ogier and both will be in Belgium for the one-day Hemicuda rally at the end of this month, where the drivers will be keen to get their eye in and set-up sorted ahead of the main event in November.





Image: Mathieu Bonnevie



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PREPARING FOR THE 2021 SEASON

A frantic season continues but are you prepared for next year and beyond?

Without question, 2020 has been one of the most bizarre seasons ever. The strength and resilience of the sport has shown itself in recent months, under the most difficult of circumstances. Motorsport UK has managed the situation incredibly well given the times we find ourselves in. They have ensured we can all get back on track and for those whose livelihoods rely on the industry, keep the money moving. The action taken by Motorsport UK to get all levels of motorsport operating should be applauded as it has protected our hobbies, industry and many jobs. A year without any racing would have been disastrous for teams, drivers and all other businesses that supply and support the industry. We owe them a beer!

The delay in racing meant revised and condensed calendars have been shoehorned into the year-end, leaving little time between race meetings and will push the season deep into the winter months. Some report that the season has been busier than ever and the motorsport industry must of course conclude the year as best it can, but the 2021 season will soon be upon us.

2021 will prove to be an incredibly important year for motorsport, recovering and rebuilding from the turmoil of 2020. Even with stretched calendars and a short winter break, now is the time to be planning for next year in order to maximise any opportunity that presents itself. Of course, budgets and cashflow are tighter than ever, some sponsors may withdraw their commitments and less overall track time may equate to less revenue for others.



Charlie B Photography

Uncertain times do create opportunity, as some stand still and others fall away. Investing and expanding your activities to make the most of these strange times will put you in pole position for next year and beyond. Drop a gear, put your foot down and get ahead.

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Our network of motorsport specialists and contacts may even be able to help you find a driver or sponsorship. If you are unsure how to grow your business, let us work with you. We are only a phone call away for a chat.

Rob Johnson is the Managing Director of Classic & Sports Finance, a keen racer and keen supporter of the motorsport industry. For further information contact rob@classicandsportsfinance.com or call 01869 351512.

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SHIRLEY GIBSON

The celebrated rallycross championship organiser explains her love of the sport and how she is working to guarantee its future into the electrified age.

With husband Rob, Shirley Gibson has been a mainstay of the British rallycross scene since the late 1960s, her @MrsRallyCross Twitter handle symbolic of her devotion to the discipline, both as a fan and a championship organiser. Having created the Retro Rallycross Championship in 2012, Shirley is now one of the driving forces in setting up the Electro Rallycross Championship. Undaunted by the challenges COVID-19 has thrown at the series, she sees a great future in electrified motorsport with the short, sharp races and spectacular action of rallycross providing the perfect showcase for sustainable competition.

Revolution: “What is your earliest motorsport memory?”

Shirley Gibson: “I guess it would be back in 1969 when Rob and I were at his parents’ house and rallycross was on the television and really inspired us to do something in motorsport. He’d already introduced me to his love of fast cars and, in 1970, we joined the Potteries and Newcastle Motor Club. It was a busy year – we started to get involved in their events, went to Lydden Hill for the first time and we also got married!”

R: “What are your recollections of seeing motorsport for real for the first time?”

SG: “We drove down to Lydden Hill in Rob’s Austin-Healey Sprite, which became his first competition car. We slept in the car on top of the hill, which was pretty cold and uncomfortable, but we watched the event the next day. After that, if anything was happening at Croft, Brands Hatch or Lydden Hill we’d go along. The stepping stones into competing were the autotests, hill climbs, autocross and inevitable treasure hunts and similar events, before Rob started getting involved in rallycross with the Sprite. It had a Ford twin-cam engine and was very quick – he had a lot of success in

that car until the rules changed and he had to move on.”

R: “Who is your unsung hero from the history of motorsport who you feel deserves greater recognition?”

SG: “I don’t know, that’s an unfair question because there are so many. The guy in the workshop beside my office says it should be him! If we stick with rallycross then two drivers I’m especially close to would be John Taylor and Barry Lee. They were pioneers and really helped push the sport forward but I think my absolute favourite driver back in the day was Rod Chapman – he’s still a good friend today.”

R: “How and when did motorsport evolve from a hobby into a job for you?”

SG: “Rob had competed in every European championship round that came to Lydden Hill, right the way through to the early 1990s. I’m an accountant and I was asked if I could take over in that role for the United Rallycross Drivers’ Association (URDA), before later being promoted to president. It was quite a political role supporting the drivers’ point of view. They needed representation and we were able to implement many changes for the good,

safety being a huge priority. We also had to take care of the drivers’ sponsors so TV coverage was right up there too. We had previously enjoyed good coverage across Europe until there was a change in the production company who was more interested in making crash videos. There was only one person I could go to so I approached Bernie Ecclestone – I found a number, rang him and we had a long conversation following which he assigned me the rights to manage the TV production and broadcast. These were controlled under the guidance of Bernie with significant input from URDA Directors Martin Schanche and Kenneth Hansen.”

R: “As well as the Retro Rallycross Championship you have also been involved with setting up the Electro Rallycross Championship – how did that come about?”

SG: “That came through my good friend John Taylor. He told me about Elimen Racing and this project they’d been working on – he’d met them in Dubai. I think they’d been making electric jet skis and I was very impressed with them but we had to keep it to ourselves until we were confident we had a product we could use and was proven.”

R: “What challenges did you face with the switch to electric cars in an action-packed discipline like rallycross?”

SG: “I worked with Motorsport UK on getting electric regulations written [Revolution, May 2020]. They’re a great bunch of people and we were all set to go and then along came COVID-19. We had cars in-build but a lot of the components were coming from Wuhan, so production came to a complete halt and it was all quite sad. I am keen for people to know what we’ve been doing, how wonderful the product is and how excited we are but I didn’t want to make too much noise if it wasn’t going to happen for a while.”

R: “It sounds like a great initiative, especially given the ongoing discussion about how to make motorsport more sustainable and accessible.”

SG: “It is, and David Richards has been very helpful and so has the team at Prodrive. Elimen Racing has devised a programme for students and people who want to get involved in this technology for schools, colleges and universities. We’re having to wait until we can announce it formally but it’s going to happen and it will be very exciting.”

R: “What is it about rallycross that continues to get you so fired up?”

SG: “Rallycross to me is the complete package. It’s a series of events where spectators are encouraged into the paddock, they can get close to the cars and meet the drivers. The competitors love that side too, they don’t shut them off, they welcome families and that’s very much the feeling in the paddock. And where else would you get so many different races, with short, sharp, fast and competitive heats in one day? Every race is different, every heat is action-packed, it’s just so exciting and you can follow the whole story as a spectator.”

R: “It is interesting to see celebrity sports stars such as Sir Chris Hoy and John McGuinness coming into rallycross – is that helping to raise the profile?”

SG: “I think it’s a wonderful idea having these people from different sports. It all helps to promote rallycross and if people have not paid attention to it before, they are now.”

R: “What is your happiest memory from all your years in rallycross?”

SG: “Gosh, there have been so many memorable days over 50 years! I was incredibly proud to see my first full grid of cars go out for Retro Rallycross and that was a special moment. Another would be from 2015 when I was contacted and asked if I could assist the BBC in putting together a feature to commemorate the time spent in rallycross by the late John Button. John was a friend of mine and Rob’s. I’ve known Jenson since he was born so helping out came easily. Jenson wanted to drive a Beetle, as his father had back in the day. We had a fabulous Beetle in the Retro Rallycross collection, owned and raced by James Harrold, so finding a car was straightforward too. Jenson brought David Coulthard along with him and they both enjoyed their time in the Beetle, the programme was shown as a special feature at the Russian Grand Prix later that year. To have helped in giving a Formula One champion his first ever rallycross experience was a good feeling!”



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CLUB CORNER



Club Corner: Truro High School Motorsport Club

The first school motor club to gain Motorsport UK affiliation proves how inspiring kids can secure the future for the sport

Sustainability and inclusion are big topics for Motorsport UK and clubs have a vital role in promoting these themes at a grassroots level to safeguard the future of the sport. Accordingly, Truro High School Motorsport Club is hopefully the first of many schools to become fully Motorsport UK affiliated (it registered with Motorsport UK in 2019) and inspire its pupils to explore opportunities in STEM (Science, Technology, Engineering and Mathematics) and, hopefully, the careers in motorsport such qualifications can open up.

As a girls' school, Truro High merits particular attention for helping to break down barriers for its pupils, as club president Louise Goodman affirms. "Motorsport is a long-held passion of mine and it's great to see that so many of the students at Truro

High School for Girls share that passion," she says in school publicity material. "The fact that they're girls makes it even better as it helps to quash the silly belief that still pervades in some quarters, that motorsport is 'for the boys'. The sport provides a wealth of opportunities for both sexes, whether that's from a career perspective or just as a fan."

Motorsport UK chairman David Richards is also a supporter. "Our major focus is directed towards encouraging young people into motorsport and the benefits that participation can offer to their education and the curriculum in general," he says in a news story on the school's website. "To see a girls' school join 720 other motor clubs as members of Motorsport UK is an encouraging endorsement of our efforts."

We spoke with the school's Head of STEM Jon Dean to find out how it all came about. "About eight years ago I was given the key to a shed and wondered what was in it," he recalls. "It turned out it was being used to store a single-seat electric car, but I was told that none of the students wanted to drive it because they were so embarrassed after they took it to a meeting at Newquay and it only managed 7mph. So we took it to some local firms, such as a local disability scooter company here in Cornwall. We also got some help from Johnny Hawkins of Hawkins Motor Group and we raced it again the following season where we hit 22mph – everyone felt a lot better about themselves after that!"

Things moved fast from there and the club is now the biggest in the senior school, with around 30-40 members. "We now have a purpose-built engineering room, although we still maintain the shed!" laughs Jon. "Motorsport UK consultant Kevin Moore suggested we should apply to be an official club and

it was a great move. The fact that we're a girls' school attracts some attention – we have Louise Goodman as our president, support from McLaren and Williams engineer James Robinson and F1 engineer Cristiana Pace. David Richards takes an interest too and we have been very lucky to have their support."

Motorsport UK accreditation does more than open doors, with club members enjoying the full range of opportunities this affords, including training as marshals. In terms of racing, the popular Greenpower series has provided the main focus for the club's sporting activities, with its dedication to helping school children learn engineering skills and how to apply them to sustainable motorsport providing the competitive arena in which the pupils can test their skills. "Greenpower has opened up everything for us," agrees Jon Dean. "We now have our fifth car and we've got girls aged from 11 to 18 participating as drivers and engineers."





In an educational environment this is obviously a big attraction, and an opportunity Jon is keen to maximise. “While everyone wants to be drivers, we try to encourage them to look beyond that because the industry needs engineers,” says Jon. “We don’t have any official Design Technology (DT) time but we do have some days where we can take them out of regular class for STEM activities, which has seen us claim three out of the six trophies in the Rotary Club’s Technology Tournament against other schools that have DT in their curriculum.”

Without wishing to labour the point, Jon does believe the fact that the club is part of a girls’ school is an important statement. “Because the boys are so keen to take part it can be more of a challenge in a mixed school to get the girls to think about STEM subjects,” he says. “They’re good at it – sometimes much better – and this environment helps encourage them.”

While the school’s location does present the club with logistical challenges when it comes to attending race meetings, Jon is clearly adept at turning this into opportunities. “Our nearest circuit is Castle Combe and we’ve raced at Goodwood, Dunsfold and various other tracks, so it can mean two nights away,” he points out. Keen to get as much value out of these trips as possible, he typically arranges visits to engineering and motorsport companies so pupils can see the kind of job opportunities STEM subjects can open up.

“Because the boys are so keen to take part it can be more of a challenge in a mixed school to get the girls to think about STEM subjects,” he says. “They’re good at it – sometimes much better – and this environment helps encourage them.”

As in all motorsport, sponsorship, fundraising and financial support are another essential part of the club’s activities. “We’ve got three drivers per vehicle per race, so now I need 15 sets of gear,” he reflects. “While we’re able to get some discounts, raising money is the biggest thing.”

As for Jon himself, after 38 years as a biology teacher, he says the club has reignited his passions for both motorsport and engineering. Events such as an open day held on school grounds bring in children from other local schools, although he admits keeping the parents away from the full-size replica of Lewis Hamilton’s Formula One car was a challenge! Like any motor club, public events such as this and hosting classic car meets at the school are a vital part of publicising the club’s activities and engaging with the local community.

In terms of its important mission to inspire a fresh generation into motorsport, it is clear that the club is doing a great job, and one that will hopefully inspire other schools and educational establishments to follow suit.



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BRDC British F3 Championship

3rd-4th October, Snetterton

Running as support to the British GT Championship, the BRDC British F3 Championship ran four races in two days at a rain-soaked Snetterton with different winners in each. Race one went to Carlin's Kaylen Frederick, Kush Maini of Hitech GP took race two, Louis Foster of Double R Racing triumphed in race three and in race four it was Ulysse De Pauw of Douglas Motorsport. With one win and two second places, it was a strong weekend for Frederick in particular, De Pauw also showing great consistency with top five places in three out of the four races. With two rounds and six races to go, Frederick is now only nine points behind Maini in the overall standings with Louis Foster also in the running.



Intelligent Money British GT Championship

3rd-4th October, Snetterton

The British GT Championship has delivered some fine racing in 2020, grids packed with exotica from iconic brands such as McLaren, Lamborghini, Mercedes and Aston Martin all adding to the spectacle. Snetterton delivered seasonably damp conditions and challenging grip levels for all to contend with, the 2 Seas Motorsport McLaren of Jack Mitchell and Jordan Witt becoming the seventh winners in seven rounds in race one. The TF Sport Aston Martin of Daniel Vaughan and Jamie Caroline took the GT4 win. In race two, the Lamborghini of Barwell Motorsport's Adam Balon and Phil Keen took the team's second GT3 win of the season, HHC Motorsport's Jordan Collard and Patrik Matthiesen turning the tables on Vaughan and Caroline to win the GT4 race.



F4 British Championship

10th-11th October, Croft

With two rounds and six races still to run, the F4 British Championship is hotting up, with series leader Luke Browning holding only a slim points advantage after the two races at Croft and work to do if he is to take the title. With six wins under his belt, his Carlin rival Zak O'Sullivan appears to have got the momentum for the moment, this tally including victory in race one at Croft ahead of Casper Stevenson, while Browning could only manage sixth. Stevenson flipped the result for race two and took the win, O'Sullivan's second place still reaping a decent points' haul with Browning joining him on the podium and setting the fastest lap of the race. All three are in with a shout of the title, offering the promise of a fierce fight in the remaining races.



Motorsport UK British Kart Championships

A flurry of activity in the British Kart Championship saw rounds for IAME and Bambino at Mansell at the end of September. Winners included Edward Haynes in Bambino, Zachary Knight in IAME Cadet, Vinnie Phillips in Mini X30, Oliver Greenall in Junior X30 and Clayton Ravenscroft in Senior X30, all categories with one round still to run. The weekend of 9th-11th October saw Honda Cadet, TKM and KZ2 categories in action at Fulbeck. Ewan Charman took the win in Honda Cadet, Alistair Cresswell and Adam Sparrow were winners in (respectively) Junior TKM and TKM Extreme while Ryan Cannon took top honours in KZ2. However, a last corner overtake by KZ2 driver Joe Charlton to claim sixth place in the race saw him clinch the championship title and become the first British Kart Champion of 2020. A week later the Rotax competitors were at Clay Pigeon, winners comprising Jacob Ashcroft in Micromax, Harry Linden in Minimax, Matthew Higgins in Junior Rotax, Kai Hunter in Senior Rotax and Henry Ayers in Rotax 177.



Motorsport UK British Car Trial Championship

Ernest Owen Car Trial (27th September), David Maitland Trial (11th October), Autumn Trial (October 17th) and Golden Springs (October 18th)

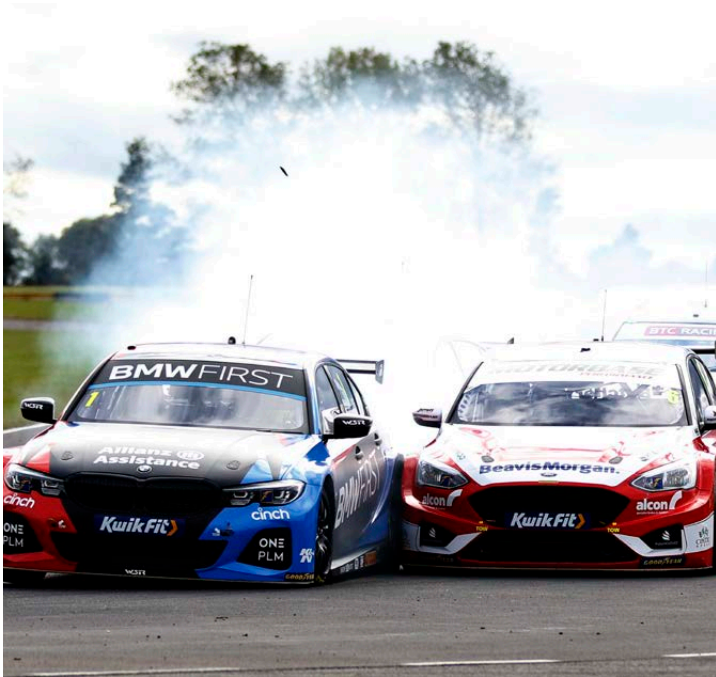
You can read more about the accessible charms of trials in this month's *Revolution* and evidence of the discipline's enduring popularity is clear in the busy calendar of events taking place as part of the British Car Trial Championship. Late September saw the Ernest Owen Car Trial in Derbyshire, followed in short order by the David Maitland Trial and then a double-header weekend of the Windwhistle Motor Club's Autumn Trial and Woolbridge Motor Club's Golden Springs events brought the 2020 series to a close. The title went down to the wire with Trevor Moffatt claiming his first British title at the season finale. Further information available on the championship's Facebook page at: [@CarTrialUK](#)



Motorsport UK British Autotest Championship

27th September, Wrexham

In accordance with tighter Welsh restrictions, organising club Knutsford and District Motor Club came up with an innovative solution to limiting the number of people on site for the final round of the Motorsport UK British Autotest Championship, splitting the 28-car entry into two halves and running separate 'shifts' in the morning and afternoon. Championship leaders Paul Swift and Malcolm Livingstone were among those running first and set a blistering pace, a broken driveshaft for Swift's Mini Special while trailing Livingstone costing him dearly. He fixed it and set out to make up for lost time but it was Livingstone's day and, with it, the championship, beating Swift by just six points by the final reckoning.



Kwik Fit British Touring Car Championship

10th-11th October, Croft

An exciting weekend of racing at Croft shook up the order in the BTCC after the championship leaders all suffered misfortune and opened the floor to new contenders. Colin Turkington's dominant position in the standings was undermined after he left the track in race two and suffered a mechanical failure in race three. Third place in the first race was the best he could manage. Ash Sutton and Rory Butcher also got tangled in dramas, leaving the door open to Josh Cook of BTC Racing to bag two victories out of three races in a great weekend for the team. Tom Ingram took race three in his Toyota, Cook's teammate Tom Chilton rounding off the weekend with a third place and a great result for the BTC Racing team.



Motorsport UK iRacing Esports Series powered by iZone

If there has been one form of motorsport to flourish under lockdown and COVID-19 restrictions, Esports would be it, with the popular Motorsport UK iRacing Esports Series continuing with rounds at (virtual) Lime Rock and the Nürburgring. At the former, winners comprised Gordon Mutch in league one, Sam Sanders in league two, Mikey Doble in league three, Dan Blake in league four, Michael A Jones in league five and James Cater in league six. At the Nürburgring it was Mutch again in league one, Keiron Vernon for league two, Robbie Stapleford in league three, Rik Koen in league four, Peter Reed in league five and Alan Jones3 in league six. With three rounds to go Mutch, Vernon, Doble and Koen lead their respective leagues while the top three in league six are separated by just five points.



Motorsport UK British Sporting Trials Championship

18th October, Long Compton

With a heritage stretching back to 1948, the British Sporting Trials Championship has a rich history and strong following. After enjoying fine early autumn weather in Newent at the end of September for the Peter Fear Sporting Trial (won by Andy Wilks), the action moved to Warwickshire for the next round run by Midland Trials Car Club. The conditions may have been a little gloomier but the competition was fierce, the Sherpa driven by Ian Veale with Tristan Veale as his passenger taking the overall win. The season continues late into the year with the last event due in December.

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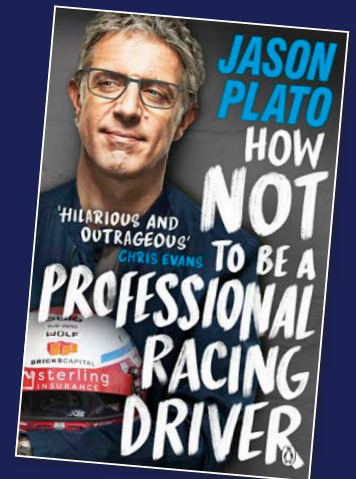
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**Sitting Tuesday
6th October 2020**

**Bob Kettleboro, Chris Mount,
Tony Scott Andrews (Chairman)**

**J2020/05 BRSCC Fiesta
Championship Appeal**

This is the Appeal of Isaac Smith, a competitor in the 2019 BRSCC Fiesta Championship who considers that championship points have not been awarded in accordance with the Championship Regulations. The allocation of points was considered by the Championship Stewards who issued two decisions on 2nd March this year. Mr Smith appealed both those decisions and the Appeal came before a Chairman of the National Court for consideration of whether the Appeal met the requirements of General Regulation C7.1.3. The resultant decision dated 17th March was that Mr Smith had an arguable case that a gross miscarriage of justice had occurred such that the Appeal could proceed to a hearing but limited to only the Second Ground of his Appeal and as to the correct construction of Article 1.6.1 of the 2019 Fiesta Championship Regulations.

The relevant history of this matter involves two rounds of the Championship whose regulations provide that two championship points will be awarded to the driver who sets the fastest lap.

The first relates to a round of the Championship held at Cadwell Park in May last year. Isaac Smith set fastest lap and, in accordance with CR 1.6.1, was awarded two points. He was later disqualified from that race for a driving standards offence and the

two points were awarded to the driver with the next fastest lap, Ryan Falconbridge.

The second relates to a round of the Championship held at Anglesey the following August. On this occasion David Nye set the fastest lap and received the two points. Isaac Smith set the second fastest lap.

Because of concern as to the awarding of points BRSCC, the organising Club, asked the Championship Stewards to consider the points awarded for fastest lap at the two meetings mentioned above. Reference was made to CR 1.6.1 from which it is clear that points are awarded to drivers classified in the results and to those drivers only. (To determine who is classified and who is not, one looks to General Regulation Q.17.3.).

The Stewards considered the event at Anglesey where it appeared that Nye had completed only six laps. This being less than the 80% of race distance required by GR Q.17.3, he was not shown as a classified finisher in the Final Results. It follows that he was not entitled to receive the two points for fastest lap and they were accordingly removed.

Whilst accepting that he himself was not classified at Cadwell Park and not therefore expecting to receive points for his fastest lap, Smith did expect to receive two points for his second-fastest lap at Anglesey on the demotion of Nye, as had happened when he was disqualified at Cadwell Park and "his" two points were awarded to Falconbridge.

The Championship Stewards, however, whilst accepting that points could not be awarded to non-classified competitors

and Nye's points having been removed, declined to award those points to Smith who was classified in the results and who had set the second fastest time.

The reason given was that there is no specific regulation in the Championship Regulations permitting them to allocate points to another competitor.

It was for that same reason that the Stewards also considered it to have been inappropriate for Falconbridge to have been credited with points for fastest lap at Cadwell Park on the demotion of Smith and therefore removed those points as well.

It is the view of this Court that the absence of such a regulation is unsurprising as it would be unnecessary. CR 1.6.1 clearly states, *inter alia*, that points for fastest race lap "will" be awarded. As points can be awarded only to a classified competitor it follows that whoever amongst the classified drivers set the fastest lap should receive two points. What an unclassified competitor does in this regard is irrelevant.

As for the Appellant, he should be credited with the two points removed from Mr Nye at Anglesey.

BRSCC are directed to recast all points from rounds of this Championship affected by this decision (which will include the round at Cadwell Park where the points removed from Mr Falconbridge should logically be re-instated) and the resultant Championship results published accordingly.

The Appeal fee paid by the Appellant is to be returned.

The Court appreciates that this interpretation may well not be as

organisers might wish or be as intended such that regulations will be amended (possibly by removal of the preface that points can be awarded only to competitors who are classified) but this Court is charged with interpreting the regulation as it is currently written.

Sitting Tuesday 6th October 2020

**Bob Kettleboro, Chris Mount,
Tony Scott Andrews (Chairman)**

J2020/06 Porsche Carrera Cup Appeal

This is the Eligibility Appeal lodged by In2Racing Limited, a competitor in the Porsche Carrera Cup Great Britain 2020, which arises from the round of the Cup held at Brands Hatch on Sunday 9th August this year and relates to the matter of weight.

The precise details are set out at Cup Regulation 5.4 but briefly it requires the car itself to weigh no less than 1,220kg, the combined weight of car and driver to be no less than 1,305kg and the driver to be no less than 85kg. The above references to driver weight include the driver's personal equipment as worn in the car. Regulation 5.4.6 requires each driver to present to the official scale located in the technical awning prior to each Qualifying Session. If the weight of the driver and personal equipment is less than 85kg then equalisation weight in the form of Porsche ballast plates must be fitted. The precise location of the ballast within the car is specified.

The appellant states that their driver, Ross Wylie, attended the technical awning to present himself for weighing but, as no one was present he left and returned a little later but again found no one there. Mr Wylie's own statement reads "I weighed myself on the official scales and as expected was underweight and the team had to add ballast of 3.5kgs." At the end of the race on Sunday Mr Wylie finished in third position. Whilst waiting

for the podium ceremony the three drivers were each offered bottles of water by persons associated with the Cup. Mr Wylie says that he took two bottles as it was a particularly hot day. Once released from the podium he went to scrutineering where he was weighed. It was determined that the combined weight of the driver and the compensation ballast was less than the stipulated 85kgs. Specifically the driver weighed 79kgs and the compensation ballast plate 3.5kgs, a total of 82.5kgs. A Non-compliance report was issued which resulted in Mr Wylie being disqualified by decision of the Clerk of the Course.

It is against that decision that this Appeal lies.

The Appellant maintains that the only reason the driver is weighed is to determine the amount of any ballast and that once this has been calculated the ballast remains in place for the remainder of the event. That is to say any subsequent variation in driver weight during the event would not necessitate further weighing and variation of ballast. This being so it is argued that the weight of the driver after the race is irrelevant and, further, that this is entirely consistent with there being no requirement within the regulations for the driver alone as opposed to the car to be subjected to further weighing.

The appellant contends that as post-race weighing showed the car was above the minimum weight and that car and driver combined weight was also above the minimum weight, the failure of the driver plus ballast to equal or exceed 85kgs is of no concern. It is also stated that because of the unusually high temperature that day the driver had obviously lost a lot of fluid such that his overalls were soaked in sweat.

The Eligibility Scrutineer in his first submission refers to the circumstances in which Mr Wylie was weighed after the race. Two readings were taken each being 79kgs. The ballast in the car was therefore expected to be 6kgs but was ascertained as being but 3.5kgs. (Had a 6kg ballast plate

been used its actual weight according to Regulation 5.4.7 would have been 7.2 kgs.)

Notwithstanding the driver weight and ballast being only 82.5kgs the combined car and driver minimum weight was still met. It is unclear to the Court what constituted any additional weight of the car or its location to bring the car up to the minimum combined weight but there can be no doubt that it exceeded the stipulated minimum.

The issue for the Scrutineer is that taking the driver weight as at the end of the race the ballast required was 6kgs and the car held only 3.5. The driver maintains that he weighed more than 79kgs prior to qualifying but there is absolutely no evidence of that. Indeed, nowhere in the documentation before the court is any precise figure mentioned although there is obviously an implication in Mr Wylie's statement that 3.5 kgs would be needed and the scrutineer refers to Mr Wylie's race engineer asserting that the pre-qualifying weight was 82kgs. The scrutineer states that he has no record of Mr Wylie presenting himself for weighing prior to the Qualifying Session.

The Court finds that it is for competitors to establish that their car is eligible at all times during the event or, specifically in this particular case, to be able to show that the car carries the right amount of ballast. It is unfortunate that no attempt was made by the competitor to establish the driver's weight (and hence the required ballast) to the satisfaction of a scrutineer prior to qualifying. The only definitive weight for the driver is that obtained after the race and, on the basis of that figure, there was insufficient ballast in the location specified in the regulations. It should be added that it is not for the scrutineer to speculate on the weight loss claimed by the driver.

In all the circumstances the Appeal fails and the appeal fee shall be forfeit.



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www.gsmperformance.co.uk

Track Days



OpenTrack Events Ltd

45 Jeavons Lane, Great Cambourne, Cambridge, Cambridgeshire, CB23 6AF
Phone: 01954 710911
www.opentrack.co.uk

Travel



Airport Parking & Hotels

APH

Discounts for members off APH prices at all participating airport car parks and lounges in the UK. Phone: 01342 859536
www.aph.com



DFDS

Phone: 08715 211531
www.dfds.com



Nutt Travel in partnership with Stena Line

Phone: 028 7035 1199
www.nutttravel.com

Tyre Companies



Avon Tyres
 Bath Road, Melksham
 Wiltshire, SN12 8AA
 Phone: 01225 357855
 Email: avonmotorsport@coopertire.com
 www.avontyres.com



Cooper Tire & Rubber Co. Europe Ltd
 Bath Road, Melksham
 Wiltshire, SN12 8AA
 Phone: 01225 703101
 coopermotorsport@coopertire.com
 www.coopertire.co.uk/motorsport-tires



Longstone Tyres
 Doncaster Road, Bawtry,
 South Yorkshire, DN10 6NX
 Phone: 01302 711123
 www.longstonetyres.co.uk



Michelin Tyre PLC
 Campbell Road, Stoke-on-Trent,
 West Midlands, ST4 4EY
 Phone: 0845 366 1535
 www.michelin.co.uk/about/michelin-in-the-uk



Pirelli Tyres Ltd
 Derby Road, Burton-on-Trent,
 Staffordshire, DE13 0BH
 Phone: 01283 525252
 www.pirelli.co.uk



Protyre Motorsport
 Govan Road, Fenton Industrial Estate,
 Stoke-on-Trent,
 West Midlands, ST4 2RS
 Phone: 01782 411 001
 www.protyre.co.uk/motorsport

Tyre Warmers



M. A. Horne Ltd
 Unit 9, Enterprise Park,
 Ebblake Industrial Estate,
 Verwood, Dorset, BH31 6YS
 Phone: 01202 822770
 www.m-a-horne.co.uk

Welding



Electron Beam Processes Ltd
 Unit 4, Octimum, Forsyth Road,
 Woking, Surrey, GU21 5SF
 Phone: 01483 215400
 www.ebpglobal.com

Wheels



Revolution Wheels International Ltd
 2 Eco Court, Latimer Way, Sherwood
 Energy Village, Ollerton,
 Nottinghamshire, NG22 9QW
 Phone: 01623 860000
 www.revolutionwheels.com



Speedline
 SL Corse Ltd, Haybrook Industrial
 Estate, Telford,
 Shropshire, TF7 4QW
 Phone: 01952 582825
 www.speedlinecorse.net

Wire Wheels



Borrani
 Doncaster Road, Bawtry,
 South Yorkshire, DN10 6NX
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 www.borrani.com

ENQUIRIES

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



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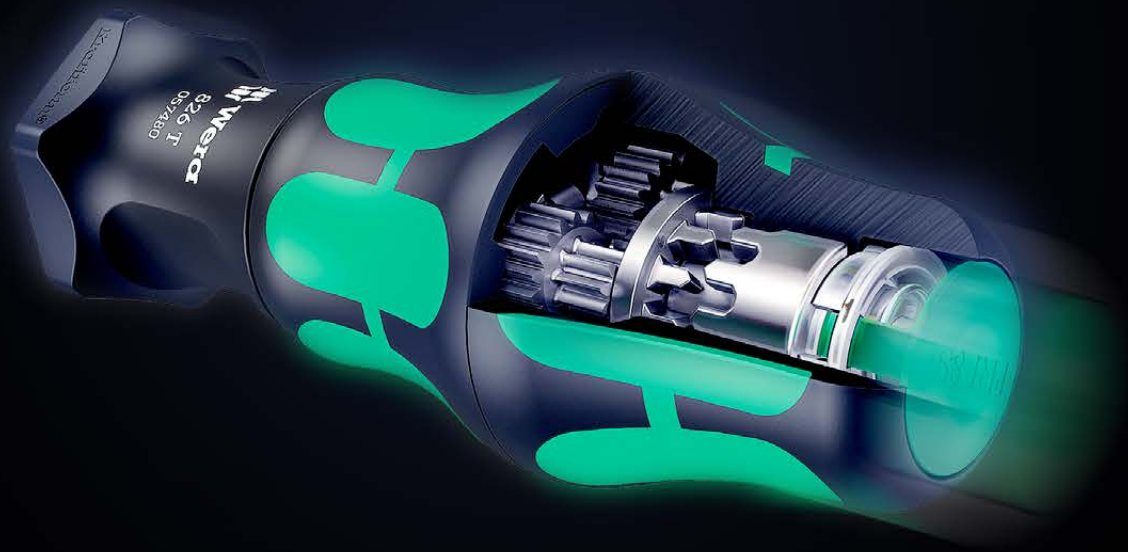


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The Parting Shot

With the traditional June date of the 24 Hours Of Le Mans falling in the thick of the first wave of coronavirus, the celebrated race shifted to a late-September date with a double triumph for Aston Martin in both GT classes ahead of strong competition from Ferrari, Porsche and others. The winning car, driven by Alex Lynn, Maxime Martin and Harry Tincknell, set the fastest lap in the GTE class en route to a stunning victory, sealing a manufacturers' title in the FIA World Endurance Championship for Aston Martin in the process. Victory in GTE Am for the TF Sport team of Jonny Adam, Charlie Eastwood and Salih Yoluc makes it the first privateer team to win at Le Mans in the Vantage GTE.

