November 2020

Revolution

The official magazine of motorsport UK

NEXT-GENERATION WORLD BEATERS



FEATURE:
DESIGNING THE PERFECT RACING CIRCUIT

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YOUR 2021 STARTS HERE

VANTAGE POINT:
DARIO FRANCHITTI ON CONCUSSION RESEARCH

PLUS MY FAVOURITE CORNER **+** CHRISTMAS GIFT GUIDE

CEO's MESSAGE

Hugh Chambers

Success at the very highest level of sport is always hard to achieve. Name your sport and your discipline - from badminton to boxing, skiing to surfing, we have all heard the stories of the battles against the odds, the 10,000 hours of practice and self-sacrifice, as well as the pure singled-minded determination to keep on coming back again and again to produce ever greater achievements.

Here we are in November 2020, rising in unison to applaud our seven-time Formula One World Champion, Lewis Hamilton, who has reached glorious new heights, reset the bar and shows no sign of stopping there.

And at the same time, we are looking back 25 years to an event that still resonates around the world – the crowning of Colin McRae as the WRC World Champion of 1995. It would be Colin's only drivers' title, and yet his legacy lives on undimmed, a true star. I had the good fortune to work with Colin, as well as his World Champion peers, Richard Burns and Petter Solberg, and through that observed something of their makeup. Later on, in F1 I worked with Jacques Villeneuve at B·A·R and Jenson who was still several years away from his title winning year.

They all had something in common, in that they didn't accept the conventional view of the world and were not afraid to upset a few people in their mission to succeed. Their method of execution was wide-ranging, from the genial humour of Petter to the louche indifference of Jacques – but they all firmly believed that there was no one better than them at driving that car on that day. These drivers also have one other common measure – they were world champions but once – and without doubt most deserving of more crowns, with Colin probably top of my list. To win for the first time must be a relief, but it spurs one on to reach that nirvana once more so that same win can also be agonising.

"We are truly fortunate to have an ambassador for Britain who has the ambition to use his reach and influence to make change for the better"

At the risk of stating the obvious, you may well be the best athlete in a given sport, but you still have to beat the others. Doing that when you have a target on your back is even more difficult – and when it is perceived that you have the best car, an uncomfortable psychological catch-22.

For me the mark of greatness, beyond the statistics of wins and championships, is the display of resolve and commitment that is needed to keep striving for better when you have already won so much. "If anyone sees me go near a boat, you've got my permission to shoot me," Sir Steve Redgrave famously declared after winning his fourth Olympic gold in 1996, and then went on to win another one in Sydney four long years later. I got to know Steve quite well during the Olympic programme in 2008-12 and he always had this agitated state that there was more to be done and things to be achieved.

Listening to Lewis on BBC Breakfast as he reflected briefly on his record-breaking year and thanking all around who have helped him, his eyes really lit up at the thought of the future. He clearly plans to be racing again next year, and with the same gritty determination that has signified his career to date; who would bet against him taking an eighth title? And yet one feels that for Lewis racing is but one chapter in the book, with a lifetime of other off-track achievements yet to come. There is no doubt his efforts are being recognised and applauded - being named the most influential black person in the UK, topping The Powerlist 2021. We are truly fortunate to have an ambassador for Britain who has the ambition to use his reach and influence to make change for the better.

CEO's MESSAGE

McRae wins WRC title Rally GB 22 Nov 1995



Whilst Lewis grabs the global headlines, we have much more to celebrate right through the ranks of the sport, including new World Champions in Junior Karting with Freddie Slater, and in Senior Karting with Callum Bradshaw. Whilst in the World Endurance Championship Mike Conway lifted the crown with his teammates; and the British engineered Aston Martins led the field after taking victory at Le Mans. And we have one more major FIA title to decide in the form of the World Rally Championship. With one round to go, starting on the 3rd December, we have a nail-biting finish with our own Elfyn Evans holding a 14-point lead over Sébastien Ogier – a man with six WRC titles and, rather like Lewis, an unquenchable thirst for more. Let's hope Elfyn can complete the 2020 clean sweep of CIK, WEC, F1 and WRC for Britain.

Of course, all of these extraordinary achievements have been played out against the backdrop of the global coronavirus pandemic, and it is not over yet. It is the resilience of the UK motorsport community that not only produces more World Champions than any other country globally, but also has the determination to keep the sport running and growing. There are early signs to be optimistic for next year, and we will do all that we can to get us up and running and competing safely and securely.

For the remainder of 2020, I hope that you and your families stay safe and healthy, and that we can all look forward to seeing friends and family before too long. Take care.

Best wishes,

Hugh Chambers
CEO, Motorsport UK

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Cover: 12-year-old Freddie Slater wins the Junior 2020 FIA World Karting Championship – see page 26 for more on this and the achievements of other up and coming British talent. (Photo: Manuela Nicoletti Photo)

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UP TO SPEED

LATEST NEWS



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SEVENTH HEAVEN

Lewis Hamilton and the British-based Mercedes team have been the silver lining to the cloud of 2020 – Will Gray celebrates their achievements on and off the track

It has been quite the year for Lewis Hamilton and the thousands of staff at Mercedes F1's two UK bases – but this has not just been yet another season of triumph. This one has been extra special, for many different reasons.

When Michael Schumacher took his 91st and final career win at the Chinese Grand Prix in 2006, it looked an unimaginable benchmark to better. At that time, the German driver's victory tally was 40 more than the next. He and Ferrari were F1's most dominant pairing ever, with 72 wins and 58 pole positions. But Mercedes and Hamilton have blown that away. British engineering has powered them to championship after championship, and, at the start of November, that led to a record seventh consecutive F1 World Constructors' Championship, followed by a record-equalling seventh title for Hamilton.

When Hamilton crossed the line to win his latest title in Turkey, his 10th victory of the season, he surpassed the number of wins Schumacher achieved at Ferrari, doing so in 26 fewer races and with 13 more pole positions.

"Everyone back at Brackley and Brixworth, they are the unsung heroes, they are the ones grafting away, never giving up, continuing to push, elevate and innovate," Hamilton said. "I'm forever grateful to everyone and so, so proud to be a part of it. To come back year on year and deliver such great performance is unbelievable."

There are too many standout moments to mention for Hamilton this year, but his three-wheeled home victory at Silverstone was one that would have wowed the crowds, had the grandstands not been empty due to COVID-19 restrictions. Hamilton comfortably took pole and calmly led throughout a frantic safety-car hit race, only to suffer a tyre failure on the final lap. It took all his skill to bring it home, tyre flapping, to record a sixth British Grand Prix win in seven years.

In a near-perfect performance in Spain two races later, where he said he was "just in a daze" on track, he started easy then pushed hard when it mattered to record another win and break the record for the highest number of F1 podiums.

A brief mid-season fightback from team-mate Valterri Bottas was extinguished at the Nürburgring, when Hamilton forced the Finn into a mistake, overtook him for the lead and left Mercedes AMG F1 with a near unassailable championship lead.

That win drew him level with Schumacher and two weeks later, in Portugal, he achieved his record-breaking 92nd victory in champion style, with a hat-trick of pole, win and fastest lap. He could not have done it better. His emotional embrace with his father, Anthony, was a reminder of where he had come from, honing his skills in karting all those years ago at Rye House Raceway, near his Stevenage home, just as many young racers do to this day.

At the next race, in Imola, he recalled those days, remembering the tragic moment hero Ayrton Senna died at the Italian track in 1994. He admitted having to hide his tears in his go-kart, but added: "I think I won." Of course he did.

He and Bottas secured Mercedes the constructors' crown at Imola with a one-two finish, then, with victory in a chaotic race in Turkey, that seventh world title was signed, sealed and delivered.

The incredible achievements of a magical season will never be forgotten, but 2020 was not all about racing for Hamilton and Mercedes. The fact that the Silver Arrows turned black this season, in acknowledgement of the race for racial equality, tells another story of this astonishing year, one in which F1's teams and drivers have excelled beyond the sport.

Few images have been more defining than that of Hamilton, victorious on the podium in Austria, with his arm raised aloft in homage to the black power salute of Tommie Smith and John Carlos at the 1968 Olympics. Hamilton said he "will never forget that moment" but it was one of many in a season that has seen him lead the organisation of F1's response to the Black Lives Matter movement, and also take a stand on climate change.

Meanwhile, many of those Mercedes heroes behind the scenes also stepped up in a different moment of crisis when the season was interrupted at the start of the year, using their time and skill to produce breathing aids to help fight COVID-19. Their actions, and those of many more in the other British-based F1 teams and their supply chain throughout the industry, demonstrated just what the British motorsport industry is made of.

Truly champions - on all fronts.

FORMULA E AND EXTREME E JOIN FORCES

Formula E takes official stake in electric off-road series to further the promotion of sustainable motorsport

Formula E's role in bringing electric motorsport to mainstream audiences has been inspired by its broader calling to publicise electric mobility. These beliefs are shared by Extreme E, the electrically powered 'rally raid' championship that kicks off next year and is drawing attention due to its support from Lewis Hamilton and Nico Rosberg, both of whom will have teams in the series.

Given the shared ambition – and the fact Formula E founder and chairman Alejandro Agag is also the CEO of Extreme E – the news that the two series are formalising their relationship comes as little surprise.

"It has always been my intention to have Formula E and Extreme E working closely together," says Agag in a press release announcing the partnership. "The two series are very different but have a shared purpose as they fight alongside one another to counteract climate change."

Formula E's investment in Extreme E means it will be a minority shareholder in the series, although operationally the link appears closer with the appointment of Formula E CEO Jamie Reigle to the board of Extreme E. The announcement insists the two businesses remain separate entities but makes the point that "the close collaboration of their leadership will allow a truly strategic partnership" ahead of the ABB FIA Formula E World Championship in Santiago on January 16th and the opening round of Extreme E in Saudi Arabia on March 21st.

"Formula E and Extreme E stand out as sports founded with purpose," says Jamie Reigle. "We are joining forces in our fight against climate change, while each continuing on our independent and complementary sporting paths."

The list of drivers putting their names behind Extreme E is formidable and includes champions from all motorsport disciplines such as Sébastien Ogier, Andre Lotterer, Jamie Chadwick and many more. Racer and disabled drivers' advocate Billy Monger is also on board and the opportunity for Hamilton and Rosberg to reprise the fierce rivalry they had while teammates at Mercedes adds spice to the championship before it even starts, albeit as managers rather than drivers this time around.

"Extreme E really appealed to me because of its environmental focus," says Hamilton of his decision to field a team. "Every single one of us has the power to make a difference, and it means so much to me that I can use my love of racing, together with my love for our planet, to have a positive impact. As founder of X44, I am looking forward to building my team around important values such as sustainability and equality. None of us are perfect and we all have improvements to make, but I am excited to use our platform to highlight the most serious issues facing our planet and the solutions we can all be part of."

www.extreme-e.com



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DISABLED DRIVER GRANT APPLICATIONS NOW OPEN

Support to help disabled drivers and co-drivers with the latest protection equipment for improved safety in competition

Launched at the beginning of 2019, the Disabled Driver Grant (DDG) offers national level drivers access to the highest FIA level safety equipment to ensure that disabled racing is safe racing.

Open to all national level drivers or co-drivers with a disability affecting their ability to exit a competition car unaided, the grant will provide the latest FIA level specification of race suit, underwear, gloves and shoes, as well as a safety fuel cell and fire extinguisher system. This is provided directly from the manufacturer and is supplied free of charge.

The DDG can only be applied for by individual drivers who hold a valid Motorsport UK licence. The grant has to be applied for either through Motorsport UK, or directly to the FIA Disability and Accessibility Commission.

Applications for equipment to be installed in team cars is not permitted. All applications are decided on a case-by-case basis by the FIA Disability and Accessibility Commission and must be received before the closing date of 30th November.

Details of how to apply can be found at:
www.fia.com/disability-accessibility



TAKE PART IN THE MOVEMBER 60KM CIRCUIT CHALLENGE



In support of The Movember Foundation, the Motorsport UK Academy has launched a 60km MOVE challenge. The mission is to raise awareness of men's health, while also encouraging the community to keep active and get moving during this second lockdown.

60km represents the 60 men that are lost to suicide each hour, every hour, across the world (*source: Movember*). The Movember Foundation is leading the way in providing mental health support for men, those diagnosed with prostate and testicular cancer, and their families and friends.

The Motorsport UK Academy has selected 20 circuits from around the UK which have a combined total of just over 60km and welcomes the motorsport community to join the Motorsport UK Academy Movember Team. Members can choose to run, walk, cycle or travel the distance of a circuit, or circuits.

To join the challenge, simply sign-up to Movember and join the Motorsport UK Academy team here: **http://mvmbr.co/36ByktJ**



W SERIES AND FORMULA 1® CONFIRM PARTNERSHIP

Supporting eight of 2021's F1 race weekends guarantees wider exposure for boundary-breaking women's race series



Confirmation of the 2021 Formula 1 calendar has brought with it the exciting news that eight of the 23 rounds will also host the W Series championship in a supporting role guaranteed to bring further attention to this up and coming all-female series.

After a successful inaugural season and a British champion in Jamie Chadwick, W Series has sealed its place in the global racing landscape and delivered on its goal of developing new talent ready to race at the very highest levels of the sport. This is underlined by the fact that W Series competitors are now eligible for FIA Super Licence points, opening a clear pathway for female drivers into F1 and other top-level championships.

"Formula 1 is by some margin the world's premier motor racing series, and, when we promised that W Series would be bigger and better in the future, partnering with Formula 1 was always our ultimate objective," says Catherine Bond Muir, W Series Chief Executive Officer. "There is no doubt that, now that W Series will be run alongside and in collaboration with Formula 1, our global reach, impact and influence will be increased significantly."

Bond Muir is clear about how W Series will help women compete on equal terms with their male counterparts going forward, too. "Everything that made W Series so popular and successful in 2019 will remain," she confirms. "The cars will be identical, the racing will be close and competitive, and our mission will always be to further the interests and prospects of female racing drivers. We want W Series to entertain, and entertain it will. But we also want it to become a crucial default-option stepping stone for any female racing driver who wants to carve out a professional racing career, and our proximity to Formula 1 will help and enhance that process." She also credits Chase Carey and Ross Brawn for their support of the series and its role within the broader #WeRaceAsOne initiative that has grown to prominence in recent months.

"It is a really important moment for us to welcome W Series as partners for eight races this season," says Ross Brawn in his role as F1's Managing Director of Motorsport. "They have been a beacon to many since they began racing in 2019. We believe it is incredibly important to give everyone the chance to reach the highest levels of our sport and their partnership with Formula 1 next season shows our determination and commitment to showcase their exciting series and the importance of building greater diversity across the sport."

The locations and dates of the rounds will be announced in due course.

> **"It is a really important moment for us to welcome W Series as partners for eight races this season. They have been a beacon to many since they began racing in 2019."**
>
> **Ross Brawn**
> **F1 Managing Director of Motorsport**



REGISTER NOW FOR DECEMBER'S COMPETITOR ULTIMATE GUIDES

Tips on mental strength and how to plan and execute the perfect overtake from Motorsport UK's expert webinars

Motorsport UK's series of online skills sessions continues with two further webinars, this time concentrating on one of the most important but often overlooked part of a competitor's armoury – the mind. Whether it is maximising your concentration and focus to be ready for that vital qualifying session or the tactical side of knowing when to defend, when to attack and the best tactics for overtaking, our experts are ready to talk you through it with two dates in December.

Wednesday 9th December, 7:30pm

Ultimate Guide to Performance Under Pressure with iZone Performance (part two)

Following the first instalment of 'Performance Under Pressure', John Pratt from iZone Driver Performance will expand on the skills you will need when it matters most. This session will focus on understanding, developing and conditioning the mindset required to perform at your best, whether in qualifying, race starts or when leading.

Register here: https://bit.ly/3kBALBw

Wednesday 16th December, 7:30pm

Ultimate Guide to Racecraft with Scott Mansell

To be a successful circuit racer, drivers need to understand the art of racecraft. Overtaking and defending are key elements of a driver's repertoire of skills and getting it wrong can lead to contact.

In this webinar, Scott will explain how to make the driver in front drive defensively and force them into mistakes, and the different techniques of successful overtaking.

Register here: https://bit.ly/3lFGqYw

BRM IS BACK!

70th anniversary inspires continuation run of just three P15 Mk1 V16 BRMs built to 'forensically authentic' original specification

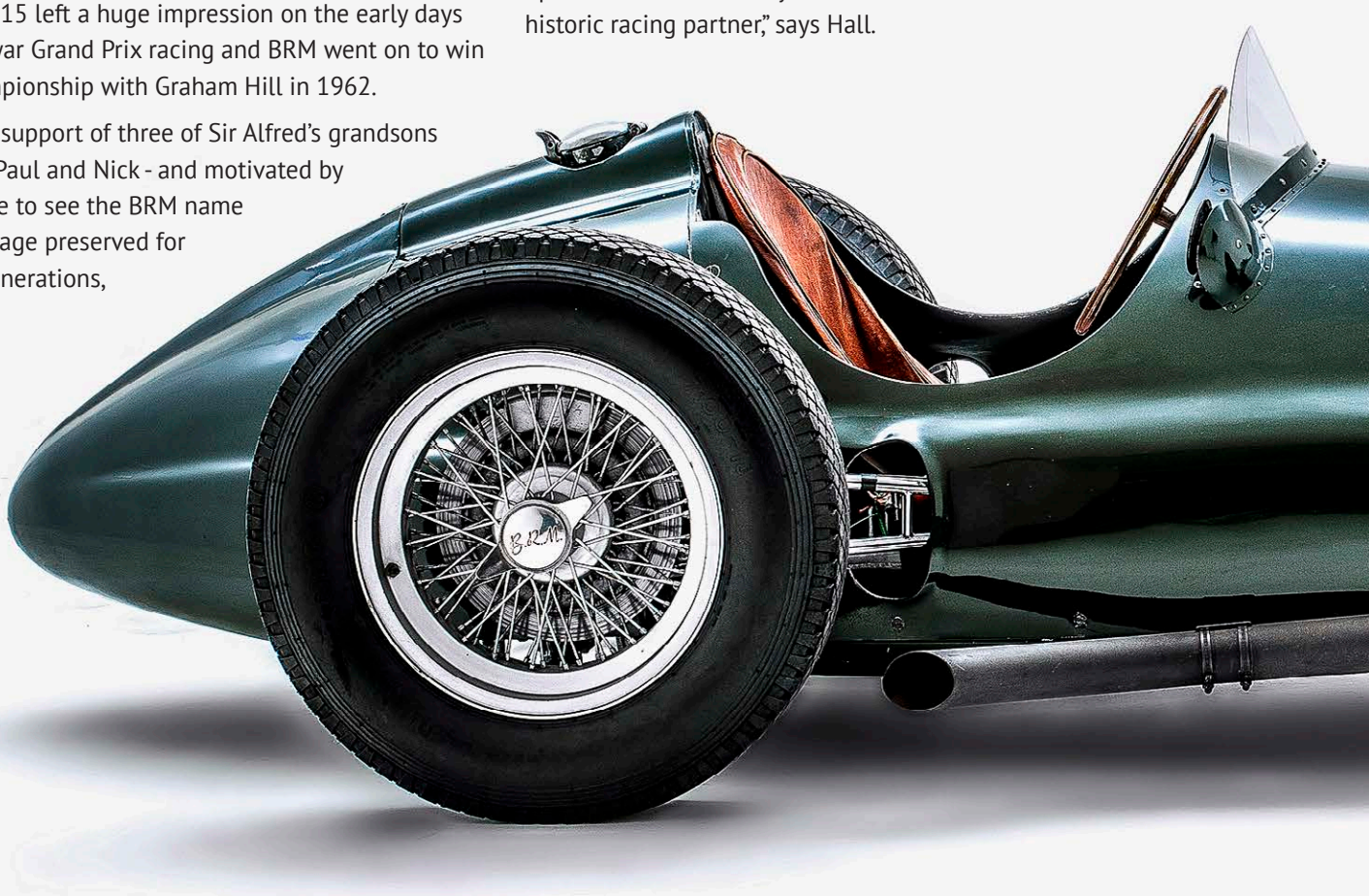
The sight and, most importantly, the sound of the incredible V16-engined BRM P15 is something enthusiasts thought might never be heard again. But thanks to the son of BRM team principal Sir Alfred Owen, the expertise of specialist race car restoration firm Hall and Hall, and the discovery of original chassis numbers assigned to unbuilt cars back in 1950, three will be built from scratch and to the exacting original specification from an archive of 20,000 original technical drawings.

Created on a groundswell of national optimism, and originally seen the same year Silverstone hosted the very first Formula One Grand Prix, the BRM P15 was an expression of British engineering ambition and defined by its incredible 600 horsepower V16 engine, capable of revving to 12,000rpm and making an astonishing noise in doing so. Its technical complexity meant it never quite achieved the results its builders hoped for, but the P15 left a huge impression on the early days of post-war Grand Prix racing and BRM went on to win the championship with Graham Hill in 1962.

With the support of three of Sir Alfred's grandsons - Simon, Paul and Nick - and motivated by the desire to see the BRM name and heritage preserved for future generations, backing was given for the creation of three 'new' P15s, one of which will be presented to John Owen, son of Sir Alfred, as the realisation of a lifelong dream.

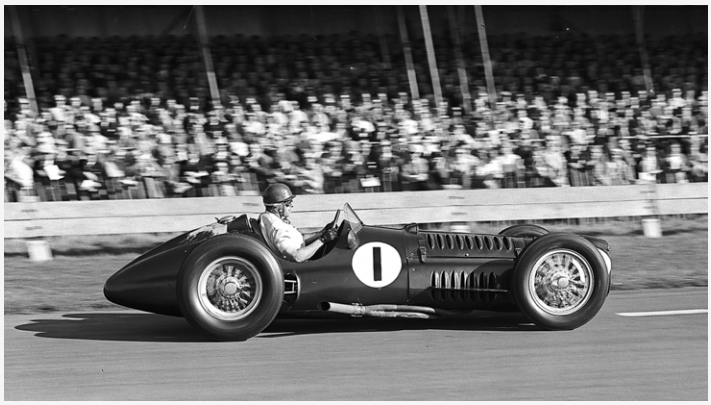
The discovery of the chassis numbers and the staggering archive of original drawings, correspondence and other documentation give the project its authenticity while the missing part of the puzzle as to who to commission to build them falls into place in the shape of Hall and Hall. Founder Rick Hall is not only a leading expert in the preservation and restoration of historic racing cars but also has BRM in the blood, having joined the team in 1972 and, in the period since, dedicated himself to keeping the few original cars that survive in tip-top condition.

"I have spent the last 50 years or so working with these remarkable pieces of British and Formula One engineering history and am delighted to be teaming up with the Owen family and BRM to be their official historic racing partner," says Hall.



Rick Hall (left) and John Owen (right) with the 'new' BRM (photo: Wonderhatch/BRM)





Juan Manuel Fangio in the BRM V16 at Goodwood in 1953 (photo: GPL SPITZLEY)

With the sole remaining Mk1 V16 confined to a museum and too valuable to use in anger, the three recreations will mean the incredible sound of these cars will once again be able to ring out.

BRM's ability to use 'lost' chassis numbers in this way follows a similar programme by Jaguar with its continuation models of the D-Type, XKSS and E-Type Lightweight that fulfil paperwork for unbuilt cars or those lost in period to the Brown's Lane fire. It is a process not without controversy but, in BRM's case, few would begrudge the opportunity to see meticulously constructed cars built to the exact specification of the originals once again in action. The two remaining chassis will be made "available on application" should you wish to have one of your own.

Visit: **www.britishracingmotors.co.uk** for more information.





OFFICIALS' LEARNING AND DEVELOPMENT WEEK 2021

Online webinars confirmed for early 2021 to enable officials to keep up to date with grade maintenance

Motorsport UK will be holding an Officials' Learning and Development Week in January, consisting of a series of interactive online sessions for Clerks, Stewards, Scrutineers, Timekeepers and Rescue & Recovery Officials.

On Saturday 23rd and Sunday 24th January, and again on Saturday 30th and Sunday 31st January, Clerks, Stewards and Scrutineers will have the opportunity to attend a webinar in order to meet their grade maintenance requirement of attendance at a Licensed Officials' seminar.

Two webinars will be held on each of these days, so there will be a total of eight opportunities to attend at a time and date that suits.

During the weekday evenings (25th-29th January), Motorsport UK will be holding a series of supplementary webinars, with guest speakers and the opportunity for Q&A sessions on selected topics. These sessions do not count towards grade maintenance requirements but are designed to support continued development in respective roles.

For any queries or further information, please contact: **training@motorsportuk.org**

Monday 7th December

MOTORSPORT UK CHRISTMAS QUIZ

The popular Motorsport UK Facebook quiz is back for a one-off Christmas special. With exclusive prizes up for grabs, quiz hosts Ben and Sarah will put your motorsport knowledge to the test. Start choosing your team names and join us from 20:00 on Monday 7th December. This is one evening not to be missed. Visit: **https://www.bit.ly/MotorsportUKChristmasQuiz** to register your interest.





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GET SOCIALLY SAVVY

Motorsport UK's Monthly Marketing Shows support clubs in maximising social media to engage with members and the wider community

Social media is a crucial way for clubs to communicate with their members, reach out beyond them to reach new ones and publicise their activities. While many clubs are already using Facebook or running their own websites, a deeper understanding of how social media works can only be of benefit.

The first of Motorsport UK's five Monthly Marketing Shows on this topic took place earlier this month and was very well received by those who joined, with 80% declaring it very or extremely useful. Covering topics such as the free tools available to all social media users and how clubs can use them to reach more people, the webinar is available here: **www.motorsportuk.org/clubs-organisers/club-webinars**

This was just the first of a series of Zoom-based webinars, with the next one taking place on 15th December at 7pm and focusing on the changes taking place in social media, how to stay on top of them and how clubs can utilise them to their advantage.

All club officials with an interest or responsibility in this area are encouraged to join the session, which you can register for at: **www.motorsportuk.org/clubs-organisers/club-webinars**

Future sessions include how to build a social media content plan with ContentCal co-founder Andy Lambert, looking at understanding clubs' target audiences and coming up with an organised range of content to keep them engaged.

Motorsport UK is delighted to welcome two new partners to its member benefits programme

NEW Member Benefit



Big Yellow Storage

Need to store bulky equipment? Or maybe you are decluttering, downsizing or moving?

Big Yellow Storage has an amazing range of storage units at over 100 conveniently located facilities.

With rental periods from as little as seven days, easy pin code access means you can pop in and out as often as you like during reception opening hours. It's like having your very own spare room or garage that's handily nearby.

- ***Motorsport UK members get 50% off up to 8 weeks' storage and an extra 10% off for as long as you stay.***

NEW Member Benefit



Optical Express

Optical Express is the UK's only complete eye care provider and the number one provider of laser eye and private lens surgery.

With state-of-the-art clinics nationwide, expert surgeons and optometrists, plus over 30 years' experience, you can rest assured that you are in the best possible hands when it comes to your eye care.

- ***Motorsport UK members benefit from a FREE eye test and exclusive savings.***

Member SPOTLIGHT

D4Drivers

D4Drivers, one of the UK's leading suppliers of motorsport medicals, is continuing to work with Motorsport UK for the 2021 season to provide national licence medicals to competitors nationwide in one of their 85+ clinics.

- ***Motorsport UK members can benefit from a 20% discount on all national licence medicals, reducing the cost to £60 per medical. International licence medicals with resting ECG are also available in the West Midlands for only £125.***

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



MOTORSPORT UK COMMITS TO FUTURE OF BRITISH SUPERKART CHAMPIONSHIP AND BRITISH SUPERKART GRAND PRIX

Governing body to promote and organise superkarting's championship and blue riband event through to 2023

Motorsport UK has confirmed it will take on the organisation of the British Superkart Championship and Grand Prix for a period of three years, with the operational support of Super Karting UK.

Details of the 2021 calendar have already been confirmed, with a three-round championship starting at Cadwell Park on 10th April before visiting Mallory Park on 22nd May and Anglesey International on 10th-11th July. The British Superkart Grand Prix will take place on September 25th on Donington Park's National circuit.

This long-term commitment to the future of superkarting is intended to build a stronger structure, and to invest in the promotion and growth of the sport.

In the event that the organisation of the championship yields a profit, this will be invested back into the marketing and promotion of long circuit karting.

"This is a clear indication from Motorsport UK that we are committed to the long-term future of superkarting in the UK," says Hugh Chambers, CEO Motorsport UK. "We are very grateful to those members of the industry who gave their time and commitment to the tender process, and we look forward to collaborating with them over the next three years for the future of superkarting."

Registrations for the new season will open in the new year and further information will be announced in due course.

GOVERNMENT LOAN FUND SUPPORT FOR MOTORSPORT VENUES

Following the government's announcement of their support package for sports impacted by the loss of spectator revenues, Motorsport UK can confirm that a loan fund of £6million is to be made available to the principal circuit venue operators in England.

The UK governing body for motorsport worked closely with the operators to provide a detailed assessment of the impact of lost revenue from spectators to the Department for Digital, Culture, Media and Sport (DCMS). This study was with specific focus on the long-term viability of these venues, in recognition of how vital they are to the infrastructure of the sport.

David Richards, Chairman of Motorsport UK, said: "We are extremely grateful for the news of this loan support to the circuit venues that government has offered. After working with DCMS throughout 2020, we recognise that their help has been pivotal in allowing motorsport to operate for much of the season, and to have mitigated the impact of the virus on the sport.

"Motorsport is an industry that employs over 40,000 people and provides some £10billion of revenues to the economy, and at the heart of that are our fixed venue circuits. Their continued operation is vital for the sport to be sustainable, and in turn the entire economy that hinges on them. This support is one of a number of measures Motorsport UK has provided in 2020, including a £1million fund for our clubs and over 70,000 items of PPE for our members and events. We will continue to focus on managing the impact of the crisis and do whatever we can to ensure our sport builds back better from this challenge."



YOUR 2021 STARTS HERE

It is the time of year when Motorsport UK offers its competitors the opportunity to renew their annual competition licence. This year, more than any other, we all look forward to more positive times ahead, and a new season of motorsport will be the perfect antidote to the difficulties we have endured in our personal and professional lives.

The news in recent weeks that a vaccine can prevent the spread of COVID-19 brought a renewed sense of optimism – it seems the battle against the pandemic is one we could finally be winning in the months ahead. When we do, the work that has taken place behind the scenes at Motorsport UK means that our sport is not just prepared for the start of a brand-new season – it is stronger, more resilient, and better equipped to withstand whatever challenges may come our way.

The resolve of our community has never been more evident than during the past nine months, when we came together to find new ways of operating in order to keep motorsport running and operating safely. The difficulties we have navigated have only strengthened our passion for the sport and our determination to see it thrive.

Next month will hopefully see the lifting of some of the remaining restrictions in force to differing degrees across the devolved nations, whether they be in the form of lockdowns, or limitations on the number of participants. We are working to ensure that as soon as government guidance allows, motorsport can safely resume, so that we can enjoy the remaining events of the season.

The work to get the sport back on track would not have been possible without the hard work and perseverance of the community. In the not too distant future, we can finally come together again.





Paul Morris Photography

Despite the extraordinary events of 2020, some things do remain the same. As a not-for-profit governing body that does not benefit from government grants or lottery funding, Motorsport UK relies to a very large extent on revenues derived from licence holders and permit fees. These are used to continue administering the sport across all four home nations, investing in the recruitment and training of volunteer marshals and officials, maintaining regulatory, safety and safeguarding frameworks, and ensuring a strong sustainable future for the sport.

In the face of the unprecedented challenges presented by COVID-19, such revenues enabled Motorsport UK to work throughout 2020 to protect our sport and community, successfully creating new sporting and operational protocols, and gaining critical approvals from Government that have allowed a significant portion of the 2020 season to run. Specific and substantial interventions have included the £1M Club Continuity Fund, the provision of 100,000 items of PPE to our clubs; and at the heart of everything our comprehensive restart guidance that has continued to evolve through the year.

The motorsport industry is vast, with over 40,000 people employed and generating some £10 billion for the economy. For so many it is their livelihood. Motorsport UK has a duty to guide the sport back to full health, not just for our collective enjoyment, but for the sake of those in our community who may otherwise face a bleak future.

In the coming weeks, Motorsport UK CEO Hugh Chambers will be writing to all competitors to offer them the opportunity to renew their annual competition licence for 2021, with a proposition that considers the impact on the 2020 season whilst ensuring the work of the governing body can continue unabated.

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NEXT-GENERATION WORLD BEATERS!

Young British drivers continue to impress across a wide range of disciplines at home and abroad, many with the support of Motorsport UK



Sandy Mitchell

It was only last month we were reporting 'Britain's got talent' on *Revolution's* pages and there is yet more good news to share after another strong few weeks for the rising generation of young competitors. Many of these talented drivers are being helped on their journey through Motorsport UK Academy programmes and courses, including Team UK for professionals on their way to the top of the sport, the Loughborough College-based Enhanced Diploma in Sporting Excellence (DiSE) and Squad, which helps those aged 15-24 at the start of their careers and acts as a feeder into Team UK.

Squad drivers enjoying success in their respective fields include **Louis Harvey**, who has been crowned Junior TKM Champion in the British Kart Championships. In a thrilling final round at PFI, Harvey was in the mix for the entire race and was pipped to the win by just half a second by Reece Lomax but had amassed enough points over the season to take the crown.

Over in the Protyre Motorsport Ginetta GT5 Challenge, another Squad driver has been making waves with **Josh Malin** crowned champion in the series for 2020 after an utterly dominant performance. Driving for Richardson Racing, Malin scored the most wins, pole positions and fastest laps of the season but still had to fight to the last to secure his title, his thrilling three-way battle with his championship rivals at Silverstone earlier this month described by organisers as "one of the greatest title deciders in Ginetta history" with the lead changing lap after lap.

Josh Malin



Louis Harvey



Meanwhile in Scotland fellow Squad driver **Logan Hannah** enjoyed success at Knockhill in her Formula Ford, taking the David Leslie Trophy after an epic to and fro battle with Jordan Gronkowski that had the pair swapping the lead several times over the course of the race. The Radical SR1 Cup is another series where Squad talent has been making its presence felt, **Will Hunt** taking third place in the championship after a second place in the final round at Donington.

A number of DiSE students have also been racking up impressive results this year, including **Tom Ovenden** who was crowned 2020 BRTDA Junior Rallycross champion. **Olly Turner** meanwhile took third overall in the BRSCC Fiesta Championship while **Abbi Pulling**, featured on these very pages last month, enjoyed a Formula Renault Eurocup guest drive at Imola. A big step up from the British F4 she's currently racing in, the opportunity to compete in a support race at an F1 weekend was a huge opportunity for Pulling and one she described as "intense" in a Facebook post on the experience. DiSE graduate **Luke Browning** claimed



Logan Hannah

Tom Ovenden



Olly Turner



the 2020 F4 British Championship certified by FIA – powered by Ford EcoBoost title in a dramatic, rain-shortened season finale at Brands Hatch.

Team UK drivers have also enjoyed considerable success including 20-year-old **Johnathan Hoggard** taking to Silverstone for a test in the Red Bull Racing RB8 F1 car as part of his prize for winning the Aston Martin Autosport BRDC Young Driver of the Year award in 2019. With former winners including Lando Norris and George Russell, he is in good company here and tipped as a future star.

Team UK driver **Ricky Collard** – along with DiSE graduate **Sandy Mitchell** – also enjoyed success, playing their part in the PRO-AM class win at the Total 24 Hours Spa in the Barwell Motorsport Lamborghini Huracan GT3 Evo. Mitchell's success in the Lamborghini also saw him take the Intelligent Money British GT3 title alongside Rob Collard, the pair taking two wins in a hard-fought season against intense competition. Mitchell enjoyed his first taste of motorsport aged eight at Knockhill as a direct result of the governing body's 'Try Karting for a Fiver' campaign and proved the value of such initiatives by becoming the youngest-ever British GT3 overall champion.

There was also double British success at the final round of the FIA World Karting Championships in Portugal at the start of this month with **Callum Bradshaw** (Tony Kart Racing Team) and **Freddie Slater** (Ricky Flynn Motorsport) both taking the OK and Junior championship wins respectively in tricky conditions.

In the Junior race Slater took advantage of an incident up front to seize and then hold onto a fiercely contested lead, showing maturity beyond his 12 years of age to hold off challenges from hard-charging rivals to take the win by a whisker. Brits dominated the main race, **Taylor Barnard** winning three qualifying heats to take the front of the grid alongside Bradshaw. In a dominant performance 19-year old Bradshaw eventually took the win by six seconds and with it the FIA Karting World Champion – OK title, with DiSE driver **Joe Turney** claiming second overall.

In what has been a challenging season for drivers in all disciplines, these excellent performances – and many other success stories among their fellow Motorsport UK supported colleagues – are the kind of good news that British motorsport fans can take pride in and they underline just how much talent there is waiting to burst through in to the big leagues in the coming years.



Luke Browning



More British success in WEC

British talent was also well represented at the conclusion of the World Endurance Championship at the 8 Hours of Bahrain this month. In LMP1 the winning #7 Toyota Gazoo Racing TS050 took the top position, with Mike Conway sharing the spoils with fellow drivers Jose Maria Lopez and Kamui Kobayashi. This makes Conway the first British driver to take an LMP1 WEC title since Anthony Davidson back in 2014, the result all the sweeter for the fact that the #7 car had spent the previous two seasons playing bridesmaid to its sister car with two runner-up spots.

In the GTE Pro class, Aston Martin's Danish duo Nicki Thiim and Marco Sorensen took the Drivers' Championship, while Maxime Martin and Richard Westbrook (standing in for fellow Brit Alex Lynn) were fourth and played their part in the constructors' title for Aston Martin Racing in the Vantage GTE's second year of competition. These performances by Lynn and Westbrook mean British talent made an important contribution to Aston Martin's most successful season since 1959, with class wins in both GTE Pro and GTE AM at Le Mans (the latter with TF Sport) contributing to the overall titles in both categories over fierce competition from Porsche, Ferrari and others.



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MY FAVOURITE CORNER

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

Paddock Hill, Brands Hatch



Name: David Brise

Currently racing: "A Saker in the Dunlop Endurance Championship with Britcar alongside the Pirelli GT Cup with ALP Racing. Also with the same team, racing a Lola B08/80 in the Masters Endurance Legends European Series. Works Driver for Lotus and Alfa Romeo UK and professional race driver coach."

My favourite corner on a British race track is: "Paddock Hill, Brands Hatch"

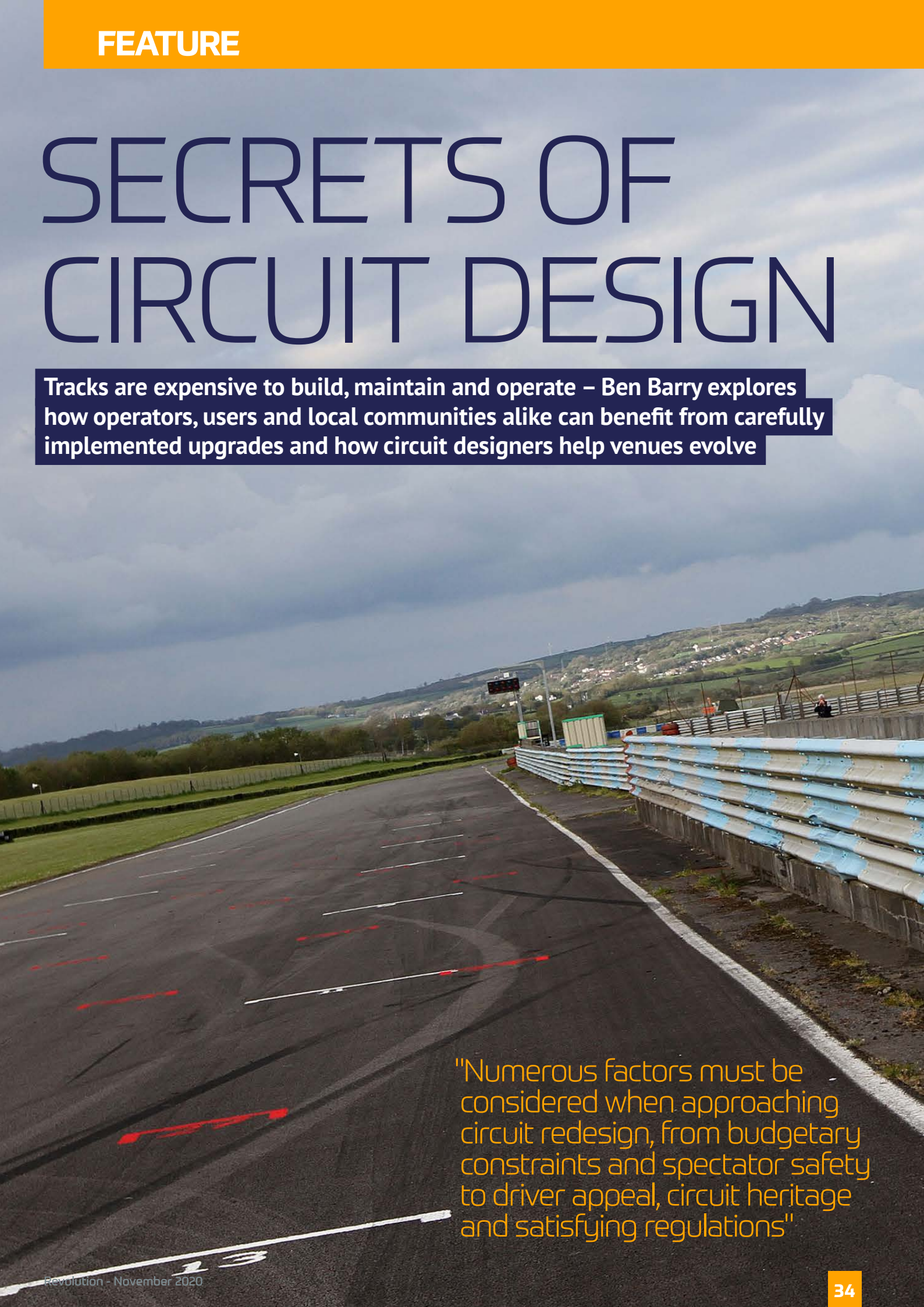
Why I love it: "It was the first corner I ever drove on track when I first started circuit racing many years ago and it is my local track, so holds a special place in my heart just for this. It has an incredible 'roller coaster' feel, plus the extreme camber of the circuit on entry make this corner unique. It has restricted visibility on approach, it's very fast and there is little margin for error if you are absolutely on it. Awesome!"

How to drive it like a pro: "Turn in as late as you dare, carrying lots of entry speed with a tiny bit of trail brake. Your apex speed should be high enough that as the circuit drops away from you the car is being pulled towards the gravel trap. It's only the compression at the bottom of the hill that gives you the additional grip you need to stay on the track. Good luck!"


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SECRETS OF CIRCUIT DESIGN

Tracks are expensive to build, maintain and operate – Ben Barry explores how operators, users and local communities alike can benefit from carefully implemented upgrades and how circuit designers help venues evolve



"Numerous factors must be considered when approaching circuit redesign, from budgetary constraints and spectator safety to driver appeal, circuit heritage and satisfying regulations"



When Phil Davies, Circuit Manager of Pembrey Circuit, noticed Formula 3 teams were not testing at the Welsh track as often as they used to, he asked what could be done to encourage their return. The productive discussions that followed informed a sympathetic redesign of Pembrey, one that Davies believes not only caters to F3 teams, but has helped futureproof and broaden the circuit's general appeal. Crucially, this has been achieved with only relatively minor alterations, and while retaining the option to use the original layout.

Numerous factors must be considered when approaching circuit redesign, from budgetary constraints and spectator safety to driver appeal, circuit heritage and satisfying regulations laid down by local authorities and motorsport governing bodies. But the potential opportunities mean it can be a cost-effective way to both retain existing customers and secure new business.

Pembrey's original airfield-based layout is famously fast. According to Davies, Ayrton Senna named it his favourite test venue, and F1 teams once came to the Grade 4, BARC-owned circuit because its high-speed corners put so much pressure on the car and driver without the need for excessive mileage on flat-out straights. Yet Pembrey's speed was becoming a negative.

"The car keeps improving every year with aero and grip and it was starting to be a drag race from one hairpin to another, getting too quick, so any accident would be big," says Anthony Hieatt from F3 team Double R Racing. "We also wanted drivers to brake, turn and change direction more. Modern circuits characterised by the F1 venues designed by Hermann Tilke have slow sections and drivers will find more time there because, proportionally, you spend more time in them."

Other considerations as part of the redevelopment included braking zones for the regeneration of electric powertrains (Formula E teams have previously used Pembrey), improving overtaking opportunities and altering the rallycross track. Sports venue architects and designers Driven International oversaw the upgrades.

"We arranged a site visit with Phil, looked at the space we could work with, the budgetary parameters, and asked the teams what they wanted," recalls Managing Director Ben Willshire. "The next step was initial hand sketches of our proposed changes, which Pembrey approved."

Photo (top): Ben Willshire (centre) and the team at Driven International helped Pembrey with its upgrade plan.



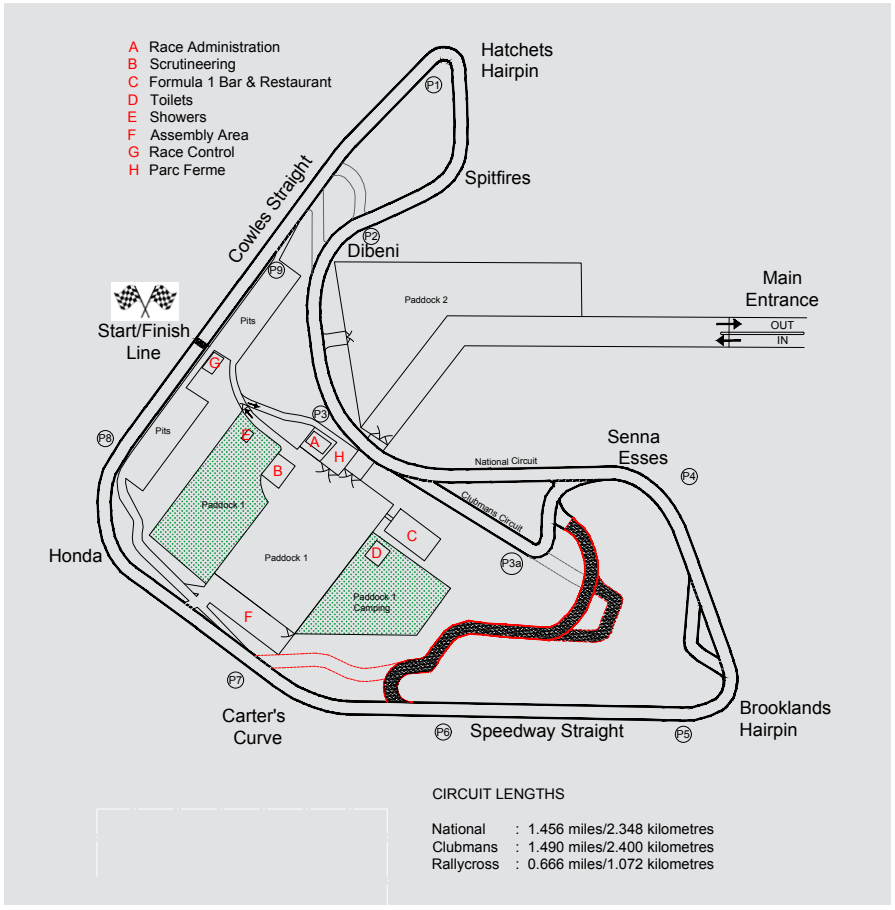


Photo (centre): Relatively minor and cost-effective tweaks to Pembrey's layout opened up new opportunities for teams testing there.

Photo (bottom): Overseas projects to build ground-up 'driver resorts' utilise British motorsport expertise from firms such as Driven and Apex.



Permanently altering the historic circuit layout was non-negotiable and budgets needed to be sensible, so the agreed changes involved using disused parts of the old airfield that provided highly cost-effective foundations, with the fast curve into the Senna Esses diverted into a short straight and heavy braking area, before curving to rejoin the original layout. A new dog-leg was also introduced into the infield before the Brooklands Hairpin. Meanwhile, the rallycross circuit was reconfigured to run in a more compact, spectator-friendly area.

Once the changes were agreed in principle and the drainage, groundworks and planning (the latter greatly simplified by using the existing airfield) sense-checked by Driven International's in-house civil engineer, the layout was translated to AutoCAD. "This first simulation is more mathematical and essentially a risk assessment – it predicts speeds of the car around the track, the apex speeds, and the trajectory of run-off areas in line with FIA guidelines," explains Willshire. "From there we modelled the circuit so you could drive it."

The BARC investment over the last three years has been in excess of £500,000 (including the garages mentioned below), the only disruption being the week required to lay the tarmac. Completed in 2018, the alterations preserve the existing 1.456-mile National circuit in its entirety, while introducing the 1.490-mile Clubmans circuit and 0.666-mile rallycross loop. "We only put down 200-220 metres of tarmac but altered half of the circuit," explains Davies. "If upgrades can give you 10 per cent extra business after the first year, that's good, but it's not about doubling usage, we already have high usage, it's about keeping existing customers happy."

Although Double R already had a permanent base at the circuit, new pit garages were added in 2020, again making the circuit a more attractive proposition.



Blyton was used extensively by nearby Ginetta, which has since bought the track to help develop its range of customer race cars.

Clive Bowen, founder of Apex Circuit Design, considers additional facilities just as important to venues as the design of the track, especially with clean-sheet projects like the new circuits and luxury 'driving resorts' springing up in affluent parts of the world. "It is almost impossible to show a commercial return when you're investing in a new race circuit," explains Bowen. "However, we've proven multiple times that if you approach the project as a destination and you ensure you've got land for development and a local authority prepared to consider additional site development, as well as an intelligently developed masterplan that's challenged with a commercial feasibility model, then it can be attractive for investment."

Apex has constructed from scratch or upgraded 26 circuits since it was established in 1997, and Bowen provides an example of the five-star hotel and members' club at China's Zhejiang circuit as being in almost constant use with car manufacturers – contributing a key revenue stream.

"The worst kind of customer for a racetrack is someone who turns up and then goes home again," he elaborates. "The two things venues need most are footfall and dwell time, because if people stay longer they buy food and drink and they upscale and do other things on site. We've seen Silverstone recently proposing lodges – we've done this at other venues around the world and the Americans have espoused this idea for decades, with a weekend retreat where petrolheads congregate, they keep their toys on site, have a weekend residence, and they play on site.

"Also look at the trackday market. If you combine a track with, for example, an out-of-town shopping centre, or perhaps a hotel and spa, a go-kart circuit, you can encourage families to make a weekend of it," suggests Bowen in a blue-sky vision of how venues could integrate with other attractions to broaden their offering.

Blyton Park stands in stark contrast to CAD-designed upgrades and motorsport destinations. It also stretches the definition of a circuit upgrade – the old airfield site might have previously been used as a rally school and stock car oval, but its transformation was a very comprehensive reinvention. It was the passionate project of Richard Usher, formerly Marketing Director of Auto Windscreens, and a man with a long history in motorsport, including helping the career of Andy Priaulx.

Usher's intention from the outset was to not cater for spectators, and in doing so create a more forgiving circuit largely free of Armco. "Going back 20 years, trackdays were starting, and you can get quite nasty accidents [on traditional circuits]," recalls Usher. "Jonathan Palmer had created Bedford Autodrome, which has a lot of run-off, and I wanted to build a Bedford for the masses, somewhere I could thrash a car quite hard and be quite forgiving."

"One of Blyton's biggest clients was Ginetta, because it could train junior drivers at a circuit where a spin was generally punished by a bounce over the grass rather than a clatter down the Armco"



He continues, "I looked at just about every airfield south of York, I thought it would be easy, but it was incredibly difficult, with planning issues and so on. But the rally school was packing up at Blyton, so I negotiated with the farmer and took the plunge. I remember the tarmac arriving in March 2011 and realising I was quite heavily invested in it!"

Being based on an airfield built to accommodate Cold War bombers helped Usher cut costs by an estimated 70-80 per cent, however, versus starting on a green-field site. Helpfully, the American forces had also laid tarmac.

Usher enlisted the help of motoring journalist and engineering consultant John Barker, and the circuit was initially sketched out with cones and lines painted over the runway.

Barker remembers the brief. "Richard sent an overview of the place and asked me to sketch what I'd build for a trackday circuit," he explains. "It was a case of staying within lines defined by the original airfield. Some parts were effectively already there – Ushers/Twickers and the straight to Jochen – and in some parts it was a case of popping in a chicane to slow things up, and they naturally went where the concrete was wider. The creative bit was to get maximum run-off at Bishops and the first part of Bunga Bunga, by drawing the corner apex close to the inside of the concrete so there was run-off beyond, allowing speed to be carried and mistakes to be made. Richard also asked [racing driver, engineer and driver coach] Eugene O'Brien what he would build and we came up with the same circuit."

Blyton was given an independent assessment by John Symes, the then Technical Director of Motorsport UK who had also signed off Pembrey's changes. "He made some suggestions on marshal posts but he was quite amazed at what we'd achieved," remembers Usher. "People thought I was crazy when we first started out because it was 2008, but we were busy from the get-go, with a real variety of stuff testing, including historic Le Mans and F1. But our bread and butter was trackdays. I also believe we greatly boosted the local economy, because we counted visitors in the tens of thousands most years. The Black Horse pub and local B&Bs would say it was a huge boost I'm sure."

One of Blyton's biggest clients was Ginetta, because it could train junior drivers at a circuit where a spin was generally punished by a bounce over the grass rather than a clatter down the Armco. Ultimately, Usher sold out to Ginetta in 2017 and remained involved for the first three years, but is now busy setting up The Great British Journey, which charts the history of British motoring and is due to open in summer 2021.

From laying a few extra strips of tarmac to reimagining an entire airfield, from CAD simulations to experimentation with cones, and from building new pit garages to creating an entire motorsport destination, an existing race circuit can be upgraded in numerous ways. But approached and executed correctly, all of the above can provide a new lease of life for both race circuits and the wider economy, while also preserving what makes them so beloved of drivers and spectators alike.

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VANTAGE POINT

Driving medical advances



Motorsport is safer than it has ever been, but the dangers will always be there, a fact three-time Indianapolis 500 winner and four-time Indycar champion Dario Franchitti knows only too well after his stellar career was ended on doctor's orders after suffering one concussion too many. In support of the RESCUE-RACER research study, which is run in partnership with the FIA, he spoke with us about his personal experiences and why he supports the FIA Foundation funded project conducted by a study team at the University of Cambridge and Cambridge University Hospitals NHS Foundation Trust. RESCUE-RACER's work, supported by Neurolign USA LLC, analyses competitors before and after accidents to assess the impact of concussion – as reported in *Revolution* previously the team is eager to hear from competitors. Contact them on **bit.ly/RESCUE-RACER** before the end of December 2020 for more and, in the meantime, hear why Franchitti supports this vital research.

"When the doctors said I wasn't allowed to drive any more, they cited three major concussions and the probability of doing permanent damage if I sustained more. There was one in 2000 at Homestead where something broke in the car and my head actually hit the wall. I didn't miss a race and drove the car three weeks later with a broken pelvis, but I wasn't right for a couple years. At the time I thought I was fine but, once the fog started to clear, it was clear there had been a problem. And then I had a crash at Goodwood in 2006 and I woke up in Chichester hospital. I looked over and Adrian Newey was in the bed next to me and I thought this is the most bizarre dream! Then, of course, there was the last one [Franchitti's career-ending crash at Houston in 2013] that everyone knows about, but there have been plenty of times where I've had a smaller crash and gone home thinking I was alright.

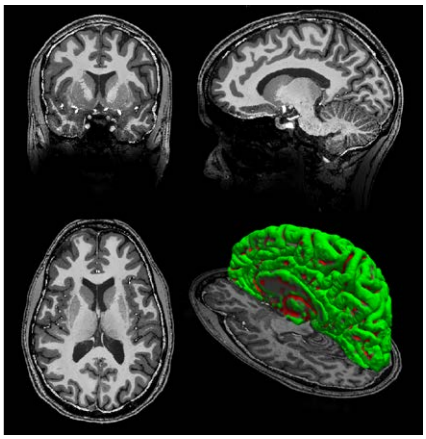
You would assume concussion is about crashing into walls at high speed and so on but it's not, they can be caused by all kind of bizarre impacts. It can be big shunts, obviously, but it can just as easily be quick spins. That's what happened to me – as well as the impact with the fence, the car then rotated very quickly and my brain stayed still as my head spun - and it causes damage, even if it is something that looks quite innocuous from the outside. There's no template for an accident that causes concussion, and you've also got to bear in mind that the effects are cumulative.

I've been affected by it, given my career was ended by multiple concussions. The doctors didn't advise me to stop, they TOLD me I was stopping, so that's why it's something I'm interested in and passionate about.

It's an important issue at every level of the sport because you could have an accident on a Sunday, drive to work on Monday and then something happens on the commute and you end up taking people out on the public road. People can have a bit of a crash, think they're fine, and get back out there but their reaction times are reduced, the ability to process things is reduced, you're a danger to yourself and other people. So, if you've had a crash and don't feel 100 per cent, go and get checked!

In terms of RESCUE-RACER, anyone aged 16 and over who has had an accident is eligible – they'll pay your expenses to come to Cambridge and get checked out and it gives them a database of information to help everyone going forward. The work they are doing is really impressive and they need people who've had accidents, and possible concussions, to come and work with them to give them more understanding from a racer's perspective.

The tools they have are geared to having a more accurate diagnosis, not only if you have a concussion but also the severity of it. I mean, when I was a kid playing rugby it would be 'how many fingers am I holding up?' but now it's much more structured and thought out. This was the point made to me when I was told I was retiring – there are a lot of things in your body you can replace but if you damage your brain, that's it. And this research means the doctors can be clearer on what you can and can't do, and when you can and can't get back in the car.



MRI scans of drivers' brains are among tools used by RESCUE-RACER's doctors to study the effects of concussion.

RESCUE-RACER seeks willing drivers to compile baseline data to compare with those conducted after crashes.



This is important because sometimes drivers need to be protected from themselves. I've driven with a broken back, broken pelvis, broken foot - none of which were very pleasant, but I was thinking I'm in the middle of a championship fight here. Now I look back I think what on earth was I doing. With this research there can be a system in place which will trickle down from the top end of the sport so as soon as there's a crash you have these quick tests that give you the answer straight away. I've just given you the examples of the stupid stuff I did and that's why we need the doctors to have a simple green light, red light system.

Racing is dangerous, that's never going to change. We'll try and make cars and circuits safer, helmet design continues to improve and with it seat and chassis technology so the car is taking the brunt of the impact. It's ongoing and you can make the cars faster, but you have to make them safer too and I think we are and doing a really good job at it. Is it enough? The people doing it are properly committed to it, it's great to see and at the age of 47 I've seen big strides in the safety of the sport in the time I've been doing it.

The things we learn can be transferred beyond motorsport, too. It's the cutting edge of learning and, whether it's falling off a ladder or whatever, the various concussions people are going to hospital with can benefit. 20 years ago when I had my first big concussion I had the best guys working with me but it's incredible how things have moved on. Other sports have had issues with concussion, American football being one example where they have taken it seriously and I think racing has probably benefitted from that. And as cars have become safer, I think people can focus more on concussions.

The fact everything in motorsport is measured is a real bonus too. Indycar and F1 have accelerometers in your earpieces so you can measure the impact not just for the car but also the driver's head, meaning the medical teams know 'OK, this guy needs to be looked at'. You have the lights on the cars that tell the rescue crews how hard the impact has been too, meaning they know if they need to use extra care in extraction and that almost lays out the treatment from the moment of recovery.

Although the head injury that ended my career happened too far back to be of use to the RESCUE-RACER's research, I can bring real-life experience of having been through several large concussions and having dealt with the aftermath, both in competition and retirement. I found it's something people didn't really talk about but there's nothing better in these situations than having someone who can relate and empathise with what you're going through.

In terms of advice to drivers to prevent it from happening in the first place, I used to get a hard time from my mechanics about being so particular about the cockpit environment, making sure everything fitted properly and all the rest and although I've had some big injuries the doctors have told me it could have been a lot worse. So make sure the seat fits properly, the belts are tight and in the right place, the head surround and HANS device are fitted correctly etc – it's all got a job to do. And if you do have a crash just go and get checked out, because, trust me, if you have one crash the chances of having another are multiplied, especially if you've got a concussion. And if you have another, you're going to be doing serious damage.

Nobody wants to sit out a race but you can do a lot worse to yourself long-term if you don't, so get checked!"

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WHAT'S ON

November / December 2020

29th November/6th December, Bahrain and 13th December Abu Dhabi

Formula 1®

A frenetic finale to the 2020 Formula One season will bring this most unusual year of racing to a close with two races at the Bahrain International Circuit before the final round at Yas Marina in Abu Dhabi. For all the upheavals and undoubted dominance of Lewis Hamilton and the Mercedes team, fans have been treated to a fantastic year of racing in F1 and, even with the championship decided, there remains opportunity for further surprises as teams and drivers jockey for position before knuckling down to the fast-approaching 2021 season. With next year's calendar just confirmed and the first race scheduled for 21st March in Melbourne, there will be little time to rest and prepare but, with resurgent results from teams like McLaren and promising performances by up and coming drivers in 2020, fans will be hoping that the season finale sets the scene for an exciting new year.



3rd-6th December, Monza, Italy

World Rally Championship ACI Rally Monza

Cancellation of the highly anticipated Belgian round of the WRC came as a blow to fans and drivers alike but, as Jan Huyghe of organisers Club Superstage said of the news, "At the moment, the health of the population, of the staff in the care sector, of our employees and volunteers, of the participants and of all rally fans comes first." At the time of writing that leaves just one WRC round left to run at Monza, with eyes very much on title leader Elfyn Evans and British hopes high that he can maintain his lead. The 16-stage programme will be the most compact WRC event held yet, with 241.4km of competitive stages in and around the famous circuit, some to be held in darkness. The event will open with a short 'Monza King of Show' speed test before heading out on the roads towards Lake Como on Saturday and returning to Monza before two runs at the final 15km 'D' test at the circuit, the last of which will be the Wolf Power Stage to confirm the 2020 championship winners.





5th-6th December, Lydden Hill

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

Rounds two and three of the rescheduled British Rallycross Championship are now confirmed as taking place in early December at Lydden Hill. There will of course be disappointment among fans that the event will have to take place behind closed doors but, after some uncertainty, this will be outweighed by the relief that racing can go ahead. All 5 Nations BRX championships will run to the double header format with two rounds over the weekend, the only exception being the GpB/4WD class which will have just the one. 5 Nations BRX is using the time running up to the event to increase video coverage, with details of where and when you can watch the racing to be confirmed. For the latest news visit: **rallycrossbrx.com**



19th-20th December, Whilton Mill

Motorsport UK British Kart Championships

The concluding round of the Honda and Rotax classes of the British Kart Championships were to have taken place this month at PF International but, following consultation with the local council, hospitals in the area and Motorsport UK, organisers Trent Valley Kart Club had no option but to cancel the event. A new date and venue have now been confirmed at Whilton Mill in Northamptonshire, taking place just before Christmas. "With only one round remaining, we really wanted to finish off the calendar and complete every championship," says Motorsport UK Kart Manager Dan Parker. "The team at Whilton Mill were extremely accommodating. We have already started work with the venue, to prepare it for the BKC and to put in place our COVID-19 guidelines ready to finish the championship before the year is out."



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Trustpilot

Reis Motorsport Insurance prize winner makes racing debut

Earlier this year, Reis Motorsport Insurance was headline sponsor of Race Retro for the first time. To celebrate, the motorsport insurance specialist was keen to find a way to interact with attendees and provide a standout prize, and they did just that by collaborating with the Scottish Motor Racing Club (SMRC).

On the Reis stand, enthusiasts were offered the chance to win a funded drive in a SMRC Scottish C1 Cup Race Weekend. To enter, people were required to achieve the fastest time around the track in a hotly-contested simulator battle and Sam Spinnael was named as the winner.

Sam Spinnael comments: "I am so grateful to Reis and the SMRC – my sole reason to visit the show was to take part and I would have never have imagined that racing on a simulator would lead to such a great opportunity. As a youngster, my ambition was to take part in a professional motorsport race and I can't wait to get out on track."

Rich Morley, Broking Director at Reis, adds: "The simulator was a great crowd pleaser and very competitive. We saw some really impressive times posted, so huge congratulations to Sam! We share your passion when it comes to motorsport and it's fantastic that we're able to put an enthusiast out on track to realise his racing dreams."

As part of the prize, Reis organised for Sam to take his ARDS test and he passed with flying colours at Castle Combe. A huge thanks to the circuit and chief instructor Alan Cooper/ Drivetech for their help on the day.

With Sam ready to don his Reis racing overalls, provided by TORQ, and his boots, gloves, balaclava and Hans device, arranged by McGill Motorsport, it was decided that Knockhill, the last event of the Championship, would be the perfect circuit for Sam to make his racing debut! The prize also included the funding of his Motorsport UK Competitor Licence, accommodation, the vehicle to drive on track and entry fee. Thank you to the SMRC for their help and constant advice in making this happen.

Fast forward to 31st October and Sam was introduced to the Citroën he'd be driving and was ready to take his position on the grid. Despite the grey weather, Sam drove like a real pro and proved that SIM to circuit is indeed possible, finishing 12th in race one and 11th in race two - an incredible job!

Jim Moir



Sam comments: "I had an absolutely amazing day and cannot wipe the smile off my face. My experience is in karting and making my motorsport racing debut at Knockhill was fantastic – I'm thrilled I can add racing driver to my CV. With this competition, Reis showed they truly understand enthusiasts' needs and a big thank you to them and everyone for making this happen."

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MY MOTORSPORT



ANNETTE FREEMAN

Annette Freeman is the commercial manager at Anglesey Circuit, or Trac Môn to the locals. Popular with drivers and riders alike, the circuit's location on the cliffs above the Irish Sea makes it one of the most scenic venues in the UK and it regularly hosts all sorts of motorsport disciplines. Magazine photoshoots and TV shows are also frequent users, the latter ranging from *Catie's Amazing Machines* to *Top Gear*. Annette talks to *Revolution* about the circuit's extensive redevelopment in 2007, the ongoing evolution of the venue, its contribution to the local community and personal experiences along the way that include testing the rally stage in her Škoda Fabia and turning down Derek Bell.

Revolution: "Let us start at the beginning: what is your earliest motorsport memory?"

Annette Freeman: "I remember watching *World Of Sport* on a Saturday afternoon with my father, but I was thinking back to when I went to Belle Vue zoo in Manchester as a tiny tot. I saw these guys on funny looking motorbikes and my father had to explain that they were speedway riders from the stadium."

R: "So, what was the first motorsport event you attended?"

AF: "It wasn't a positive experience: I was 16 and my boyfriend took me to Oulton Park. That was quite overwhelming. You couldn't see the cars in the paddock because there were so many people. We eventually found the perfect spot and waited for hours for a car to come past and then it was gone. I have to say I wasn't very impressed and the boyfriend didn't last much beyond that either! However, subsequent visits have been much more satisfying."

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

AF: "Initially, Hellé Nice, The Bugatti Queen. But then I thought about all the unseen people: ticket collectors, photographers, scrutineers and so my biggest hero is our cleaner, Elena. First impressions matter. If the loo isn't pristine, you notice. She cares and works so hard. With COVID-19 her job is even more challenging."

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

AF: "It was never a hobby! I'd been working at the Bodorgan estate office during the reconfiguration of the circuit in 2006 and the person who was supposed to come and support Richard Peacock when the circuit reopened in 2007 changed their mind. So, Richard bundled me into the Land Rover, drove me to the circuit and explained that really my life was in motorsport!"

R: "Between the trip to Oulton Park and that point had motorsport ever figured in your life?"

AF: "Not at all! I'd lived all over the country and I'd worked in a variety of industries and businesses, from small sole traders to multinationals. This really helps because you can relate to the people coming to the track, whatever their background."

R: "Would you say that outsider's perspective has been useful?"

AF: "Yes, because motorsport is a very intense bubble and sometimes you need someone to stand back, especially when you're talking about how to keep a venue fresh, keep a business alive through diversification and, in turn, bring people into motorsport. I've had to ask a lot of questions but a desire to learn helps you do the job better and motorsport people are very generous in sharing their knowledge and passion."



R: "To whom do you owe the greatest thanks for where you are now?"

AF: "It has to be Richard Peacock. Constantly supportive and encouraging, it's been my pleasure to work with him at Trac Môn and with the ARDS school and the Performance Driving Centre. I admire him tremendously."

R: "How did the redevelopment for the venue come about and what has it done for the business?"

AF: "The site was originally used by a farmer for testing his rally car and then the Caernarvonshire and Anglesey Motor Club and the Wirral 100 Motor Club started using it, so it was very much about local motorsport. It got to the point where tweaking it wasn't sufficient to move it forward and Richard felt it had to be a new design. He was constrained by having the sea on two sides, a SSSI (Site of Special Scientific Interest) and an ANOB (Area of Outstanding Natural Beauty) but he did achieve four configurations with the longest at 2.1 miles. When you think about how technical the circuit is, it does provide an interesting challenge to drivers and riders. In 2012 we built garages, a control building and a new pit lane which switched things up a notch, increasing our appeal not just to competitors but manufacturers too."

R: "How do you strike a balance between maintaining a popular venue while still looking for ways to develop it and push it forward?"

AF: "It's very difficult always trying to provide something new. We've had many comments over the years like 'why can't you put the rallycross back in' or 'you could have GTs', and they are great aspirations. But it's a challenge when you are juggling whether to buy a new shower block, a drying room, a new pick-up or an ambulance whist still paying off the actual reconfiguration. We also have to keep something in the piggy bank for resurfacing as the track gets older.

"Since 2016 I've been joined by Andrew Crighton and he's used his knowledge and experience to maximise spend to benefit participants: blocking in the scrutineering bay, using the paddock resurfacing to reconfigure the access road and increasing paddock space.

"It was Andrew who came up with the idea of rally track days, aimed at people who've always wanted to have a go, it also attracts competitors who want to test and who are really supportive of the newbies and hopefully convert them. It makes use of both the circuit and the areas off track around the office, too. We even included a yump!"



R: "Which you tested with your Škoda Fabia?"

AF: [Laughs] "I did! I couldn't be called back into the office because I was out getting air in my little Škoda! So, there we go, someone who's never had anything to do with motorsport, getting active on the circuit and loving it!"

R: "What else do you have planned for the future?"

AF: "We have a planning permission for a rather grand development of the café, scrutineering bay and various changes to the paddock to futureproof it for coming years. In view of the pandemic, those plans will be shelved for the time being and we will try to make small tweaks to keep the venue interesting and welcoming."

R: "Managing relationships with local communities is a challenge for some circuits – how does this work for you?"

AF: "We have a really good relationship with the county council. The skid car which is used in specialist training also teaches winter driving techniques to local young people (and more mature ones). We appreciate Anglesey is a holiday destination, so we've worked hard with local communities to foster their sense of ownership, providing local passes and publishing our noise data so that our neighbours can see we are complying with our planning condition and it's worked really well. Being open for business year-round, our visitors contribute to the local economy and so we try not to be a nuisance to our neighbours and we're very grateful for their support."

R: "Is opening tracks to other sports a way of guaranteeing their future and sustainability?"

AF: "We started with Welsh Cycling in 2008. We regularly host local cycle clubs for training and racing, we've had the Cybi Striders do a running race as well as hosting army cross-training. There is a commitment by the Welsh Government to fitness, health and wellbeing and, because the circuit was among the First Minister's test events [following the first lockdown], there's increased awareness of what the circuit has to offer as a venue and this extends the use of the track."

R: "What has been your favourite memory from over the years?"

AF: "My first introduction to Bentley was when they brought the Speed 8 and the Blower. I love old cars and Richard Charlesworth said come on, I'll take you out in the Blower. It was fabulous, the physicality and interaction of driver and car was just tremendous and as we pulled back into the paddock Derek Bell wandered over and said 'grab a helmet and I'll show you how it should be done!' I said 'Oh no, I'm sorry, but you couldn't possibly compare to that!' So, there you go, I've turned down Derek Bell and regretted it ever since!"



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CLUB CORNER



British Army Motorsports Association

Originally formed to help service personnel perfect navigation and driving skills, the British Army Motorsports Association (BAMA) has evolved into a multi-discipline motorsport club with activities for soldiers and, in some cases, civilians too

The British Army Motorsports Association was set up in 1960, following in the tyre tracks of the Army Motor Cycle Association (AMCA), which was formed in 1937. Created to test the navigation and off-road driving skills of participating crews, the BAMA began participating in civilian events in the late 1960s and, in keeping with its original brief, has focused on off-road disciplines including stage rallying, adventure, trials and navigation rallies. More recently, circuit racing and karting have also featured in its activities in addition to two-wheeled competitors in road racing, enduro and trials after the AMCA was amalgamated into the organisation.

We spoke with Major (Retd) Bernard Stevens, competition secretary for the BAMA's Navigation Group and long-standing member of the association for more insight on the club and its activities.

"I first became involved in 1975," says Bernard, "I'd completed my first event with Haslemere Motor Club just before I joined the army in 1960, but hadn't done anything from that point. I started again because I saw some guys coming back from a training event one afternoon, asked them what they'd been doing, they told me and I said I'd like to do that! In those days it was training as sport, and members would compete in events like the London to Sydney Rally in things like Austin 1800s, Rover 2-litre, Minis and other similar vehicles."

Over the years the association evolved but remained within the service, the big change coming in 2011 when the BAMA became (in service terms) sport. "We'd been a fully affiliated club since inception in 1960 but really remained an army activity," explains Bernard. "Since becoming a sport, recognised by the Army Sports Control Board, we have become more involved in other forms of motorsport and the navigation group has organised events for both serving personnel and civilians alike."



He continues, "We rallied right up to international level and we went from doing that in service vehicles to competing against the other services in sports cars, racing cars, karts, private car stage rallies and also our old background sport of off-road navigation rallies on the Defence Training Estate."

These days the BAMA operates in the same way as any other club, meaning it has to abide by the same rules when using Ministry of Defence property. "You can't just rock up and say we're on an exercise as we used to do," he reflects. "Now we have to apply just as anyone else would do if they wanted to use the training estate."

The Navigation Group is the only part of the BAMA organising its own events as the circuit racing and stage rally members compete in those run by regular motor clubs up and down the country. "We get people from invited clubs and they will compete on a level playing field with soldiers in military Land Rovers," confirms Bernard.

Events such as the Scotland-based Mudmaster and the Autumn Leaves night navigation rally taking place in Hampshire and Wiltshire are well-established, others like the Yorkshire-based Roadmaster are popular fixtures.

"Roadmaster used to be the UK Army Driving Championships," explains Bernard, "and in the mid-80s and 90s we'd get 120 competing crews. We don't achieve that many now and the split between service personnel and civilian competitors varies but on Roadmaster it's about 60:40 army to civilian."

Although army life is less insular than it once was, Bernard sees the BAMA's events as a positive opportunity for civilians and military personnel whose lives might not normally overlap to socialise and share a common passion for motorsport. "It gives soldiers a chance to compete against people from the community in which they serve," he says. "That's an important point - it's what the army is there for - and I often use that line in my PR letters when we're planning events."

On two wheels and on four, on road, circuit and in the mud, the BAMA is among our more diverse and unusual clubs playing a vital role in bringing service personnel and civilians together in competition. For more about its activities see: **armymotorsports.co.uk**



MOTORSPORT UK CHRISTMAS GIFT GUIDE



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BRDC British F3 Championship

24th-25th October, Donington, 7th-8th November, Silverstone

A hectic finale to the British F3 Championship saw six races over two rounds, the first at Donington and the final at Silverstone, running with the British GT Championship. American driver Kaylen Frederick of Carlin Motorsport reclaimed the championship lead in the first race at Donington, seizing the opportunity after Double R's Louis Foster went off on the first lap. Carlin teammate Nazim Azman took race two but Frederick was back on top for race three, heading to Silverstone with a healthy championship lead. A win in race one signalled his intent to rival Kush Maini, race two going to Double R's Benjamin Pederson. At the end, Frederick was unstoppable with an emphatic lights to flag win in race three sealing the championship in dominant style.



Motorsport UK British Sporting Trials Championship

1st November, Tulleys Farm, Crawley

The re-imposition of lockdown rules has wreaked havoc on disciplines not permitted to run under elite sport exceptions, with the British Sporting Trials Championship among series forced to cancel events through November and into December. Thankfully organisers were able to run the round at Tulleys Farm outside Crawley at the start of the month, unseasonably dry ground leading to some impressive scores and very tight margins. In the end, Ian and Sandy Veale secured victory over Stuart Beare and Peter Meakin by just a single point, with organisers expressing their gratitude for the marshals supporting on the day and the spirit of cooperation between teams that saw them helping out with scoring their fellow competitors.



Motorsport UK British Kart Championships

23rd-25th October, PF International

With seven titles to be decided, it was a hectic weekend of racing at PFI as various categories wrapped up their 2020 calendars. Six-year-old Edward Haynes took the title in Bambino after placing first or second in every race of the season while the final race of Junior TKM was won by Reece Lomax with Louis Harvey taking the championship. Adam Sparrow took the TKM Extreme title by just a single point while the IAME Cadet category saw a dramatic, down to the wire fight with Macauley Bishop prevailing in the end. Vinnie Phillips claimed the Mini X30 title, Oliver Greenall winning a thrilling race for the Junior X30 crown while Danny Keirle took the Senior X30 title.



F4 British Championship – powered by Ford EcoBoost

14th-15th November, Brands Hatch

With all to play for in the championship, changeable weather conditions and plenty of drivers out for one last stab at glory, the F4 finale at Brands Hatch had all the ingredients. It started well for championship contender Luke Browning of Fortec, who beat title rival Zak O'Sullivan from Carlin and took a points lead after the first race. Race two saw O'Sullivan fight back, taking second behind Arden's Alex Connor with Browning in third. O'Sullivan went for it in the final race, passing Browning off the start before all three leaders span out at Clearways. All were able to resume, Browning fighting his way from the back when a red flag stopped the race and handed him the championship in dramatic style. Rising star Abbi Pulling was presented with the JTR Award before the race and finished third for sixth in the overall standings.



Kwik Fit British Touring Car Championship

14th-15th November, Brands Hatch

The autumnal weather may have been dreary and the cars at times muddy enough to look like they had been rallycrossing, but BTCC's final round at Brands Hatch more than lit up the track in terms of close racing and drama. With Colin Turkington arriving with a points lead and hopes for a fifth title, all eyes were on him but it was clear his BMW was struggling for pace, Dan Cammish's Honda taking the win in race one ahead of Ash Sutton's Laser Tools Infiniti with Turkington back in ninth. Sutton went one better in race two with a win, Turkington improving with a fourth ahead of the final race. Rory Butcher claimed the win ahead of Tom Ingram (who was on the podium in all three races) and Jake Hill, Sutton back in sixth but ahead of Turkington. This was enough for Sutton to take the BTCC crown while Team and Manufacturers' titles proved some compensation for Turkington's BMW crew.



Intelligent Money British GT Championship

7th-8th November, Silverstone

With packed grids, supercar-derived entrants from the likes of Lamborghini, Mercedes-AMG, McLaren, Aston Martin and Ferrari and super competitive drivers, British GT has delivered some fantastic racing in 2020, the three-hour season finale at Silverstone being no exception. A race victory for Rob Collard and Sandy Mitchell in the Barwell Motorsport Lamborghini Huracan was a fine way to seal their Intelligent Money British GT3 title, this their second race win of the season. Second place for the RAM Racing Mercedes-AMG GT of Ian Loggie and Yelmer Buurman cemented their GT3 Pro-Am title, Jenson Team Rocket RJN's James Baldwin and Michael O'Brien rounding out the podium in their McLaren. Jamie Caroline and Daniel Vaughan meanwhile took the GT4 title, along with the Teams' Champions crown for their TF Sport Aston Martin squad.



Motorsport UK iRacing Esports Series powered by iZone

The penultimate round of the popular Motorsport UK iRacing Esports Series took place at the virtual Okayama International. A win for Alex Dunne in League 1 wasn't enough to stop Gordon Mutch sealing his claim to the title in that category ahead of the finale at Interlagos, Kieran Vernon's win in League 2 meaning he's also in an insurmountable lead with one race in hand. James Montgomery meanwhile took the League 3 win, Rik Koen doing the same for League 4 while in League 5 it was J Aiston. Alan Jones topped the table in League 6 with all to play for as the final round looms and the honour of being crowned the first Motorsport UK iRacing Esports Champion will be decided.

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The Parting Shot

Goodwood SpeedWeek's Shootout was a thrilling conclusion to a fantastic three days of racing on the celebrated Motor Circuit. The Shootout's standing start sprint format and open-door policy to cars of all types saw some amazing laps and was screened live on ITV for perfect Sunday afternoon viewing. Nick Padmore's run in a 1989 Arrows was a worthy win but BTCC driver Jake Hill's mighty lap in a Ric Wood Motorsport prepared Nissan Skyline GT-R was arguably up there, given he beat a 680hp Audi R8 LMS GT2 driven by Tom Kristensen with a 30-year-old car with an H-pattern manual gearbox and zero downforce in the process. A spectacular car, a spectacular lap and yet another giant-killing Skyline performance for the record books. (Photo: Nick Dungan/Goodwood)



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