


Revolution

December 2020

The official magazine of  motorsport uk

COMING BACK STRONGER!



FEATURE:

**BRITISH
MOTORSPORT
RACES INTO 2021**

FOCUS:

**FIA
VOLUNTEERS
WEEKEND**

VANTAGE POINT:

**ACCESSIBLE
MANUFACTURER
PATHWAYS**

PLUS MOTORSPORT UK & ROYAL AUTOMOBILE CLUB - THEN & NOW



CEO's MESSAGE

Hugh Chambers

I doubt that any F1 fans that were watching their screens at 14.15 on the 29th of November will ever forget the shock of seeing a fireball explode moments after the race start, followed by the conspicuous absence of any follow up footage. We have all got so used to the idea that modern racing cars do not burst into flames, and if they do it is a small localised flare-up that is easily extinguished. We racked our brains to think of the last time an F1 car had literally exploded. We feared the worst.

I vividly remember as a child reading my weekly Motoring News (as it was then) and being numb with shock at yet another of my heroes perishing. Attending the 1969 Tourist Trophy at Oulton Park with my parents, I still can see the plume of black smoke rising above the trees from Paul Hawkins' Lola T70, and the hush that settled on the circuit. This is not to be macabre, but rather to celebrate how far we have come with safety in our sport.

The relentless pursuit of safety has had many champions, and perhaps most celebrated is Sir Jackie Stewart, for every cause needs a powerful leader. But it has been the tireless work of countless people of whom we know so little - the designers, engineers, medical staff, equipment suppliers and research boffins that have implemented the small, incremental steps that have resulted in the quantum shift. The FIA, led by Jean Todt, has a clear mission to eradicate fatalities from motorsport, and as steep as that mountain is to climb, they have scaled some amazing heights.

Romain Grosjean is the first to acknowledge that if it was not for the Halo on his Haas car, he would not have survived. The details of the accident are being forensically examined by the FIA Safety Department, and they will piece together just how the car penetrated the Armco with such force as to peel back the rigid layers of steel like a can opener. Modern racing cars have aircraft grade bag tanks and fuel lines that self-seal, but something happened here that did not conform to all of the predictions. And

"Our marshals, rescue and recovery teams and all of the medical crews are simply extraordinary in their dedication and commitment to ensuring motorsport is as safe as it is"

that is the point - an accident is 'an unfortunate incident that happens unexpectedly and unintentionally, typically resulting in damage or injury', so what we have all done in motorsport is to minimise the chances of it happening, and then if it does, minimise the consequences thereof.

And when a serious incident of this nature does occur in motorsport, we rely on an extraordinary band of people who give up their time at weekends in order to intervene and minimise the impact of what has just happened. Our marshals, rescue and recovery teams and all of the medical crews are simply extraordinary in their dedication and commitment to ensuring motorsport is as safe as it is. We were all struck by the profound bravery of Dr Ian Roberts and Alan van der Merwe, who confronted the flames head on to help rescue Romain, who was invisible in the inferno. And they symbolise what an amazing community of experts we are so fortunate to have, and for everyone in these roles we offer our gratitude. Later in this issue we highlight the career of Martin Shalders, a volunteer marshal with over 45 years of marshalling experience, and that is real commitment.

In the UK we have well over 4,000 events in any normal year, and they range from autosolos on airfields to the Grand Prix at Silverstone (another airfield). Our mission is to make motorsport safe, fair and fun, the first being the imperative. But we also need to be mindful that there should be a proportionate response to risk and the environment that the activity is taking place in. Our 60,000+ licence holders, volunteers and spectators need to be protected, but we have become pretty good at

CEO's MESSAGE



Image courtesy of Getty Images

recognising that for events such as autosolos you don't need a crash helmet or flame proof overalls. We extended the life service of seats and seat belts as there was no evidence that the limit was based on hard facts, and since then this has been vindicated. For the vast majority of our community the sport is a hobby and good fun, all done with a very limited budget, so we need to be especially careful when we make any changes to the rules and regulations on the grounds of safety that they are really needed, and that the most cost-effective solution is found.

A week later in the Bahrain desert we caught a glimpse of what George Russell will be capable of when he gets a slot in one of the front-running teams – and who would bet against that being Mercedes in 2022. On the same

"We have a lot to be excited for with those competing on the world stage, and yet another generation of junior champions nipping at their heels"

day, on a snow strewn mountain in Italy, we saw another of our young stars, Elfyn Evans' hopes slide away in agony. We have a lot to be excited for with those competing on the world stage, and yet another generation of junior champions nipping at their heels.

I would like to say a very big thank you to everyone in the UK motorsport community for everything that you have done for the sport this year. Whether it is creating competitions, running venues, sponsoring teams, managing events or simply taking out a Motorsport UK licence – we owe you all our gratitude.

I wish everyone a safe and secure Christmas, and hopefully the chance to spend time with loved ones and enjoying a brief respite from the challenges of the virus. But there is a light beginning to shine with the vaccines being rolled out – and I am quietly optimistic that we will have a great season of motorsport in 2021.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

6000 Joker

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PLUS What's On + Club Corner + Results

UP TO SPEED

LATEST NEWS

SILVER LININGS

It was not to be for Elfyn Evans or George Russell but British fans can still take cheer from their recent performances

The cruel blows fate dealt both Elfyn Evans and George Russell might be seen as just another twist of the knife from a year with more than its share of upset for motorsport fans. A double dose of 'what might have been' in one weekend may indeed have seemed too much to bear, especially for those daring to hope that the year may yet end on a high.

It was not to be. But the conduct of both drivers, competing as they are at the very top of their respective disciplines, should be considered a cause for great optimism. Not least for the professionalism, sportsmanship and grace they displayed in post-event interviews, it falling to Mercedes boss Toto Wolff to add a few coins to F1's live TV swear box after his blunt assessment of what had gone wrong.

While both drivers have demonstrated their coolness out of the car, their performances at the wheel remain inspiring. True, Russell's immediate pace in the Mercedes appeared to confirm the 'anyone could win in that car' sniping that some have used in an attempt to belittle Lewis Hamilton's achievements. Mercedes Junior driver or not, the fact that Russell was able to keep a cool head is a measure of his maturity, even at 22 years of age.

Arguably he was on a hiding to nothing, given if he had won the cynics would have said it was purely down to the car and if he had spun it into the barriers the same would have said he was in above his head. As it was, he stepped out of the car having demonstrated that he had the pace and tactical nous to beat his far more experienced teammate in equal machinery and it was the team, not him, who had made the error. If there is ever honour in defeat Russell achieved it, the fine balance he struck between self-confidence and humility in all his interviews undoubtedly improving his chances of landing a top seat before long.

Russell's path to deputising for a seven-time World Champion in the F1 car of the moment is also vindication of the various ways young talent is cultivated, nurtured and developed within the British motorsport scene, which gives hope that whoever follows in Hamilton's footsteps is well equipped to achieve similar success.

Like Hamilton, Russell rose through the ranks in the fiercely competitive world of British championship karting, making the transition into cars and benefitting from the fact that drivers from all over the world flock to the UK to earn their racing spurs. These junior formulae provide the Hamiltons, Russells and their ilk with the opportunity to compete with – and win against – the drivers they will face later in their careers, all from the comfort of home soil. Just as Hamilton's hero Ayrton Senna did all those years back, drivers from all corners of the world know that if you can win here you can win anywhere. That may make the domestic racing scene more competitive than most, but also means that British drivers have what it takes to be the best, with up-and-coming stars Luke Browning and Abbi Pulling in F4 British Championship just two examples of the calibre of future British talent.

Elfyn denied

A WRC crown on the 25th anniversary of Colin McRae's barnstorming title in 1995 would, of course, have been a fairytale end to Elfyn Evans' first year at Toyota and a huge fillip to British motorsport fans. The nature of his departure from the road on Stage 11 of Rally Monza seemed especially harsh, given the incredibly challenging conditions; Evans' sportsmanlike warning to the following Sébastien Ogier prevented exactly the same from happening to him and the ensuing cancellation of the next stage due to the weather effectively sealed a seventh championship for the Frenchman.

Yet Evans too gives huge hope for the future and, again, proves British motorsport has the talent – and infrastructure – to create future champions across disciplines. In his first year with a full manufacturer World Rally Championship (WRC) team, he might reasonably have been expected to defer to his multiple champion teammate. Instead, the Welshman went for it from the start, trailing Ogier by just 1.7 seconds to score a podium in his first outing for the team at Monte Carlo, before beating him fair and square for a win at the next round in Sweden. Ogier may have triumphed in the end but, shortened season or not, Evans made him sweat for every competitive kilometre and has demonstrated that he has the speed to beat the Frenchman. Ogier now knows this. Rally fans disappointed at the outcome can take comfort in the fact that it is not a matter of if Evans will win a title, but simply when that happens.

Evans' grounding in the governing body's Team UK and Academy programmes and success as British Rally Champion, coupled with the support of M-Sport which allowed him to progress through the sport in its products and under the watchful eye of Malcolm Wilson, is another demonstration of how British motorsport cultivates talent. Having won his first WRC round in an M-Sport car, the collective experience within that home team has helped equip Evans for this final step to genuine championship contender at the very pinnacle of the sport.

Like the fans rooting for them, both Evans and Russell will be coming to terms with the disappointment. But, as the future champions they undoubtedly are, the way in which both drivers have already put that behind them should be an inspiration to us all. Bring on 2021.



Janus Ree/Red Bull





Motorsport UK and the RAC – then and now

Motorsport UK has now formalised its separation from the Royal Automobile Club but remains true to founding principles from the earliest days of motoring – Tony Jardine charts the shared history, with additional reporting by Dan Trent

The body governing motorsport in this country has gone by many names over the years and, with that in mind, the recent decision to update the registered title from the Royal Automobile Club Motor Sports Association Limited to Motorsport UK Association Limited may appear little more than a minor administrative tweak in line with the organisation's rebranding in 2018. In formalising Motorsport UK's evolution into an independent governing body of a sport bringing global prestige and billions of pounds to these shores, it is, however, a more significant step than it might first appear, even if the two organisations maintain a close relationship with shared interests and objectives.

To understand why this moment matters it is worth going all the way back to the beginning to appreciate how Motorsport UK evolved from a committee within a gentlemen's club into what it is today. Indeed, the shared history of the RAC and Motorsport UK speaks to Britain's long-standing position as a nation passionate about cars and the power of sport to drive innovation and inspire people from all walks of life.

The Automobile Club of Great Britain (ACGB), as it was originally known, was formally registered in 1897, a little over a year after the 'Emancipation Run' of November 1896 celebrating the end of the infamous 'red flag' rule. The new Locomotives on the Highway Act raised the speed limit from 4mph to a heady 14mph, the first commemoration of this important step to automotive independence taking the form of a massed drive to Richmond Park the following year.

Welcome as it was, the Locomotives on the Highway Act was still considered stifling and the ACGB quickly picked up the campaigning baton. Britain was, after all, an industrial and geopolitical powerhouse and could not afford to be left behind by an exciting new technology and the world-changing opportunities it represented.

"The club quickly realised the power of motorised sport and, as early as 1900, created events such as the 1000 Mile Trial"



The Royal Automobile Club's imposing Pall Mall club house is indicative of its establishment roots

The club quickly realised the power of motorised sport and, as early as 1900, created events such as the 1000 Mile Trial to bring cars to the masses. Starting in London, the 65 vehicles taking part followed a route around England and Scotland, taking in Bristol, Birmingham, Manchester, Kendal, Edinburgh, Newcastle, Leeds, Sheffield, Nottingham and back to London. It took 20 days and the attrition rate was high, with 51 making it to Edinburgh but just 35 completing the trip. In more recent years the event has been run as a regularity to celebrate the exploits of those pioneering motorists and is just one of many early events to have endured into the modern era.

It was about more than just fun, though. Having quickly established itself as the voice of the motorist, the club campaigned to overturn the Locomotives on the Highway Act and, in 1903, contributed to the establishment of the Motor Car Act, which proved a decisive moment for the automobile in this country. From here, things gathered pace as sporting activity in motor vehicles grew in popularity, the club taking on the role of governing body for motorised sport in 1905. That year witnessed the establishment of the Tourist Trophy, considered the world's oldest motor race. The glittering, physical embodiment of Britain's long and proud history in motorsport, the Tourist

Trophy itself remains one of the most coveted prizes any driver can win and carries the names of the sport's most illustrious stars from home and abroad.

In 1907 the ACGB gained its Royal title from King Edward VII, sealing its position in the establishment and in the fabric of British society as a whole. This was the same year Brooklands opened, this being the world's first purpose-built motor racing circuit and a powerful symbol of British motorsport ambition. Within days of its opening, Selwyn Francis Edge took advantage of this imposing new facility to establish a 24-hour driving record, covering 1,581 miles in his Napier at an average speed of 66mph and announcing to the world that Britain was a centre of motorsport innovation. A position it arguably holds to this day.

The inter-war era was a vibrant time for motoring and motorsport alike and the RAC pressed ahead with new events to encourage participation and promote the interests of the sport. Key among them was the RAC's role in organising the first British Grand Prix at Brooklands in 1926, this along with its Italian counterpart still the two oldest, continuously staged Grands Prix on the motor racing calendar.

The following year saw the first London to Brighton Veteran Car Run on the 30th anniversary of the original Emancipation Run, the RAC joining with the Veteran Car Club of Great Britain in 1930 to manage the event, as it does to the present day.

"The inter-war era was a vibrant time for motoring and motorsport alike and the RAC pressed ahead with new events to encourage participation"

Taking its inspiration from the Monte Carlo Rally, the first Royal Automobile Club Rally ran in 1932, with 342 crews in standard road cars starting from nine towns and cities around the country to follow a selection of routes converging on Torquay. After a special test involving slow running, acceleration and braking, followed by a Concours d'Elegance, Colonel A.H. Loughborough was declared winner in a Lanchester 15/18 having had "the fewest penalty points in the decisive test at the finish."

Incidents observed by Motor Sport Magazine in 1932 involved "a particularly tired driver who, on leaving his car, walked straight into a lamp post. He explained he was not short sighted – just sleepy!" Then as now, the club was eager to celebrate the achievements of female competitors, too. "One lady driver deserved a special medal," it was reported. "She drove single-handedly throughout, had no rest, no meals and smoked only seven cigarettes. She also had trouble with her lights, but continued, and arrived at Torquay only two hours late." Variations on the 'RAC Rally'

The first Royal Automobile Club Rally took place in 1932 and its format was inspired by the Monte Carlo Rally, with cars converging on Torquay



name came and went over the years that followed but the club's association with this iconic event has always been there, the historical link enduring with Motorsport UK's management of its modern iteration.

Later, the RAC decided to celebrate the origins of the early RAC rallies by joining forces with HERO-ERA Events in 2001 to sponsor the RAC Rally of the Tests, as the pre-forest RAC rallies were known. The event takes competitors back to regularity rallying with both average speed tests and speed sections on private land in a relentless, three-day programme so demanding it has quickly acquired a cult following and huge demand for entries.

The period following the Second World War then saw the RAC play its part establishing two of the most important pillars of the modern sport in the UK. In search of stimulation and a way to let off some steam in the immediate post-war period, many enthusiasts were turning to motor racing, one popular venue for this being the abandoned Silverstone airfield where local man Maurice Geoghegan organised a race around the perimeter roads and runway in 1947. When one driver hit an unfortunate sheep, the race went down in folklore as the 'Mutton Grand Prix', the car wrecked and the farmer reimbursed for his loss.

"Where pre-war Brooklands had famously been about 'the right crowd, and no crowding' this was motorsport for the masses"

A French Grand Prix was held in Lyon that same year but, whilst motor clubs and enthusiasts were quick to organise speed trials and hill climbs at venues such as Prescott and Shelsley Walsh, with Brooklands closed there was no longer a permanent racing circuit. Motor clubs had approached the Air Ministry for permission to use redundant airfields but the RAC had already seen the opportunity and, realising casual use of such venues would not cut it, the club opened negotiations with the Air Ministry in 1946. The RAC proposed that it would take joint responsibility with the Ministry if various airfields were handed over to the RAC.

Top right: Stirling Moss, then driving for Mercedes alongside Fangio, was the first British driver to win the home Grand Prix at Aintree in 1955



RAC Rally

First run in 1932 as the Royal Automobile Club Rally, the first event attracted a healthy turnout of cars taking one of nine 1,000-mile routes to the finish in Torquay, with checkpoints along the way. Off-road special stages were added in 1960 and the RAC Rally had its first non-British winner in Erik Carlsson, heralding decades of Scandinavian domination only the talents of Roger Clark could overcome with two wins in the mid-70s. By this point the event was a properly international affair, having been included on the inaugural FIA World Rally Championship in 1973 and featured on the calendar ever since, 2020's special circumstances notwithstanding. In 1974 it took the name 'Lombard RAC Rally', which it carried until 1993 when it became the Network Q RAC Rally. The event's traditional end of season billing means it has hosted many thrilling title showdowns too, not least Colin McRae in 1995, Carlos Sainz's dramatic mechanical failure mere metres from a championship win in 1998 and Richard Burns winning a championship crown in 2001. Since 2003 the event has been known as Wales Rally GB and continues to be run by Motorsport UK, proud Welshman Elfyn Evans appropriately taking his first WRC victory in the event in 2017.



"Organising Committee chairman Jack Kemsley thought the club's eponymous rally should grow into something worthy of attracting the best drivers in the world"

In 1973 the RAC rally was included in the inaugural FIA World Rally Championship, Roger Clark keeping home hopes alive during this period

Progress was slow but eventually it was between two venues, one at Snitterfield near Stratford-upon-Avon and the other at Silverstone. On 30th June 1948 the Chairman of the RAC, Wilfred Andrews, announced that he had secured a one-year lease on the latter and there was to be a Grand Prix there three months later! Step in Jimmy Brown, an ex-RAF pilot whose name was to become synonymous with Silverstone over the next 40 years. He had the massive task of clearing the site and making a race track in 80 days. He succeeded, although The Federation Internationale de L'Automobile would not grant the title British Grand Prix because the budget would not stretch to inviting the Alfa Romeo team. So the race was called the RAC International Grand Prix instead.

100,000 people attended, and where pre-war Brooklands had famously been about "the right crowd, and no crowding" this was motorsport for the masses.

Pre-event promotion, great signage and cooperative policing meant that people streamed in and packed the venue to the degree that the prize-giving could not even take place among the thronging crowd.

After a successful 1949 Grand Prix, Silverstone was honoured to become the first event in the inaugural FIA World Championship in 1950. It was called the 'Grand Prix d'Europe' but, after the royal family accepted the RAC's invitation to attend, the race was dubbed the Royal Grand Prix. Giuseppe Farina won in his Alfa Romeo, but not before the royals had left their special viewing platform to move closer to the track to get a better look at the action.

After another hugely successful Grand Prix in 1951 was attended by an estimated 150,000 spectators, the Chairman Wilfred Andrews announced that the RAC would not be renewing its lease as the governing body



should not be a motor circuit operator, suggesting that specialist clubs would offer a “greater advantage to the sport as a whole.” Step in the British Racing Drivers’ Club (BRDC), which still owns and runs the track 70 years later. Named after the RAC’s Pall Mall clubhouse and its grand country estate beside Epsom racecourse, Club and Woodcote corners celebrate the organisation’s role in Silverstone’s history to this day.

Throughout its formative years, the RAC operated as a club and voice for the motorist, with services for its members such as breakdown assistance, lobbying through its Public Policy Committee and – of course – organising and overseeing motorsport activity across the UK. These disciplines were managed by committees within the club in the usual way, the growing professionalism in the sport in the post-war era and need to cooperate with similar regulatory bodies in other countries seeing the RAC Motorsports Division and the Competitions Committee grow in stature. As Motorsport UK does now, the RAC supported the hundreds of local motor clubs all over the country, provided regulatory framework for their events and officiated for the many thousands of grassroots competitors taking part in them. But it had a bigger job to do, too.

This included nurturing the drivers and teams capable of putting Britain on the international sporting map. By way of example a young Stirling Moss was already a precocious talent in 1950 aged 20 and the RAC and BRDC wanted to bring on young British drivers. Jaguar was keen to win the prestigious RAC Tourist Trophy in its first post-war running but was reluctant to provide Stirling with a works car, fearing the worst with the combination of the dangerous Dundrod road circuit and what it considered an unproven driver.

Tommy Wisdom thought differently and offered Moss his XK120, one of only six works-spec cars. Having set the fastest lap in practice, in a production car, Moss then revelled in the torrential rain and gales that hit the circuit on race day to take an incredible win. Even the press tent was blown away, literally! Moss went

“As Motorsport UK does now, the RAC supported the hundreds of local motor clubs all over the country”

British Grand Prix

Following the RAC’s creation of the first British Grand Prix in 1926, the event really took off in the post-war period, with the relocation to Silverstone for the grandly titled RAC International Grand Prix in 1948. Two years later, the 1950 British Grand Prix at the same venue held the distinction of being the first ever race of the Formula One championship as we now know it. Since then the event has run at various tracks, including Aintree (where Stirling Moss scored the first win for a British driver in 1955) and Brands Hatch, but Silverstone remains its spiritual home. Notable wins for British drivers include 1957 where Moss and Tony Brooks shared first place, domination by Jim Clark through the 60s, iconic wins for Nigel Mansell in the late 80s and early 90s, Damon Hill going one better than his dad with first place in his home Grand Prix in 1994, David Coulthard’s crowd-pleasing victories in the late 90s and the utter domination in recent years by Lewis Hamilton. The British Grand Prix is not just the glittering crown in Motorsport UK’s schedule. It is a major international and UK event, putting Britain in the spotlight, sitting alongside Wimbledon and the Open Golf in a big British summer of major events.



on to become the most successful driver in the Tourist Trophy’s incredible history, winning it a total of seven times in his career.

Circuit racing was not the only discipline where the RAC saw scope for increasing Britain’s status on the world motorsport scene. In the late 1950s, Organising Committee chairman Jack Kemsley thought the club’s eponymous rally should grow into something worthy of attracting the best drivers in the world, and had ideas of how to make this happen. He started by moving the event from March to November, seasonal weather increasing the challenge for crews and meaning the RAC Rally could run as a round of the European Rally Championship.

"By the 1970s the role of the Competitions Committee had grown to the extent it was clear a more formal structure was required"

Following the successful introduction of 'tulip' road books in 1959, he quickly added new features, including 'special stages' on rough roads for the 1960 event. Encouraged by the response, he lobbied the Forestry Commission for access to its land to include more of these stages but was turned down. "They said the roads were very rough and would be unsuitable for cars," Kemsley is reported to have said. "I said that was exactly what I wanted!" Accordingly, 200 of the event's 2,000-mile route in 1961 were on Forestry Commission land, this successful lobbying effort by the RAC's Motorsport Division transforming the event into the modern stage rally we know and love to this day.

My personal experiences as a 27-time amateur competitor on the event in its various guises since 1991, make it easy to relate to the idea of a 22-year-old Kemsley taking the formative experience of competing in the 1933 RAC Rally and turning it, years later, into the event we know today. For those competing, everything from the cut and thrust of the spectator showcases to the raw adrenaline delivered by the best forest stages in the world are a testament

to the vision of people like Kemsley, his just one of many stories within the organisation.

By the 1970s the role of the Competitions Committee had grown to the extent it was clear a more formal structure was required. In 1974 this led to the formation of the new RAC Motor Sports Council, which just four years later evolved into the RAC Motor Sports Association reflecting the increasing autonomy in its role. This coincided with the servicing side of the club growing from an 'associate section' into RAC Motoring Services Ltd amid divergence between the club's social activities and its more commercial side. In 1977 the motorsport arm followed suit with the creation of a separate legal entity known as the RAC Motor Sports Association Limited, which formally devolved management of the sport from the RAC. The club's interests were maintained by the right to appoint three directors to the board of the new organisation, a tradition that has only ended with the most recent name change.

Although both the RAC Motor Sports Association and Motoring Services had in effect become separate operations the formal split with the club came in 1999, when the former became an independent body in its own right and the latter was sold to Lex Group. The historical links meant the relationship between all remained close, collaboration on major events such as the British Grand Prix leading to the new owners becoming title sponsors and its rebranding as the RAC British Grand Prix.



Tourist Trophy

Although it is claimed as "the world's oldest motor race" the Tourist Trophy itself is, speaking literally, a prize rather than a single event and has been awarded to drivers in a variety of championships since it was first presented in 1905. Winners of the Tourist Trophy feature some of the most legendary names in the history of motorsport, lending additional gravitas and significance to the famous trophy itself. These include Charles Rolls, Rudolf Caracciola, Tazio Nuvolari, Stirling Moss, Graham Hill, Derek Bell, Jochen Mass, Tom Walkinshaw, Alain Menu, Romain Dumas and many others. Over the years the trophy has been awarded to drivers in the BTCC, FIA GT Championship, World Touring Car Championship and, most recently, the winners of the Silverstone round of the FIA World Endurance Championship. While the event is no longer held at Goodwood and has no bearing on the trophy any more, the RAC TT Celebration race at the circuit's annual Revival commemorates this heritage and is one of the most prestigious historic races on the international calendar, attracting the very best cars and drivers on the planet.

Speaking personally I was heavily involved with that campaign, which was based equally on celebrating the heritage of the race whilst promoting new products and services the RAC was developing for its customers. In my role promoting the Grand Prix for the MSA, the RAC and Silverstone for 20 years we always treated it as a major shop window for motorsport innovation, the motor industry and technology transfer between racing and road – the very same goals that inspired the formation of the RAC all those years before.

The arrival of David Richards to the chairmanship in 2018 saw the organisation rebranded as Motorsport UK to symbolise the next stage of its evolution. Speaking at the time, Richards was clear about his ambitions for this new era. "We're at a real pivotal point in motorsport history and that's what excites me about the role, because some of the decisions we make now will determine the relevance and success of motorsport in the coming years," he said.

Given Richards' background as a competitor, team manager, manufacturer and promoter it is little surprise he has a keen commercial eye for how a modern governing body should operate, and how it has had to evolve from those early days as a club committee. "An inordinate amount of our effort as a governing body has been placed on the regulatory side and less so on the developing the commercial aspects of it," he said at the start of his chairmanship. "I think that's where we're going to have to shift our focus to in order to generate the funds we need to reinvest in the sport and develop it at a grassroots level." The practical expression of that came with a modernisation of the constitution to reflect the changing role of sports' governing bodies and the rebranding from MSA into Motorsport UK.

Ahead of taking on the role, Richards was canvassing opinions from various sectors of the motorsport industry as to the way forward. From my perspective it was important to explain how communications can help change perception, and indeed help implement change. Since the advent of Motorsport UK we are

"Given Richards' background it is little surprise he has a keen commercial eye for how a modern governing body should operate"

London to Brighton Veteran Car Run

The history of the London to Brighton and the Royal Automobile Club are inextricably linked, given they hark back to the very earliest days of motoring in the UK and the 'Emancipation Run' of 1896 that took place shortly before the club was formed. This link between the RAC and lobbying on behalf of the motorist is a recurring theme throughout its history, the club taking on joint management of the event in 1930 following the first London to Brighton in 1927 and running it to this day with breaks only for the Second World War, petrol rationing in the late 1940s and – most recently – the COVID-19 lockdown. Hopes will therefore be raised the event can return in 2021 and once again celebrate the joint history of motoring in the UK and the organisation that has supported motorists from the very beginning.



seeing a minor revolution, one which will make motorsport successful and durable long into the ever-changing future.

Campaigning and developing new ways for the sport to thrive remains a vital part of the job, though. Another milestone achievement I was able to admire from the inside was the successful lobbying of the government so that 'Closed Road events' in England would no longer require an Act of Parliament and could instead be approved by local councils. I hosted a fair few fringe meetings at both Labour and Conservative Party Conferences, but the cumulative effect of all the work by the governing body is that a major hurdle was overcome for the good of future motorsport in the UK.



British Grand Prix in Silverstone, 23rd April 2000. David Coulthard in the McLaren-Mercedes MP4/15 picks up his first victory of the season for McLaren-Mercedes and finishes third in the drivers' ratings at the end of the season

For all the fun and excitement of the sport itself, there is a serious side to all this too. Motorsport brings significant money and prestige to this country and provides global car manufacturers with the impetus to develop new technology they can adapt and promote to their customers. Cultivating an environment in which all this can take place is a joint enterprise Motorsport UK and the RAC maintain to this day, bolstered by the friendship and mutual respect between the respective chairmen.

"The Club is proud to have played a pivotal role in the development of motor sport since its founding in 1897," says Royal Automobile Club Chairman Ben Cussons for his part. "The increasing professionalism of the sport has necessitated the evolution of more relevant governing body and, whilst the Club and Motorsport UK may have formally separated, we will continue to work together to continue to promote the best interests of the sport. Under the chairmanship of David Richards we can be sure that it will stay at the front of the grid - I could not think of a better qualified man for the job."

Meanwhile David Richards says, "The RAC has a long-standing relationship with motorsport in this country, not just as pioneers, but as the original custodians of FIA authority and responsibility in the UK. I have a particular affinity to the RAC because I have a picture on my study wall of winning the

World Rally Championship at the RAC Rally of Great Britain back in 1981. Clearly the RAC has contributed enormously to the history of motorsport in this country and Ben Cussons is a big supporter, particularly of historic motorsport. He and I have a close working relationship when it comes to all these matters."

With its huge remit supporting everything from the smallest club meeting to some of the biggest and most prestigious global sporting events held on these shores, a governing body created within a Victorian gentlemen's club is now the envy of ASNs around the world and honours the founding RAC ethos of "seeking to promote the best interests of motorists and motorsport at every opportunity."

The modern expression of that philosophy means both organisations have decided now is the right time to formalise the evolution into the entirely separate entities this recent change in legal status recognises, though the emotional bond remains strong. Then, as now, the priority is using motorsport as a force for good, both as a competitive endeavour and a means of encouraging innovation. Guiding principles set out over 120 years ago inform Motorsport UK's work to this day and honour the dedication of the many people from both organisations who have worked tirelessly to promote and support the sport over the years.

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GIRLS ON TRACK UK DEVELOPS FUTURE STARS

Another successful year for the popular women's motorsport initiative and a look ahead to more inspiring events for 2021

A combined effort between the FIA's Girls on Track programme and Motorsport UK, Girls on Track UK evolved from Susie Wolff's Dare to be Different initiative and has been doing sterling work supporting female competitors and those interested in working within the sport with tailored events, support and a thriving community where ideas and advice can be shared. Collected under the themes of 'Inspire', 'Connect' and 'Showcase', the events held in 2020 have, by necessity, been virtual with a selection of inspiring interviews with prominent women in motorsport, including Nathalie McGloin, Ellie Norman, Justina Williams, Nicki Shields, Rosanna Tennant, Jennie Gow, Louise Goodman and Jamie Chadwick.

More of the same is planned for 2021, with monthly Zoom webinars held by women working in the motorsport industry speaking to the 'Inspire' theme. Confirmed topics include motorsport engineering, Formula 1®, International Women's Day, medical and marshallings, with details of presenters to be confirmed. Registration details will be shared on the dedicated Girls on Track UK web page, details of which can be found below.

The 'Connect' theme will be expressed through dedicated events exclusively for the Girls on Track UK Community

where members can join groups to network with relevant educational institutions. These will be in smaller, informal Zoom sessions where those attending will be able to share thoughts and make contact with those already in the business, with one room dedicated to industry contacts and another focusing on education.

'Showcase' is an opportunity for community members to nominate someone deserving of recognition as a female in motorsport who is making a difference. This nominated individual will have a story related to that month's theme, with community members able to learn more about them via the closed Girls on Track UK Community Facebook group and other social media channels. Highlighting the successes of females in motorsport and science, technology, engineering, arts and maths educational areas, it is intended to inspire the next generation to follow in their footsteps and demonstrate the many opportunities in these fields.

Further information on Girls on Track UK, a full archive of the interviews conducted during 2020 and details of how to register for the community are all available on the dedicated web page at: www.motorsportuk.org/the-sport/women-in-motorsport/girls-on-track-uk

JANUARY COMPETITOR WEBINAR DATES

Get ready for the 2021 season with ultimate guides to prepare your mind and body for racing

As you can read elsewhere in this issue of *Revolution*, series and championships from the grassroots to the highest levels are preparing to resume in 2021. To help you hit the ground running we are organising two more Ultimate Guides for competitors early in the new year.

Wednesday 20th January, 7:30pm

Ultimate Guide to motorsport fitness with iZone Performance – enhancing your physical performance

With lockdown and Christmas excesses, many of us may need a little help getting back into shape come January. Driver coaches and experts in mental and physical fitness iZone Performance are here to help you get fit to race for the new year, this webinar focusing on the physical side to help you prepare for the season ahead.

Wednesday 3rd February, 7:30pm

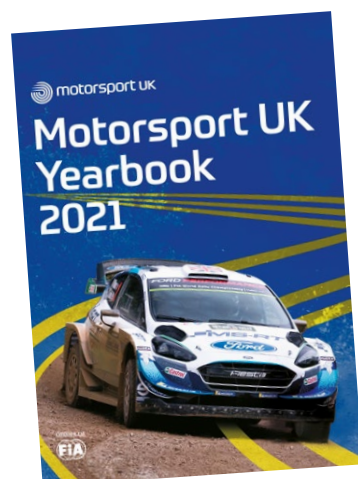
Ultimate Guide to season preparation with Scott Mansell – get on the podium in 2021

Whether or not you were able to compete in 2020, it is likely your skills will need a little refreshing before you get back out on track, which is where expert driver coach Scott Mansell can help. With a carefully honed training technique that improves lap times, confidence and consistency, he has the knowledge to help you find that vital extra tenth and get back up to speed for the new season.



To register your interest, visit: <https://www.motorsportuk.org/competitors/competitor-webinars>

The full archive of previous webinars is available here: <https://www.motorsportuk.org/competitor-webinars>



2021 MOTORSPORT UK YEARBOOK

Latest edition of the British motorsport bible now available on the Motorsport UK website

Officially titled the *Motorsport UK Yearbook* but more commonly known by its informal 'Blue Book' moniker, the 2021 edition with all the latest General Regulations governing all aspects of the sport has been published.

Available via the 'Resource Centre' tab on the Motorsport UK website, this essential resource for competitors and officials contains up-to-date information concerning rules and regulations for all disciplines governed by Motorsport UK and is well worth catching up on ahead of the 2021 season.

Visit: www.motorsportuk.org/resource-centre



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MOTORSPORT UK ACADEMY SUPPORTS MOVEMBER FOUNDATION

Men's mental health charity draws support from across the motorsport community with a variety of fundraising stunts

Growing a moustache that would make a 1980s vintage Nigel Mansell proud has been a traditional focus of the Movember Foundation's fundraising month, but for this year Motorsport UK Academy members have been looking at rather more energetic ways to raise money with the 60km Circuit Challenge. With the goals of raising awareness of men's mental health, getting people out doing something active during lockdown and – of course – raising some money for a good cause, various competitors and officials rallied round with an impressively broad range of long-distance challenges. In all, a total of £1,440 was raised.

Motorsport UK Academy co-driver graduate Phil Hall was among the participants and ran, jogged and walked a total of 61.45km in 12 hours straight. "I got involved because men's mental health is a topic that is very important to me," he says. "I hope that by doing this challenge we will raise awareness, but maybe more importantly, start conversations about men's health and mental health in particular."

Meanwhile Squad driver Alex Nevill ran 60km on five of the circuits raced on by the Mini Challenge Trophy series. "I'm not really much of a runner," he admits. "Running 10km in less than an hour on my first attempt felt as good as any win I've had

on track! It's been such a tough year for us all mentally, and I think it's so important that we're open about mental health and tackle it head-on. Mental health is an issue that nobody should have to deal with alone."

Harry Rice of the DiSE course chose a different form of exercise, skipping the length of three circuits. "I would hope that this opens people's eyes around men's mental health as well as allowing me to support the cause as best as I can," he says.

Club Secretary for Camarthen Motor Club Mike Griffiths meanwhile swapped horsepower for pedal power to get on his bike and cycle 60km in one day, his route including a lap of Pembrey Circuit with his local cycling club, Bynea Cycling Club. "I wanted to get involved in the circuit challenge as a number of my close friends who are also club members and fellow event organisers have unfortunately been through traumatic times as a result of men's health issues," he reports. "Some of them are still receiving treatment at the moment, but thankfully they are on the road to recovery. Raising money through the challenge came second to actually getting the message across."

Well done to all those involved. For more on the Movember Foundation and its work see: uk.movember.com



ELECTRIC RALLYING GOES UP A GEAR

Opel Corsa-e wins the FIA E-Rally Regularity Cup (ERRC) ahead of new one-make rally championship for electric cars

We reported on the growth of electrified motorsport in the May issue of *Revolution* and outlined Motorsport UK's new regulatory framework to support the adoption of sustainable technology in competition. While established at an elite level with series such as Formula E and the forthcoming Extreme E 'rally raid' championship, battery powered vehicles are also making waves at a more grassroots level.



Electric power has been proven in both rallycross and stage rallying with the eRally Motorsport Renault Zoe highlighted in our Electric Vehicle (EV) feature among the early trailblazers in the latter discipline. In Europe, the well-established FIA E-Rally Regularity Cup provides drivers of production standard electric cars with the chance to compete in close-fought road events timed to one tenth of a second. Cars are also classified on energy consumption, rewarding smooth, efficient driving and close teamwork between driver and navigator.

With overall victory in the shortened 2020 ERRC, the Opel Corsa-e (retailed as the Vauxhall Corsa-e in the UK) took top honours crewed by three-time series champion Artur Prusak and Thierry Benchetrit. This is good timing for Opel, given it will be launching the world's first electric customer rally car based on the Corsa-e for a new championship starting next year. The ADAC Opel e-Rally Cup will be the first one-make series for electric rally cars anywhere in the world and with interest in EVs increasing, the potential for using them in grassroots events such as road rallying, regularities and stage events can only grow.

THE VALUE OF OUR COMMUNITY

How Motorsport UK rallied behind its community in 2020 and why there is plenty to look forward to in 2021



A packed pull-out brochure mailed to licence holders this month celebrates how the sport has triumphed in the face of adversity in 2020, and looks forward to the benefits that continued membership of Motorsport UK will bring you in 2021.

2020 began on a positive note, with a new framework for motorsport complemented by real solutions for the challenges it faces in order to safeguard and sustain the sport we all enjoy. The COVID-19 pandemic stopped the sport in its tracks and required drastic action to get motorsport back on track. The story of the 2020 season and the journey Motorsport UK has embarked upon to build back better into 2021 is well worth a read.

CLICK TO
WATCH



In case you missed it, a video version is available at:

www.motorsportuk.org/competitors/competition-licences/2021-licence-renewals

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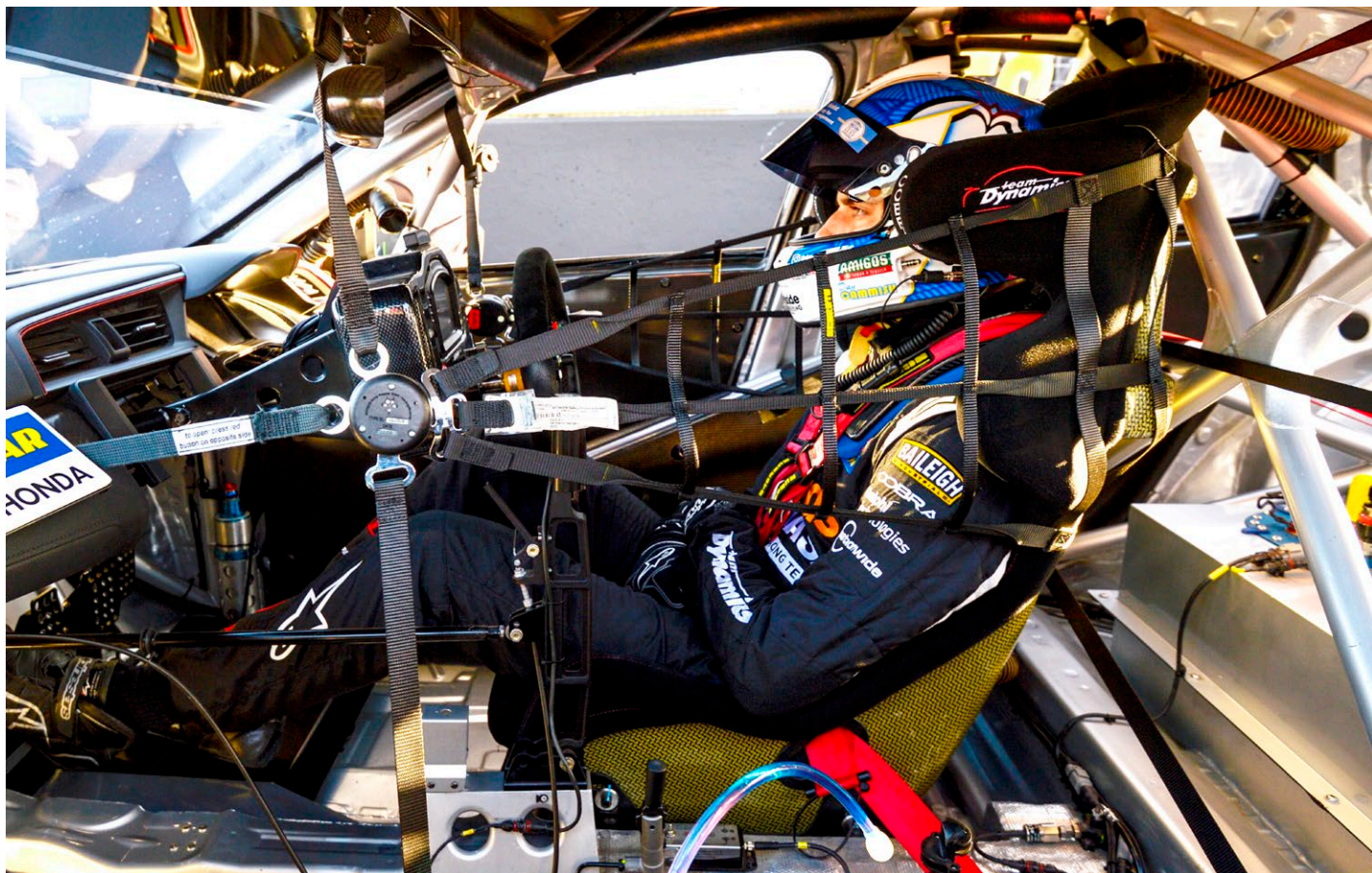
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BTCC DRIVES NEW SEAT NET DESIGN

Collaboration between Cobra and Schroth improves driver safety with innovative new quick-release interior netting

The importance of safety equipment and its correct application was explored in detail in October's *Revolution*, and now a new interior restraint system inspired by the British Touring Car Championship (BTCC) and developed between Schroth and Cobra proves that there is still room for innovation in this field. Window nets have long been used to keep drivers' limbs within the vehicle in rollover situations but this new configuration supplements advances in seats, harnesses and FHR (Frontal Head Restraint) systems to further improve safety.

It was inspired by BTCC technical director Peter Riches' desire to introduce seat nets for the championship and credit is due to Schroth and Cobra for meeting the considerable challenges of installing nets inside a modern touring car without impeding visibility, accessibility or operation of the controls.

"Professional racing seats and safety harnesses are carefully designed and tested to protect the driver from front, rear and side impacts. It is more difficult to optimise protection when the forces at play are coming from an oblique angle," explains

Cobra's Mark Dunsford. "The objective of the seat net is to protect the driver when they are experiencing forces from a direction that lies between the effective support of an FHR and the side support of the seat head restraint."

Developed for professional series such as the BTCC, the trickle-down of safety technology to more grassroots racing is a benefit to all in the sport.

For more information on how it works visit:

<https://www.cobraseats.com/news-article.html?id=51>





FORMULA WOMAN RETURNS FOR 2021

Novice female drivers invited to register interest as popular series recruits a new generation of women racers

Originally held in 2004 and screened alongside Formula One on ITV, Formula Woman was intended to open the door to racing to novice female drivers who might not otherwise have competed in motorsport. In its first iteration, 10,000 applicants were whittled down to 3,500 serious contenders who were assessed on their driving skills before 100 finalists took part in a shootout for the 16 places in the championship. After eight rounds Natasha Firman was crowned the first champion of the series following a thrilling battle at Brands Hatch.

Any woman aged 17 or over with a full driving licence and little or no racing experience is invited to register their interest at the Formula Woman website. A formal application process will then follow, from which selected drivers will be assessed in televised heats much like the original championship.

To find out more and register your interest go to:
formulawoman.co.uk

"Everyone is looking forward to 2021 and escaping this year"

While it is early days for the 2021 series, Formula Woman founder Graeme Glew is indicating a similar process when the championship returns. "Everyone is looking forward to 2021 and escaping this year," he says. "We decided to find out if women out there want to take the challenge to see how good they are at driving. The lucky winners will be driving and racing something rather special!"





SEASON 2021: And now for the good news

VP RACING FUELS APPOINTS OLD HALL PERFORMANCE AS OFFICIAL UK DISTRIBUTORS

VP Racing Fuels is pleased to announce a significant step forward in its support of UK motorsport, with the appointment of Old Hall Performance, the established UK distributor of motorsport consumables, to handle distribution of its growing range of fuel blends, lubricants, coolants and many more race-proven products.

Founded in 2005, Coventry based Old Hall Performance have built a solid reputation, offering high quality performance products backed up by an in-depth understanding of the requirements of both the modern and historic racer alike. It is this blend of talent that encouraged VP Racing Fuels to entrust their line of consumer products, race fuels, M additives®, coolants, oils and more, to be promoted by OHP.



NATIONWIDE DISTRIBUTION

In addition to their technical know-how and stock control facilities, OHP will be able to bring VP Racing Fuels' products closer to the performance user by an expanded database of dealers and partners around the UK.

Sales manager of OHP, Miles Corrick is enthusiastic about the appointment: "This is a great opportunity for us to bring VP's unique products to a much wider audience. With our ready-made distribution network, our competition customers will benefit from greater choice, better prices and – above all – a faster, more efficient and comprehensive service."

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VP is now recognised by many as the world leader in race fuel technology and this new linkage with OHP

brings this expertise a step closer in the UK not only to the professional racer but also the ultra-competitive clubman. With the 2021 racing season approaching, the timing couldn't be better.

For sales enquiries, interested teams and dealers wishing to know more, should contact Old Hall Performance's technical sales team on **+44 (0)2476 717 100**

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Photo: Donald Springer

PRESCOTT RALLIES ITALIAN CAR FANS

Prescott Italia confirmed for May with an open invitation to all Italian car fans to visit the famous hill climb

The evocative surroundings of Prescott in the heart of the Cotswolds are as charming a venue for motorsport as you will find anywhere in the world and the Bugatti Owners Club that owns and operates the site has a record of attracting big crowds and quality cars to its events. Among them, its popular La Vie en Bleu meet for French and Italian cars had been a fixture since 2011 but the 2020 event sadly fell victim to coronavirus restrictions and did not take place this year.

For 2021 it has been replaced by a new event called Prescott Italia, which is scheduled for 30th May. Given Prescott's appeal, the hope is that owners of classic and modern cars from the likes of Ferrari, Lamborghini, Maserati, Alfa Romeo and more will be encouraged to bring their vehicles along to share in their appreciation of all things fast and Italian.

Full details will be announced in due course with Prescott also due to confirm other events for 2021. These include:

- 24th-25th April - British and Midland Championships
- 20th June - Members' Meeting
- 24th-25th July - Midland Championship/Interclub Meeting
- 4th-5th September - British and Midland Championship
- 2nd October - Season finale

All events are subject to change according to the COVID-19 situation and government guidelines at the time.

For up to date information on Prescott Italia and all the other events keep in touch via: www.prescotthillclimb.co.uk

CARDIFF STUDENT WINS TOYOTA LIVRY COMPETITION

Tribute to key workers inspires winning livery design wrapped to a full-size Toyota GR Yaris



In a competition run by Wales Rally GB and Toyota GB, pre-university students throughout the UK were invited to design a livery for a rally car, with the winner receiving the honour of seeing their design replicated on a real Yaris. 16-year-old Alice Goodliffe from Ysgol Gyfun Gymraeg Plasmawr, a comprehensive secondary school close to Cardiff, is celebrating success with her winning submission, which pays tribute to the selfless and essential work undertaken by key workers during the ongoing COVID-19 pandemic.

"I am over the moon to have won this competition," says Alice. "I wanted my design to reflect all the hard work that our key workers have done during the pandemic. As a family we are keen supporters of Wales Rally GB and are so disappointed that it was unable to take place this year."

Motorsport UK CEO Hugh Chambers meanwhile commented, "Combining the current challenges with hope for the future, Alice's design is a worthy winner."

ENTRIES OPEN FOR 2020 MOTORSPORT UK YOUNG MEDIA AWARDS

Motorsport UK is delighted to announce that entries are open for the 2020 Young Journalist and Young Photographer of the Year Awards

Established in 2002, the governing body's young media awards are designed to encourage and inspire the next generation of reporters and photographers working within UK motorsport.

An expert panel will consider the applications, with each winner receiving a trophy, a cheque for £1,000 and exclusive opportunities to work with Motorsport UK. Winners will also receive one year's provisional membership of the Guild of Motoring Writers (GoMW), the world's largest association of automotive editorial professionals.

New for 2020 will be Scholarship Prizes courtesy of Motorsport News. The prizes will be awarded to the journalist and photographer showing the most potential, with the two young recipients being given paid work by the prestigious title to cover a UK motorsport event in 2021.

Candidates must be aged 30 or under on 1st January 2021 and must be able to demonstrate published work involving UK motorsport. Each applicant is required to submit a minimum of three published articles or five photographs from either 2019 or 2020. Outlets can be specialist or general, national or regional, as well as online.

2019 Young Photographer of the Year, Lou Johnson, said: "When I was announced as Young Motorsport Photographer of the Year last year, I don't think I was quite prepared for the reception it would get. My work was suddenly being seen by a much larger audience, and the



response was very humbling and unexpected. While this year hasn't been the best for anyone, as the world attempts to navigate the pandemic, it certainly hasn't been without its highlights. I hope the award and recognition I received will continue to create interesting conversations for me, and perhaps open more doors within the industry."

Application forms are available at: www.motorsportuk.org/entries-open-for-2020-motorsport-uk-young-media-awards and entries must be received by the Motorsport UK Communications Team no later than Monday 4th January 2021 at 17:30.

THE HAMILTON STRAIGHT

Silverstone has announced that it will be renaming its famous International Pits Straight to honour Lewis Hamilton's outstanding achievements following his seventh Formula 1 World Championship win

This section of the circuit, which is flanked by the Silverstone Wing, will become known as Hamilton Straight and is the only part of the world-famous track ever to be named after a driver.

Owners of Silverstone, the British Racing Drivers' Club (BRDC), felt this unique honour was an appropriate way to recognise Lewis cementing his position as the most successful driver in the history of Formula 1, at the end of a remarkable season in which he equalled Michael Schumacher's seven world championships and surpassed the German legend's total number of race wins.

The Hamilton Straight has not only witnessed six of the seven home wins achieved by Lewis but it has also been the scene of much euphoria as the passionate Silverstone fans gather here to join him to share the post-race celebrations. For many, the opportunity to walk on the hallowed tarmac after the British Grand Prix, is one of the highlights of their race weekend experience.



BREXIT TRANSITION

Last Updated: Wednesday 30 December 2020

The UK has left the EU, and the transition period after Brexit comes to an end on 31st December 2020. Given the very recent news of a trade deal with the EU, announced on 24th December, Motorsport UK is now exploring the implications for our sport with the relevant government departments. The governing body is aware of the need for organisers and participants to plan for 2021 and is seeking urgent responses from government to establish clear guidance.

Please continue to follow www.motorsportuk.org/brexit-transition for the latest updates as further information becomes available.



What we know so far:

What does this mean for me if I want to travel into or through Europe to take part in motorsport events from 1st January 2021?

Individual and teams travelling to events should be aware of key changes following the anticipated UK departure from the European Union.

So what in particular do I need to think about?

- ➔ Travel insurance that includes personal health insurance
- ➔ Passports (must have a minimum of 6 months validity and be less than 10 years old)
- ➔ International Driving Permits (required by some EU states)
- ➔ Green Cards (can take up to a month for insurance companies to issue)
- ➔ All vehicles will need to display a GB sticker even if there is a GB logo on their vehicle number plate
- ➔ Anyone driving their own car within the EU will be required to carry their vehicle V5C logbook
- ➔ Anyone wishing to take a rental car out of the UK to the EU will also need to complete a VE103 form requesting permission

Please also note: Arrangements in respect of ATA Carnets and the European Health Insurance Card (EHIC) are yet to be announced. Motorsport UK will provide an update as soon as this information is available.

Will I be able to travel to the EU without a visa?

It appears that visa free movement will be permitted for 90 days in any 180 days for business (meetings & conferences) and tourism.

Sport should therefore be largely unaffected, including the movement of support staff where salaried in the UK, but if persons are salaried from within the EU this may not be so.

Longer stays and other business activities will be subject to the immigration rules of individual states.

Coaching overseas may be subject to the coach requiring a visa.

Will my current UK health care insurance be sufficient for travel?

Please check with your healthcare provider to see whether you are covered in Europe, as you may need to take out further insurance to provide the necessary cover.

Is a Green Card required and how do I obtain one?

From 1st January a green card is required to drive their car in Europe. This is a document motorists get from their insurer to prove their car is covered.

Motorists should contact their insurers six weeks before travelling to ask for a green card.

Separate green cards are needed for trailers and caravans.

The green card is only proof of a minimum level of third-party cover – individuals will need to check with their insurer to find out what level of cover they would receive.

Will I need an International Driving Permit (IDP)?

An IDP will be needed to drive in some European countries. Government advice is to check with the embassy of the country you are thinking of travelling to.

What about my equipment which needs to come with me?

We are seeking clarification from government on the subject of customs papers/carnets.

What if I am a settled EU Citizen living in the UK?

EU citizens will need to register with the EU settlement scheme before June, in order to continue living and working in Britain.

Successful applicants will be granted the indefinite right to continue living and working in the UK.

Further clarity is anticipated on this matter.

Further Information

We draw competitors' attention to the following sites for further guidance updates:

<https://www.gov.uk/visit-europe-brexit>

<https://www.gov.uk/driving-abroad>

<https://www.gov.uk/taking-goods-out-uk-temporarily/duplicate-list>

<https://www.gov.uk/government/collections/the-sports-and-recreation-sector-from-january-2021>

You can also use the Transition Self Checker to get more guidance and actions tailored to your organisation.

<https://www.gov.uk/transition>



SCOTTISH GOVERNMENT ANNOUNCES EMERGENCY SPORT FUNDING

The Scottish Government is set to allocate £400,000 to the Knockhill race circuit following the announcement of a £55 Million emergency funding package for spectator sports across Scotland

The emergency funding package will help tackle the financial challenges caused by lost ticket revenue until spectators are able to safely return to events in large numbers. This news follows the announcement of the £6 Million loan fund allocation for principal circuit venue operators in England last month.

The UK governing body for motorsport continues to work closely with all devolved territories to focus on the resumption of motorsport in all nations and the return of spectators to the sport when it is safe to do so.

Hugh Chambers, CEO Motorsport UK, said: "We are incredibly grateful for the support from the Scottish Government to both motorsport and Knockhill. After collaborating with sportscotland throughout 2020 on the continual unlocking of the sport, we are collectively working towards the return of all disciplines across the country.

"Knockhill is a key venue for Scottish motorsport and provides a focal point for many of our disciplines, events, competitors and fans alike, as well as the entire support industry that hinges on a successful, fully operational venue. Motorsport UK continues to focus on supporting our community and this is the latest in a line of proactive measures that Motorsport UK has taken to provide support to our industry, including a £1 Million fund for our member

clubs and over 100,000 items of PPE for our volunteers and events. We will continue to do whatever possible for the sport so we collectively build back better from the pandemic."

Stewart Harris, sportscotland Chief Executive, said: "This announcement is very welcome as the funding will help protect the immediate future of many sports over the coming months.

"We will continue to work with a range of Governing Bodies of Sport, including those involved in motorsport, and the Scottish Government to prioritise this funding to ensure the survival of the sports at the heart of our communities.

"With the roll out of the vaccine, there is real hope that we are beginning to see our way out of this pandemic, and we need to make certain that sport is in a good place and is a prominent part of the overall recovery plan."

"Knockhill is a key venue for Scottish motorsport and provides a focal point for many of our disciplines, events, competitors and fans alike, as well as the entire support industry that hinges on a successful, fully operational venue"

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Motorsport UK has teamed up with Autocourse to give away two copies of its 2020/2021 Annual, worth £47.50 each.

Autocourse, the world's leading Grand Prix annual, celebrates its 70th year of publication in 2020 with an in-depth review of the condensed 17-race Formula 1 World Championship season.

The publication also features ample coverage of motorsport's other major global categories including Formula 2, Formula 3, Formula E, Le Mans, DTM (German Touring Cars) and the World Touring Car Championship. The Indycar series and NASCAR are represented from the other side of the Atlantic, while action closer to home includes the British Touring Car Championship.

Autocourse provides the most comprehensive record of the year's motorsport action published anywhere in a single volume. It is a recommended read for all motorsport fans, and Motorsport UK members can benefit from a 35% saving on the retail price by logging into their membership portal.

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INSIDE HQ



OUR SILENT HEROES

At the end of a challenging year for motorsport, FIA Volunteers Weekend provided the perfect opportunity to recognise the unstinting efforts of all those who make motorsport possible.

Volunteers are the power behind UK motorsport. Whether marshals or scrutineers, timekeepers or rescue and recovery personnel, the 9,500 Motorsport UK-registered volunteers are vital to ensuring the safe and effective running of the 5,000 motorsport events that take place every year.

As the name suggests, they give their time freely, and without them, motorsport, quite simply, would not be possible.

Despite the challenge of resuming this year's event calendars after the lockdowns, the FIA made sure the vital contribution of volunteers was not overlooked, and the fourth annual Volunteers Weekend (28th-29th November) was celebrated as never before.

Volunteers Weekend is an initiative from the FIA Volunteers and Officials Commission, which represents the interests of volunteers, officials and medical staff, and this year's celebrations were all-inclusive.

Motorsport UK seized the opportunity to celebrate the tireless efforts of those serving on motorsport's frontline, a significant number of whom have also been serving on the health service frontline during the pandemic.

We invited the whole community to join our huge social media shout-out to all those who work silently behind the scenes to ensure we can participate in the sport we love.

It was also a chance to encourage new volunteers into motorsport, so that we at Motorsport UK can help them on their journey. We are committed to the recruitment and retention of volunteers, whose efforts are rewarded with the chance to become more deeply involved in the sport, and to enjoy the best seat in the house.

Once again, our sincere thanks to all who make motorsport possible.



Motosport UK

Published by Ben Buesnel · 29 November at 22:01 · 3

As #FIAVolunteersWeekend draws to a close, we are reminded once again of the crucial role played by our volunteers and officials.

We would like to recognise the brave actions of Dr Ian Roberts at the Bahrain Grand Prix and the continuous advances being made in motorsport safety.

We wish Romain Grosjean a speedy recovery ❤️... See more



Motosport UK @ourmotosportuk · Nov 28

It's FIA Volunteers weekend, a chance to showcase and thank all the men and women across the British Isles for all their hard work ❤️

We want to hear your stories, let us know what you do and your favourite moment volunteering 🙌

#OurMotosportUK #FIAVolunteersWeekend



James Parry

Whatever the weather, whatever the racing, it's what I love.



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Kelly Morgan

I'm 12 years deep and enjoyed meeting so many different people from all walks of life. I now have friends dotted around the UK. But the adrenaline buzz I get from being trackside and seeing the cars being pushed to limits is just a sight to behold. Whether it is freezing cold, wet and windy or really warm, sunny and my hayfever is going crazy, I enjoy myself all the same.

I have learnt new skills and it has also given me added confidence within life. Probably my most enjoyable moment was standing and chatting to Ken Block whilst watching the World Rallycross at Lydden a few years back



Roy Salsbury

I started in 1993 and worked my way through the flagging route .. I have got up to the dizzy heights of one of the Chief flag marshals for MSVR and also a one time deputy chief flag for the BGP working in race control... one of my highlights (of many) was actually starting the BLANCPAIN race at Silverstone.. it is normally started by the race director Alain but he was unavailable to do it.. so as he knew me from previous years he left me to it .. IT WAS AWESOME

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Lewis Hamilton @LewisHamilton

I'm so grateful Romain is safe. Wow... the risk we take is no joke, for those of you out there that forget that we put our life on the line for this sport and for what we love to do. Thankful to the FIA for the massive strides we've taken for Romain to walk away from that safely

Formula 1 @F1 · Nov 29

STEINER: "Romain is doing okay, I don't want to make a medical comment but he had light burns on his hands and ankles. Obviously he's shaken... I want to thank the rescue crews who are very quick. The marshals and FIA people they did a great job, it was scary"

#BahrainGP



Emma Frances Featherstone

Here's me being my typical self (looney) before the cars came round to be gridded. I'm a pits/startline marshal, mainly based at Oulton Park and Anglesey. I have been marshalling for over 10 years! Never looked back. I absolutely love it!



Top fan

Nadine Lewis

Started in 1997 after a friend heard a discussion on local radio. A TVR landed at my feet in a race on my taster day and I was hooked! Met my husband marshalling, made many friends and I am now Chair of BMMC UK #OrangeFamily #FIAVolunteersWeekend



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INSIDE HQ



XPB Images

IN SHARPER FOCUS

Motorsport UK went all out on Volunteers Weekend to shine a light on the vital contribution of its volunteers and officials, but the 2020 Formula One Bahrain Grand Prix made sure the entire world would never forget what it means to be a frontline worker in motorsport. And a British doctor was right where he was most needed.

It was a start like any other, as Motorsport UK licensed official Dr Ian Roberts, in the FIA Medical Car driven by Alan van der Merwe, lined up to follow the pack into the opening twists and turns of the Sakhir circuit. What happened next was unlike anything either had witnessed during years of service in their respective roles.

Romain Grosjean had spun into the barriers, the Frenchman's Haas F1 Team car splitting in half and erupting in a fireball. With flames licking around the cockpit, Grosjean managed to extricate himself from the survival cell, aided by the decisive actions of Dr Roberts in assisting a fire marshal with the swift deployment and precise direction of his extinguisher. In scenes that stunned the TV audience into fearful silence, the FIA's Medical Delegate pressed on towards the epicentre

of the flames to grab Grosjean's arm and pull him across the Armco to safety, where van der Merwe quickly doused the Frenchman's racesuit with a second extinguisher.

Dr Roberts described the scene that confronted him:

"The first lap, as normal following them around and just [saw] a massive flame and as we arrived, a very odd scene where you've got half a car pointing in the wrong direction and just across the barrier, a massive heat.

"I could see Romain trying to get up. We needed some way of getting to him. We've got the marshal there with an extinguisher and the extinguisher was just enough to push the flame away as Romain got high enough to then reach over and pull himself across the barrier."



That Grosjean escaped such a devastating accident with ‘only’ second degree burns to his hands and left foot was less a miracle and more a tribute to the incredible efforts made in recent years to improve motorsport safety. The Haas driver was able to pull himself out of his cockpit, as the survival cell was completely intact, despite piercing the steel Armco and coming to rest several metres from the rear end, which remained on the inside of the barrier. Even more alarming, close up shots revealed that were it not for the Halo on Grosjean’s monocoque, the Frenchman would likely have sustained a serious, if not fatal, head injury if his data-logged impact speed of 221kph is anything to go by.

Motorsport has the FIA to thank for the Halo; in particular the late Charlie Whiting, former FIA Formula 1 Race Director, Laurent Mekies, former FIA Safety Director, and Andy Mellor, currently Senior Research Engineer for the FIA’s Safety Department, and at the behest of Jean Todt, who has made safety a key priority during his three-term mandate as FIA President.

Up until 2018, the F1 Halo was most famous for its much-discussed introduction into motorsport’s biggest championship. In the three seasons that followed, it became a success story for other, more significant reasons – including protecting Charles Leclerc from serious injury at Spa 2018 when Fernando Alonso’s McLaren became airborne and landed on top of his Sauber. Then came Halo’s rapid integration into other series – F2, F3, and from the end of the 2021 season, the regional F4 championships, including our own British F4 Championship.

The Halo had once met with fierce resistance; many asked “what is the point of it?”, while others took issue with its aesthetics. Grosjean himself had been one of its harshest critics. But that Sunday in Bahrain, his view of the titanium wishbone that saved his life changed forever, saying it was “the greatest thing we brought to Formula 1”.

The Halo is not the only improvement in F1 safety standards; the FHR (Frontal Head Restraint), more commonly known as the HANS device, together with the latest FIA Standard 8856-2018 racesuit providing increased fire resistance both played their part in protecting Grosjean. Nor is F1 the only discipline that has seen huge strides in safety development. Safety in motorsport is certainly one of the biggest preoccupations of this governing body, and of the community it serves here in the UK.

After the Sakhir accident, Dr Roberts described some of the routine checklists and scene prep that go on behind the scenes in advance of every race - actions Motorsport UK marshals, officials and medical staff routinely undertake up and down the country to prepare for the unexpected.

We extend our congratulations to Dr Ian Roberts on his new role as the Vice-President of the FIA Medical Commission. We are proud to licence Dr Ian Roberts, proud of his incredible act of bravery that night at Sakhir, and proud that it showcased in the most dramatic way possible the professionalism and dedication that our motorsport officials bring to our sport. It was especially poignant that this should happen in the midst of FIA Volunteers (and Officials) Weekend.



NEW YEAR, RENEWED HOPE

After an incredibly challenging season, the racing community is heeding Motorsport UK's call to 'Build Back Better' with an already vibrant 2021 calendar of events, writes Ben Barry



Sandy Mitchell

From the first post-lockdown motorsport weekend at Snetterton in early July, the UK motorsport community took the pragmatism, resilience and can-do attitude for which it is renowned to an entirely new level. Clubs, venues and event organisers alike quickly embraced Motorsport UK's 'Getting Back on Track' guidance that had been developed in collaboration with the government's Department for Digital, Culture, Media and Sport (DCMS). As a result, events were able to run smoothly and responsibly, despite a radically different context and continuing uncertainty.

That guidance remains in place to give everyone clarity as we head into 2021, but with an end in sight to the COVID-19 pandemic, event calendars have started to be announced, giving both fans and drivers an incredible season to look forward to. We take a look at just a few of those series and championships that have already published their calendars to give you a taste of the action to come.

After a thrilling season finale in mixed conditions at Brands Hatch that saw Ash Sutton clinch his second championship, the Kwik Fit British Touring Car Championship is set to return with a 30-round calendar spread over 10 events, beginning on 3rd-4th April at Brands Hatch.

It is a welcome return to something approaching normality for the BTCC's teams, which had to work harder than ever before to race through a compressed calendar, and also for Chief Executive Alan Gow, who spent time before lockdown pre-emptively negotiating with both ITV and venues to ensure the

new August to November schedule was achievable.

"The easiest thing would have been to cancel last season, but not one team wanted to," says Gow, who also reveals he went through 26 iterations of the calendar. "In the first five weekends we had four race weekends, it was incredibly demanding, but everyone put their shoulders to the wheel and got on with it."

That positive momentum is being carried forward to the 2021 BTCC season. "All the teams are stepping up. A lot of new cars are being built for next year, and that's off the back of the toughest season the BTCC has ever experienced," enthuses Gow. "Plus with new cars, you immediately see an increase in competitiveness – it should be a great season. Our entries don't close until next month, but they're capped at 29 and I'd expect all of them to be taken up. It's the same with spectators – the mood of the nation is more buoyant now, and come our first race in spring, there'll be so many people wanting to buy tickets, I'm sure."



Stevie Borowik



"British GT similarly thrived against the odds in 2020"

British GT similarly thrived against the odds in 2020. Its first four rounds were postponed in March, but after much effort, Championship Manager Lauren Granville and her team were able to put on the same 15 hours of cumulative racing while also avoiding any clashes with its parent SRO's European championships. The 2020 season opener at Oulton Park was held in early August, almost four months later than planned, and all six events (hosting a total of nine races) were held in Britain to reduce travel and costs, with September's Donington round making up for the time lost at Spa.

2021 sees British GT return for a nine-round calendar, which is scheduled to begin at Oulton Park from 3rd-5th April followed by races at Snetterton, Brands Hatch, Silverstone and Donington plus a very welcome return to Spa in July.

There is plenty to look forward to, including 2015 GT3 title winners Andrew Howard and Jonny Adam reuniting in the Beechdean AMR Aston Martin Vantage, while WPI Motorsport has signed Phil Keen to race alongside Michael Igoe in a Lamborghini Huracan. Keen is the most successful driver in British GT history, and scored the fastest race lap at five of 2020's race weekends, but is yet to take his first title. You can be sure he will be on it from the moment the lights go green.

At the more grassroots end, the Britcar Endurance Championship also returns for 2021, with six championship rounds and two non-championship rounds contested at English circuits, the first at Silverstone on 27th March. With eclectic grids of touring cars, GT machinery and supercars all contesting different classes, it is one of the world's most diverse racing spectacles.

Britcar managing director Claire Hedley sums up both the sport's sense of optimism for the future and its feeling of achievement at getting through the toughest of seasons. "We're very proud to announce our new dates for 2021," she says. "We've all worked so hard to get through the problems the COVID-19 crisis has brought this year and we are confident we will have another strong season next year."



The Time Attack team is similarly upbeat. Born in Japan, the sport essentially turns a qualifying session into the main event – drivers battle to set the fastest time around UK circuits, rather than racing wheel-to-wheel. It is testament to Time Attack's confidence that it returns for 2021 bolstered by another Japanese import – Drifting. It is a sport with which the Time Attack organisers have long been associated, having introduced the D1 series to the UK in 2005, before focusing on the European Drift Championship, which ran until 2012.

Ahead of a full season in 2022, the inaugural Motorsport UK Drift Pro Championship will join the Time Attack calendar at Brands Hatch, Donington and Snetterton, where drivers will slide rear-wheel-drive machinery in daring head-to-head battles. Uniquely for circuit events, the judges' scorecard, rather than the stopwatch, will be the deciding factor.

"Our team have been working hard behind the scenes to put together a set of regulations that will define the standard of cars, drivers, organisation and ultimately, the spectacle of competition," explains UK Time Attack founder and owner Andy Barnes. "I'm also pleased that we've already attracted a number of commercial partners who are eager to get involved from the start, and it's fantastic to have the profile of the championship further raised by the involvement of Motorsport UK."

Unlike many circuit-based events, the British Rally Championship only managed to run its first round, the Visit Conwy Cambrian Rally, in 2020. Its calendar was scheduled to visit all the home nations, all of which had differing rules on a crew sharing a car, and there was the added complication of events taking place

over multiple venues and with stages sometimes covering 20 miles. Despite the challenges, BRC Manager Iain Campbell can still see the silver lining ahead of a rallying renaissance in 2021.

"COVID-19 had a horrible impact on all our lives, but there were some positives and we could step back and reassess what we were doing – there were some things in rallying we just did because we'd always done them, and COVID-19 allowed us to make them more efficient going forward," is Campbell's can-do attitude. "The time controls are now contactless and signing-on can be done digitally, so there's less paper handling. We ran virtual events – the Esports British Rally Championship (eBRC) – which came out of necessity, but it was a fantastic opportunity that provided some great competition and was well-received on social media."

The eBRC was an inaugural series with a British Championship title up for grabs. Using Codemasters' popular DiRT Rally 2.0 game as the basis for its virtual series, it was so popular that 580 Motorsport UK-registered competitors took part. For winner Alan Scott, the prize was very much real: a test drive in a Ford Fiesta R2T fielded by BRC front-runners EDSL Sport.

The eBRC's popularity means it is back for 2021, complementing the BRC's calendar. Given the complexity of its events, the BRC held off for as long as possible before announcing plans for 2021, but it now has a seven-round calendar in place spanning England, Northern Ireland, Scotland and Wales. The action kicks off with the Circuit of Ireland on April 2nd and 3rd and culminates in the season finale at the Visit Conwy Cambrian Rally in Wales on October 30th.



"Our team have been working hard behind the scenes to put together a set of regulations that will define the standard of cars, drivers, organisation and ultimately, the spectacle of competition"

"The time controls are now contactless and signing-on can be done digitally, so there's less paper handling"



2021 is even poised to introduce all-new events to the wider rallying calendar, including the inaugural Hertfordshire Stages Rally, scheduled to run over closed rural roads on 27th June and the Stranraer-based Coast2Coast rally due to run on 7th-8th May thanks to the Machars Car Club. There is an exciting new twist for the long-established Argyll Rally too, which switches from forest stages to tarmac in 2021.

Other series and clubs to announce calendars include the Scottish Motor Racing Club, which predominantly races at Knockhill but will venture to Cadwell Park and Oulton Park for two away rounds. There is also a full calendar from the Sprint Leaders Championship, a class-based championship that welcomes everything from hatchbacks to single seaters, while the Sherington Kart Racing Club kicks off its racing action again on 16th January.

With announcements still to be made, it is all shaping up to be a stellar season. To twist a well-known saying, the motorsport community knows only too well not to count chickens before they have crossed the finish line, and COVID-19 will undoubtedly continue to throw up some challenges next year, but surely no season of motorsport has ever been as eagerly anticipated as 2021.

Dan Bathie





MY FAVOURITE CORNER

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

Cascades, Oulton Park





Name: Jamie Chadwick

Currently racing: Formula Regional European Championship (Soon to be racing – Veloce Racing, Extreme E)

My favourite corner on a British race track is: Cascades, Oulton Park

Why I love it: “A fast, downhill, cambered corner and one of the few overtaking opportunities on the track.”

How to drive it like a pro: “Cascades is a corner that is super easy to either under or over drive, with a fine line to get it right. The focus for me is to turn into the corner early to use the natural camber - this always allows you to carry more speed than you think. Then it's important to have a fast degressive brake trace combining well on entry to get good rotation in the mid-corner and therefore early to power for the exit.”



KEEP CALM AND CARRY ON

In extraordinary circumstances the motorsport community has shown true grit – Gareth Evans picks out some examples of how clubs from the UK's devolved nations adapted to 2020's unprecedented challenges

Nobody could have predicted just how huge the impact of the coronavirus would be on all aspects of life, with the challenges of managing a diverse range of motorsport disciplines across devolved nations, each with their own rules, proving a huge challenge for the governing body. Under the mantra 'Back on Track' Motorsport UK rose to the challenge and, with it, the hundreds of clubs in every nation of the UK without whom events would not have taken place at all.

To celebrate the dedication and ingenuity of these clubs and the volunteers running them we have highlighted some events from all corners of the UK and how they adapted to the particular restrictions that applied to their locations and activities. Organising these events required fast work, resourcefulness, the adoption of new technology and a lot of Zoom meetings and busy WhatsApp groups but the result has been, under the circumstances, an incredibly rich range of motorsport standing as testament to the can-do spirit throughout the community.





NORTHERN IRELAND



With thanks to Graham Baalham-Curry for some words and the images

Over in Northern Ireland, the Association of Northern Ireland Car Clubs (ANICC) launched a new female driver's award as part of its SW Adair Northern Ireland Sprint Championship which managed to successfully run five of its eleven rounds.

Donated by competitor Jimmy Heaslip, the **Heaslip Ladies Challenge Trophy** was conceived, planned, and regulations drawn up in conjunction with Motorsport UK in the space of just two weeks before the first round in February, with the award scored to reflect how the ladies compete in relation to their class peers rather than in terms of fastest times against each other.

David Evans, Sprint Championship Co-ordinator explains how the suggestion of the award stemmed from an impromptu discussion. "Jimmy Heaslip said to me 'why don't we have a ladies' award this year?' and I jokingly said I don't even have a prize to cover my new category yet," he recounts. "Jimmy said 'I'll stand you an award if it can work', so I said I'll have a look." Evans admits he thought it would be a stretch to get a new award in place for 2020 with just a couple of weeks' notice but agreed to put it to the speed committee for consideration.

Jimmy Heaslip explained his motivation for suggesting the new award. "My daughter has been involved in sprinting over the years as she is more car-orientated than my son," he said. "I thought to myself, there never seems to be an award for the ladies in any of the classes so, with my daughter being involved, why do I not put a trophy up."

"I thought to myself, there never seems to be an award for the ladies in any of the classes so, with my daughter being involved, why do I not put a trophy up."

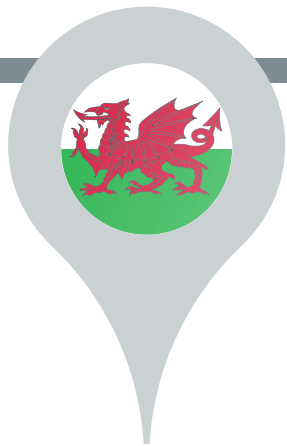


The championship managed to run two events before the coronavirus pandemic brought motorsport to a halt in March, with a further three rounds taking place over the summer once the sport was given the green light to resume. Unfortunately, COVID-19 restrictions also saw the cancellation of the last two rounds meaning the results from the Ulster Automobile Club Championship Sprint on 10th October stood as the final championship standings.

In reflection of the close racing during the season, the final round saw the Global GT1 of Sheryl McBride take the top spot by one point ahead of Emma Campbell's Peugeot 106, with Olivia Coulter tied in third place with Catherine Donnelly and Kathy McDade.

It is fitting that the inaugural year of this trophy saw such a fantastic battle between the ladies for the title.





WALES

In Wales, restrictions have been among the strictest in the UK, but the 750 Motor Club and Anglesey circuit did manage to run one single-day 'test' club race event on Sunday 6th September as agreed with the Welsh Government – conveniently just an overnight hop from the club's meeting the previous day at Oulton Park.

"The restriction was that no more than 50 participants would be allowed," explains Giles Groombridge, 750 Motor Club Competitions Manager. "Thankfully marshals, staff and volunteers were exempt from those numbers, so we were restricted to 50 competitors, each bringing in one extra guest, which limited us to 100 participants. I think in the end we ended up with around 44 competitors across the championships we chose."

The lucky trio of races arranged were the Classic Stock Hatch Championship, the Historic 750 Formula Series and the Sports 1000 Championship. To get people involved and the entries flowing in 750MC laid on a few extras to add value to the event.

"To bulk out the day we gave each championship a free practice session, as there wasn't any testing available," explains Groombridge. "Then we went ahead as normal, albeit slightly unusual in the sense that we parked people up at four-metre intervals to allow social distancing. I took the job of COVID-19 Officer, running around the paddock reminding people of the need to socially distance and put their masks on in certain areas. But [the attendees] all went away very happy."

Motorsport was the winner when, after 308 days, the forests of Wales finally awoke to the sound of rally cars as **Rali Adfer Coedwigoedd Cymru (Welsh Forest Restoration Rally)** took place in Denbighshire on 12th-13th December with David Richards, Chairman of Motorsport UK, present to witness the important test event organised by four Welsh motor clubs.

It took the work of four motor clubs – North Wales Car Club, Clwyd Vale Motor Club, Bala & District Motor Club and Harlech & District Motor Club – a privately owned remote forest, a very limited number of entries and a mountain of COVID-19 compliant guidelines to convince authorities that it could run without contributing to the spread of the virus.

Jon Elsey



“The aim is to prove that we can put on an event that is safe and complies with the requirements of local government, the Welsh Government and our governing body Motorsport UK,” explains Alyn Edwards, Wales Rally GB Regional Organiser.

He continues, “It’s also to demonstrate that we want to help the motorsport industry in Wales because it’s absolutely flat – nothing’s happening at all. We want to try to help them to start some income generation. That in turn will then help the hospitality industry. The final point was that we wanted to put something together that we can use as a training product we can then share, not just with the Welsh clubs but with any clubs that want to put on an event in the future. This includes how to run a paperless event and share the experience with everybody, so it becomes more of a training event rather than a rallying event.”

As only the second forestry stage rally to take place anywhere in the UK since the coronavirus outbreak took hold in the spring, so it was a hugely significant event for rallying across the country, not just in Wales.





SCOTLAND

Scotland's four-tier lockdown system has cast a shadow over racing events at **Knockhill, the country's most prominent national racing circuit. "Out of the 30-plus scheduled events we had at the start of 2020, we managed to run eight," acknowledges Jillian Shedden, Managing Director at Knockhill. "We had a few rally events scheduled, but they have not happened because Scotland approaches rallying as an indoor contact sport."**

She continues, "We were grateful to be able to run what we could, obviously with quite a few limitations. Even though it's not professional sport there were still no crowds permitted and that was disappointing. It's a shame because not only does it affect the financial side of the event, but it also affects the atmosphere for the racers."

Some help has been on hand as the circuit navigates 2020. "We've obviously had the furlough scheme, which has helped us a lot," says Shedden. "We got PPE supplied by Motorsport UK, as most of the clubs did. The local authority has helped us in that we don't have to pay our non-domestic rates bill this year."

And what about building back better in 2021? "Obviously all of the restrictions that were put in place did make us look at things differently," says Jillian.

"We have to evolve with regards to how we sign-on, how we register – all the traditional things that are part of motorsport events that involve face-to-face contact, or the risk-sharing paperwork and sharing buildings and meeting people," she points out. "There's a lot of technology that has been introduced with regards to signing-on, briefings, having meetings on Zoom. Not everybody likes them but there are a lot of benefits to that. I think there will be elements that have been introduced this year to help us get up and running that will remain, but obviously we don't want to lose the social side of the sport, which is people coming together and sharing stories and their good times and helping each other in the paddock. That was quite tricky to ensure everybody remained in their own bubble, team-wise."

Quizzed on what they are looking forward to most as normality returns, Shedden does not miss a beat. "We are looking forward to having our fans back," she says, unequivocally. "We've already announced our schedule for 2021 and we know that, unless there are no more lockdowns as such, the sport will be able to continue and the number of fans allowed back. Judging by the fact that they've got 1,000 or 2,000 fans attending football events, they're all positive signs for our sport."

This interview with Jillian Shedden took place prior to the Scottish Government's announcement of emergency sport funding.



Elsewhere in Scotland, it was a case of adaptation, growth and diversity for the **63 Car Club** in the North East of Scotland, as Competition Secretary David Law explains.

“Our biggest challenge has been the restrictions and rules in Scotland as we have sometimes been different to England, making things difficult to keep track of – a nightmare when trying to plan events.

“Another challenge over the year was bringing everyone up to speed with a completely electronic system. Once everyone was on board, it worked really well as we now have signing-on, timing and results all running electronically.”

“We managed to run six events this year, two at the start of the year and four since March – we only lost one event in the year. We are hopeful for 2021, and a nice positive this year was seeing drivers from cross country and rallying giving our events a go, which saw our entries increase by 25% compared to this time last year, and we hope to see our entries grow further next year.”



“We are pleased to have run seven or eight events this year and we got the majority of our members out doing something”

Another vibrant organisation, the **Scottish Land Rover Owners Club**, has been busy running trials throughout August, September and October, with the sole aim of keeping the community spirit alive and getting members out and about, safely competing again.

“We are pleased to have run seven or eight events this year and we got the majority of our members out doing something,” enthused Dean Pugh, Chairman of the club. “The beauty of our discipline is that we use big, outdoor spaces such as open hillsides, farmland or quarries, which makes running an event fairly simple, and we reduce the amount of gatherings wherever possible. On the first event, we split the competitors into two groups to reduce the number of people in one area, and as I stood on the hillside I could see two lots of vehicles parked up with the drivers socially distanced and everyone having a good chat with each other, which was great to see again.

“The biggest advantage for us was reducing the time needed to run an event. With competitors doing the online entry and preparation at home, this meant we could start a little later and on time and finish earlier, but with all the mileage and usual routes covered, making it less stressful and easier to organise for our team.

“Previously, the culture was for people to turn up, fill out forms, check vehicles etc, but now we have moved completely electronic. We use a system called Ticket Tailor to collect entries and for people to book themselves onto events, and with it, by default comes a comprehensive track and trace system. All of our members embraced it, including our technophobes and we won’t be turning back to paper now. It’s very seamless and more relaxed to run events now – it’s the way we will be doing things going forward.”





ENGLAND



Clubs and event organisers across England faced difficult decisions about whether or not they could still run meetings as they questioned the viability of operating behind closed doors and juggled the unpredictability of constantly changing government rules and localised lockdowns. Some had the decision taken from them, not least stage rallies running on land managed by Forestry England after it confirmed it would not permit motorsport events for the duration of 2020.

While some circuit-based series were still able to run under elite sport exemptions even during the second lockdown, rallying had no such luck, the cancellation of the British Rally Championship amongst many other series coming as a bitter blow. Implementation of Motorsport UK's COVID-19 guidelines coupled with the fortitude and innovative spirit

of event organisers did, however, see popular events happen, two examples of which we celebrate here.

The weekend of the 26th-27th September saw the annual **Abingdon Motorsport CAR-nival** successfully take place with three distinct disciplines sharing one venue at an Army airfield in Oxfordshire.

Organised by a core group of over 50 members, some from over 160 miles away, from a group of motor clubs comprising Craven, Dolphin, Farnborough District and Sutton & Cheam, CAR-nival owes its success to the efforts and support of a wider community of up to 30 southern-based clubs who come together to make the event happen, a healthy example of the underlying spirit that exists in club motorsport. Predominantly CAR-nival is about serious motorsport as demonstrated by the 140 marshals and 40 radio controllers who oversee the safety aspects of the competition, but support for local charities is also a huge part of what it does.



"The event has been running for 24 years and to date has raised in excess of £350,000 for local good causes"

The action included a sprint held over two courses, a championship autosolo and a 70+ mile stage rally, all supported by free camping and caravanning for the participants. The event has been running for 24 years and to date has raised in excess of £350,000 for local good causes, including the Soldiers Welfare Fund at Dalton Barracks and The Friends of Stowford charity, which helps support local adults and teenagers with physical and learning difficulties. Event organiser Barry Guess of Sutton & Cheam Motor Club is proud of the community focus of CAR-nival and the associated benefits it brings to the local people.

"Although running behind closed doors had an inevitable impact on the money-raising potential in 2020, the fact that the event was able to run and the generosity of those attending will ensure those good causes are supported in 2021 and beyond as CAR-nival looks forward to a bright future," says Barry Guess.

The organising team worked tirelessly to lay on a great motorsport event while ensuring that it was COVID-secure; the new paperless timing systems and methods worked well and, in certain areas, provided for an even smoother event.

Everyone had a smile on their face and enjoyed themselves which is the mantra for CAR-nival.

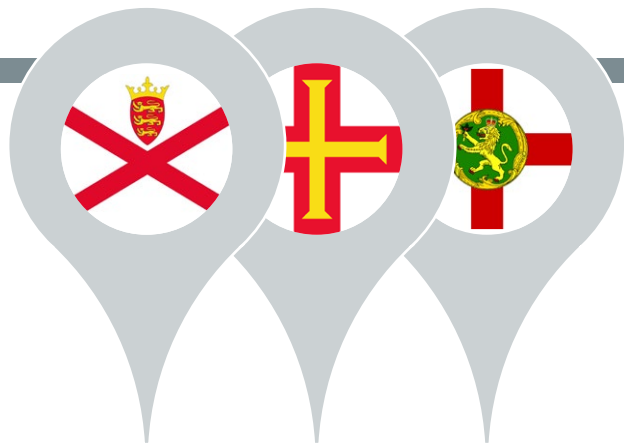
The **M-Sport Stages** event at Greystoke Forest is another example of clubs working together, with West Cumbria Motor Club and Eden Valley Motor Club supporting M-Sport to hold an inspiring post-lockdown return to stage rallying, designed to showcase new guidance developed by Motorsport UK and reassure organisers and competitors that a safe and responsible return to rallying was possible.

Limited to any Ford Focus or Fiesta rally car designed and developed by M-Sport, the event also acted as a celebration of everything the Cumbrian firm has achieved over the past 20 years with a competitive Ford across all levels of competition. Newly developed Motorsport UK guidance was followed with the operation of an electronic signing-on system, socially distanced time controls as well as electronic management of documentation, contact-free scrutineering and the safe recovery of vehicles and crews.

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

In some ways the enforced shift to remote, pre-event sign-on and scrutineering provided an opportunity to adapt to new technology. "Undoubtedly some of the things we've been forced to utilise will become the norm and, from the organisers' point of view, it can simplify some things," he says.

Technology is all very well but Roger admits social distancing requirements did have an impact on the all-important camaraderie underpinning all grassroots motorsport. "Normally signing on is a chance for people to chat, have a joke and catch up and doing it electronically does impact the social side," he said. Needs must, but this has at least inspired a spirit of innovation in all those involved.



CHANNEL ISLANDS

The pandemic hit the **Jersey Kart and Motor Club** particularly hard, given that when lockdown came, the club had just run its first competitive weekend.

With 2020 being the club's 60th year of operation, it subsequently used the enforced downtime to update the Sorel Point circuit's safety plan, following help from the British Motor Sport Training Trust. Racing picked up again in July, with Jersey's regulations softer than most other parts of Great Britain. "We've been so lucky getting the championship through when obviously a lot of other people haven't been able to do things," admits General Secretary Amanda Seal. "We had a lot of communication with Jersey Sport and they were really supportive in terms of public health and all the different organisations here, especially St John's Ambulance and the club's new paramedic."

Amanda continues, "Motorsport UK helped a huge amount with getting the club back on track, assisting with regulatory issues and getting racing going again as soon as rules were laid out. In return, the club agreed to produce a video detailing getting back on track after COVID-19."

Interclub racing is on the agenda for the future, as well as potential to add some racing onto your summer break.



James Rouault

"We'd very much like to invite people who might be on a holiday in Jersey," says Amanda. "We can introduce specialists who, at a very competitive cost, can have their karts picked up wherever they are in the UK, who can garage them and get them some space to do whatever is necessary to race with us."

Elsewhere in the Channel Islands, the **Guernsey Kart and Motor Club** chartered a ship and took a trip north to neighbouring **Alderney** to run its two annual hill climbs and a sprint. "It's a huge task to put these events on," says Club Treasurer Roger King. "Vehicles, vans and timing caravans are craned onto the cargo vessel then shipped to Alderney. Competitors fly and some go by small ferries."





ISLE OF MAN



"The Isle of Man has no COVID-19 problems as such, except getting people in and out"

Tough local restrictions, especially related to travel, spared the Isle of Man the worst of coronavirus. The impact on motorsport events was, inevitably, considerable though, due to the sheer numbers of competitors and support crews required to run larger events.

Typically for national meetings they rely on entries, marshals and rescue units from elsewhere in the British Isles, restricting them to a few smaller 30-car events after the pandemic hit.

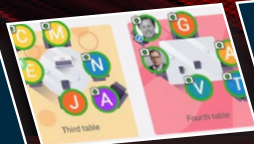
"The Isle of Man has no COVID-19 problems as such, except getting people in and out," says president of Manx Autosport, Mark Ellison. "We've usually got a couple of guys who will come in from Northern Ireland, as well as people from Clitheroe District Motor Club. We bring in specialists to help, because that's what's needed. We run 130-odd stage miles, after all!"

With that, and the uncertainty around what will happen over the coming months, plans for next year have not been finalised, but Mark is keen to persevere with local events even if national ones are not viable. Keep an eye on www.manxautosport.org for the latest information.

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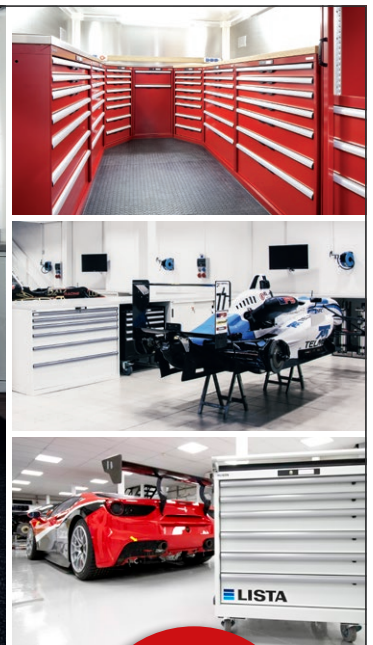
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LISTA

2020 MOTORSPORT & COLLECTOR CAR MARKET REVIEW

When lockdown began back in March, no one could foresee how the year would pan out. As life as we knew it was put on hold, the immediate uncertainty of what lay ahead was daunting to say the least. The nation, and the indeed the globe, had not seen such disruption to everyday life since the Second World War and naturally many questions were raised and concerns aired over the security of jobs, livelihoods and our economy. Lower down that list were questions from the devoted few, for whom cars and motorsport play a big part in their lives.

In our own market of collectable cars, racing cars and luxury assets, we very much prepared for a difficult remainder of the year, as dealers closed, motorsport paused and events were put on hold. As a result, we predicted that we would see a wave of equity release from those wishing to unlock equity from assets they already owned in order to remain liquid through the uncertainty. This did materialise in those early months but tailed off as we approached the easing of restrictions in July.

At the same time, the travelling circus of Formula 1 demonstrated its resilience and logistical might to overcome global travel restrictions and safeguard its teams and competitors by beginning the delayed season in Austria. This paved the way for others and just weeks later we witnessed the return of the British Touring Car Championship, European GT racing and Peter Auto events such as Tour Auto and the wonderful 2 Litre Cup.

As dealers and businesses re-opened, we experienced something that we had not predicted - an unprecedented wave of activity in the market across all areas from classic cars to modern GT racers. This was not owners selling off their assets to ease cashflow or exit the market quickly prior to an anticipated crash, but instead the start of a flurry of buying. 'Speculative' was the phrase used as many thought now may be the time to grab a bargain from a distressed seller or desperate dealer. However, the market soon realised that the appetite was real and that it was in a healthy position, despite the fact that we were very much mid-pandemic. In fact, the marker was so favourable that many specialist dealers have reported a record year of trading and we have seen as many enquiries this year as any other.

When trying to draw conclusions as to why the collector car market performed so well, many have theorised, but after much conversation and deliberation, we have drawn one majority outcome - boredom. With little to do and nowhere to go, we believe that people soon began trawling the internet, lusting over



previous (car) loves or dreaming of winding roads. This created a level of demand in the market that began in June and has yet to show signs of slowing.

As the summer continued and restrictions continued to ease, more good news arrived for the industry. The first public motoring event, the London Concours, was back on the calendar - a brave decision but well-executed and the impetus for others to follow suit including Salon Privé, Concours of Elegance, club gatherings and a one-off meeting at Glorious Goodwood to replace its usual trio of events. Even the greatest race in world, the 24 Heures du Mans, managed to hold its 88th race drawing competitors from all over the world to Circuit de la Sarthe which rounded off at least a taste of the year's action, if not a solid bite. I know we are now hungrier than ever for more.

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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VANTAGE POINT

Accessible manufacturer pathways

Creating a ladder for rookie racers to progress from first steps to the very top of the sport is about more than just building racing cars, says Ginetta's factory driver **Mike Simpson**. Attracting new competitors and creating pathways for them to develop is a challenge faced by all motorsport, and one Ginetta addresses through its carefully considered 'ladder' of turn-key race cars, championships and support services. Inspired by the experiences of its boss (and successful endurance racer) Lawrence Tomlinson, Ginetta does not just produce racing cars, it makes racing drivers too. One of them is Mike Simpson, a junior kart racer who made it all the way to the LMP1 Le Mans grid with the brand and uses that experience in his role as factory driver to create cars and packages to make the sport more accessible.



“

When I joined Ginetta, Lawrence had finished his racing – he'd gone from being a normal guy doing track days to running his own team and then winning Le Mans in GT2, so he'd seen it all. We had the G20, which we kind of inherited and it was a real eye-opener for us. Even in the last year we ran them as the Ginetta Juniors we had a full grid, a great profile and brilliant drivers like Jake Hill coming through so it was clear that was where we had to be.

Ultimately that's got us to where we are now with Want2Race [formerly Bookatrack], SIMTrack and Blyton Park, meaning we can offer everything. From someone arriving at a track day we can now give them their first experience in a race car, provide them with tuition, training and then propel them into one of our championships. And this is the tricky part – it's a big jump to convert someone who's a good level track day driver to then take them into racing but we've developed the infrastructure to make it possible.

I had done no racing for a few years when I started at Ginetta and was thrown into this industry where cars are being built and tested and all I was thinking about was how do I get some seat time. To cut a long story short, I ended up running with Stewart Linn in a G50 at the European GT4 round at Silverstone, where we came second. It was great, I was making a living, I was engineering a project for the G50 road car, I was doing a bit of driving and then the recession hit. I ended up helping out on the sales side, which wasn't my background, but it was the best thing I ever did.

Being a driver helped, because it gave me credibility with the clients. Anyone who came through the door was obviously a racer and I'd take them to the track for a try before you buy. I'd do the briefing, sit next to the client as an instructor and then I'd take them out for a hot lap and really go for it. The endgame was to sell a car but, selfishly, it kept me sharp and helped me with the opportunity that came in 2010 when we introduced the G40.



This was a big moment. I was on the development programme from the design concept to shaking down the car. With my background as an engineer I was able to work with the design team, where they knew my background in karting and racing and trusted my feedback.

Performance is obviously important but, from day one, we knew the G40 was only ever going to be racing against another G40 so we could concentrate on longevity, making it easy to drive and things like that. We could see the way GT cars were going with paddle shifts, traction control, ABS and autoblimping but we went the other way. People starting out have got to learn how to drive properly and we wanted a platform on which you could teach the drivers and then take them up categories. This is the hardest stage of learning to be a racing driver, and it's the time you have to be able to make mistakes. That informed the design, like having common uprights on each corner of the car to keep costs down when you have a prang. That was something Lawrence learned in his racing – you can take a TVR or a Panoz off around the world but if you do a left corner and don't have that front left upright on the truck you're going home. Because we were starting from a blank sheet of paper and had the personal experience of encountering stuff like this, we were able to engineer solutions into the car, which keeps it affordable for the people running them.

In all our racing we've always thought about how we can make this easy. And we just wanted it to be clear cut, with defined regulations common across all championships, policed carefully so you can't gain an advantage. It's got to be a level playing field, and we've achieved great success providing that stepping stone.

That's what inspired the Ginetta Racing Drivers Club. It was only open to rookies, we'd put you through the licence, prep the car for you, everyone is run by Ginetta, it's a club and it's a step up from a track day. They were the hardest sales I ever had to do because, unlike before, these were people we were trying to bring into racing.

It's a hard sell because in competition you realise pure speed isn't everything, but we know a G40 isn't necessarily going to tick the boxes for a track day driver coming from his supercar. So, over lockdown we've been working on the G55 GTA, which will replace the GRDC but run on a similar model with everything included. It looks like a proper GT car but it runs on road tyres – 270hp on road rubber is a lot of fun but with less aero it's more

manageable to drive for beginners than the Supercup or GT4 version. We've got over 20 orders in build for next season now and these are all people brand new to racing, who can then go up the ladder into the Supercup, then into British GT, European GT, even LMP3.

This gives us a step up from the Juniors and means people can drive a car with a paddle shift, which makes sense because every car beyond a G40 will have that kind of technology. We've seen that some of our customers are going straight from Juniors and G40s into stuff like the Carrera Cup and that's a big step up. Back when I was racing that was one of the reasons I never progressed beyond Clios, because there was just this huge gap to the next level.

Money is another big barrier that stops people progressing in racing, or even getting into it in the first place. The nice thing about the GTA is that it is an all-in package with no hidden costs. Everyone's paying the same, the car is stored with us and run by us, you pick up the phone that's the price, turn up and go racing – damage aside – that's the price for the year.

Meanwhile, for the youngsters building a career, the value in something like Juniors is that once you get into that TOCA paddock it opens doors. The successful drivers – the Tom Ingrams, the Jake Hills, the Tom Oliphants – they know how to work that paddock and get in front of the right people, because if you make a name for yourself in the Juniors you're on your way. This is why we're also going to do a 'pro' category for the GTA, with a little more power for drivers aged 16-24 progressing out of Juniors so there's a way to make the next step into GT cars but without the big costs. That way we can keep them in the Ginetta world and they can develop their careers, though saying that we often find ourselves putting the time in with the kids, getting them ready and then some F4 team will come along and snap them up! But that's great, that's why we'll have a long future in British motor racing because we prepare them for that step.

It's not just the young kids, though. We want anyone to be able to race with us and that's why, with Want2Race, SIMTrack and Blyton Park, we can now get people from that entry point of a track day all the way up into something like LMP3. It's a unique proposition, an important way to get people into the sport and something that gives me tremendous pride in my job every day.



1 WEEK FREE TRIAL!



2021 PRE-SEASON TRAINING FOR CAR AND KART DRIVERS

iZone's Pre-Season Training Programme is designed to provide drivers with a structured training programme that ensures that key aspects of their training are addressed on an ongoing weekly/monthly basis to ensure that they are learning fast. The programme begins in January 2021 and continues on a month to month basis. The programme is broken down into three parts: 1) Simulator Training, which is combined with Assessment and Review sessions which we run at iZone (unless the driver has a home simulator, in which case we can train remotely or a combination of both), 2) Daily Performance & Mindfulness Clinics delivered over Zoom and 3) Fitness Training which can be delivered one-to-one at iZone, remotely with our Zoom Physical Group Training sessions or a combination of both.

1 WEEK TRIAL

The programme starts in January, however before signing up we are offering new customers and those that haven't visited us in the last 12 months the chance to sample a week of our training for FREE! With this offer you will receive:

- 2 hour simulator training session
- 1 hour fitness introduction session and 3 x remote group fitness sessions
- 5 x half hour Performance and Mindfulness Clinics via Zoom (sessions every day Monday – Friday)

This offer is available throughout December and January (for remote coaching and sessions at iZone).



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WHAT'S ON

A selection of confirmed championships for 2021

Porsche Carrera Cup UK and Cayman Islands Porsche Sprint Challenge GB

A well-established step on the professional ladder for many up and coming racers and a popular fixture alongside BTCC, the Porsche Carrera Cup returns for 2021 with an eight-round championship running at TOCA events throughout 2021. As ever, expect close racing and lots of action as ambitious racers jockey for attention in identical Porsche 911s. Meanwhile, the Cayman Islands Porsche Sprint Challenge GB returns with its own calendar, this more affordable route into factory Porsche racing using identical 718 GT4 Caymans but just as competitive. "In its first season, Cayman Islands Porsche Sprint Challenge GB has proved beyond doubt that it deserves its place in UK motorsport," says Porsche GB's Ian Fletcher. "Our debut on the TOCA package at Croft this year was really successful, so having two weekends with BTCC in 2021 will be well received by all the teams and drivers." See: www.porsche.com/uk for full details.



Note – Information correct at time of publication, all events will run subject to local COVID-19 restrictions as applicable



24th April onwards

Radical Challenge and Radical SR1 Cup

Radical has expanded its popular race programme to offer maximum track time and value for its drivers. The SR1 Cup and Challenge series will now share the same calendar, meaning busy paddocks and lots of action with full technical support on-site from Radical. The SR1 Cup is intended as an entry-level package for new racers and includes car, licence, suit and all you need to compete with the option of adding Sunday 'Enduro' races to the Saturday sprint rounds and invitational places in the main races at Silverstone and Spa. The Challenge is the more serious alternative with a mix of sprint and longer 45-minute races over the weekend, the latter opening the option for shared drives. This will include the return of the Master class for the new SR10 and Supersport for SR3 models. New Club Sprint and Club Enduro races further increase the opportunities and are intended to be as affordable and flexible as possible. Full details can be found at: www.radicalsportscars.com



26th June onwards at selected Formula 1® rounds

W Series

As reported in last month's *Revolution*, the pioneering W Series has formalised its relationship with Formula 1® in realisation of a long-held dream to provide a pathway for women drivers into the top level of the sport. Accordingly, the eight-round W Series will run as support races at selected F1 weekends, giving its participants the flavour of operating at the top level and in front of teams they may wish to approach for drives down the line. W Series starts on 26th June at Le Castellet with the French Grand Prix, with subsequent rounds at Austria, Britain, Hungary, Belgium, Holland, USA and Mexico. "We believe that it is incredibly important to give everyone the chance to reach the highest levels of our sport," says Ross Brawn in his capacity as F1's Managing Director of Motorsport. "Partnering with W Series shows our determination and commitment to building greater diversity across Formula 1."

Visit: wseries.com for further information.

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BICESTER MOTION KEEPS FOOT TO THE FLOOR IN 2020

Guided by Dan Geoghegan's vision, commitment and ambition, Bicester Motion has, throughout 2020, adapted and accommodated to the ever-changing conditions of the 'new normal'. Unlike some businesses during the pandemic, Bicester Motion's team has grown, and the company has gone from strength to strength, achieving completion of The Command Works, launching The Bicester Aerodrome Company and obtaining Outline Planning Permission for The Innovation Quarter.



Now nominated as a Regional Finalist by The Civic Trust Awards, The Command Works will become home to some exciting new specialists including The Little Car Company and HERO-ERA, which is creating a flagship headquarters that will feature a clubhouse and historic vehicle showcase. The Command Works are the first new buildings at the former WW2 Bomber Station in almost 80 years, and the £10m investment by Bicester Motion has extended Bicester Heritage by 77,000 sq feet, creating 150 new jobs within the automotive industry. The historical Technical Site will welcome The Morgan Motor Company, which will create The Morgan Bicester Experience in Building 82, the company's first premises outside of Malvern in 110 years.



Looking ahead to 2021 Bicester Motion will be submitting an Outline Planning Application for The Experience Quarter. The 40-acre development will provide dynamic engagement between visitors and the modern-day world of mobility, offering guests the opportunity to experience all forms of motion at this ever-changing location unlike any other.



In January, the much-loved Scramble will return, with more exciting content than ever before, as Bicester Heritage creates its first-ever weekend Scramble. In the summer, the 344-acre aerodrome will play host to Retro CarFest which will see Bicester Motion transformed into a family-friendly, classic car spectacle and, in so doing, bring a first-to-Bicester weekend festival celebrating cars, food and music.



If you would like to join the wonderful community at Bicester Heritage, host an event at Bicester Motion or use any one of a number of stunning backdrops for film or video projects, please visit the website www.bicestermotion.com, www.bicesterheritage.co.uk or www.bicesteraero.com or email us at hq@bicestermotion.com for more information.



MARTIN SHALDERS

Romain Grosjean's dramatic crash at the Bahrain Grand Prix was a vivid reminder of the vital work undertaken by marshals, medics and safety crews and how their quick reactions and fearlessness help keep competitors safe if the worst happens. While it is rare for these brave volunteers to have a moment in the headlines as they did at Bahrain, they have a crucial role and unique insight into the sport, as we discovered while talking with Martin Shalders, one of the longest-serving volunteer marshals in motorsport.

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

Martin Shalders: "My grandmother lived in Thornton Heath and I could hear the racing at Crystal Palace from her house. I went to my first meeting there, sat watching at South Tower and the bloke next to me said if you like this you should become a marshal!"

R: "So that was also the first motorsport event you attended?"

MS: "It was! I came back from visiting my grandmother, realised I enjoyed the thrill of watching the drivers and when I got back home to Ely I looked up where the nearest track was and realised it was Snetterton. The first meeting I did there was in 1962 at Russell Bend for the Scott Brown Memorial Trophy. The next year I joined the BRSCC and BARC and really got the bug. I was doing 20 to 30 days a year from that point at various circuits... for example I used to drive to Brands Hatch from Ely through London and down Tottenham Court Road. I can't believe I used to do stuff like that most summer weekends - goodness knows what time I had to get up!"

R: "Would it be fair to say that the initial motivation for marshalling was the opportunity to get up close to the racing?"

MS: "Certainly starting out, but the main thread that runs through my marshalling is the friends I've made over the years and the people you meet from all walks of life."

R: "The close-knit camaraderie certainly seems to be a big part of marshalling..."

MS: "You're spending all day with these people, standing in all weathers. You've got to trust them and, although it's light-hearted, you all rely on each other. I've been very lucky with the group I marshal with – I've got a mailing list of over 20 marshals, past and present. I've always done a report on meetings for the people who were there but, because we haven't been meeting up so much this year, we've been keeping in touch through other ways. We've got such a range of people in the group too – there's a refrigeration engineer, a civil servant, a couple of guys who work for British Aerospace, a prison officer, a carpet fitter... it's a huge mix but we get on well together. I've marshalled with some of them for 40 to 50 years."

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

MS: "There are a lot of them! Some of these chaps like Peter Chubb, the chief observer at the BARC – he's the first voice you hear at race control and my job as a post chief is to remain calm and let them know what I need. He does the same and I appreciate someone like that on the line. In terms of drivers it would have to be guys like Barry Williams - I like watching them. When you sit in a Formula Ford and realise how low you are and watching them driving at 10/10ths, it really brings it home."



R: “We often hear of a bit of a generation gap and worry that there’s nobody coming into marshalling – what can be done to bring new people into it?”

MS: “A lot of people start marshalling at a young age, have a gap in the middle and then we have older marshals coming back. I know they put stalls out at race meetings to attract people and it’s good to have youngsters because tyre barriers are getting wider and wider and we’re all getting a bit old to get over them!”

R: “Do you think it would be a good idea to get more drivers trying out marshalling and how might that be encouraged?”

MS: “We’ve had a few drivers on our posts and I think it’s a good idea. They are usually shocked we’re not paid and don’t necessarily get food or anything else provided. Usually they never meet us unless they break down or have an accident but, for example, this year I had Harry King off with us after a puncture and he ended up on our post – he’s a real up-and-coming driver in the Porsche Carrera Cup and he was amazed at what we were doing, we chatted and I think he was surprised there was a diverse group of people at the posts! I really think the drivers would get a bit of a shock if they looked at the CVs of the people on post as they don’t realise that some of us are professional people as well as others who are more practical.”

R: “From passing long hours together to dealing with drivers who’ve just come off and may be frustrated, marshalling must test your people management skills in various ways – how do you deal with these very different situations?”

MS: “The social side is important but it’s also a sign of trust because if you go out to an incident you want to be sure you’ve got people supporting you. But there can be a lot of down time and that’s why it’s important to have good friends – one of our team counted that we had 97 topics of conversation one day, ranging from local government to... other matters! It’s good to have a mixed team if drivers are a bit excitable too – they usually don’t come to blows if there’s a female marshal present and we have someone diplomatic on our team who stops things getting out of hand! I always tell marshals you’ve got to be sympathetic though, the drivers have got money wrapped up in their car and they don’t want to hear someone saying ‘you didn’t want to do that!’ I remember one meeting at the chicane at Thruxton a while back with Formula Palmer Audis and it started drizzling – we had four or five cars come off and we had these young drivers sitting round like it was a crèche!”



R: “Marshals and safety officials found themselves as front-page news with the Grosjean crash – do you think that helps remind people of how important your job is at a race meeting?”

MS: “I think so. Fires are pretty few and far between but we see all sorts of things – the first meeting I did at Castle Combe we had a Formula Ford turn upside down and the roll bar sank into the mud so we had to lift the car up quickly to get the driver out. But you just do it. If fires do happen, we’ve all had training, we’re not too concerned and I’m confident the people I’m with would handle it because we have that trust in each other.”

R: “Thank you Martin, both to you and all the other marshals out there!”

MS: “Thank you. I don’t think many people, or indeed drivers, realise there are just so many volunteers needed for every race meeting to allow it to be run safely and efficiently. The age profile is going up but we still love the combination of excitement and camaraderie.”





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UK motorsport volunteers honoured

Two new prizes join the existing awards in recognition of the extraordinary efforts undertaken by dedicated volunteers in this unprecedented year

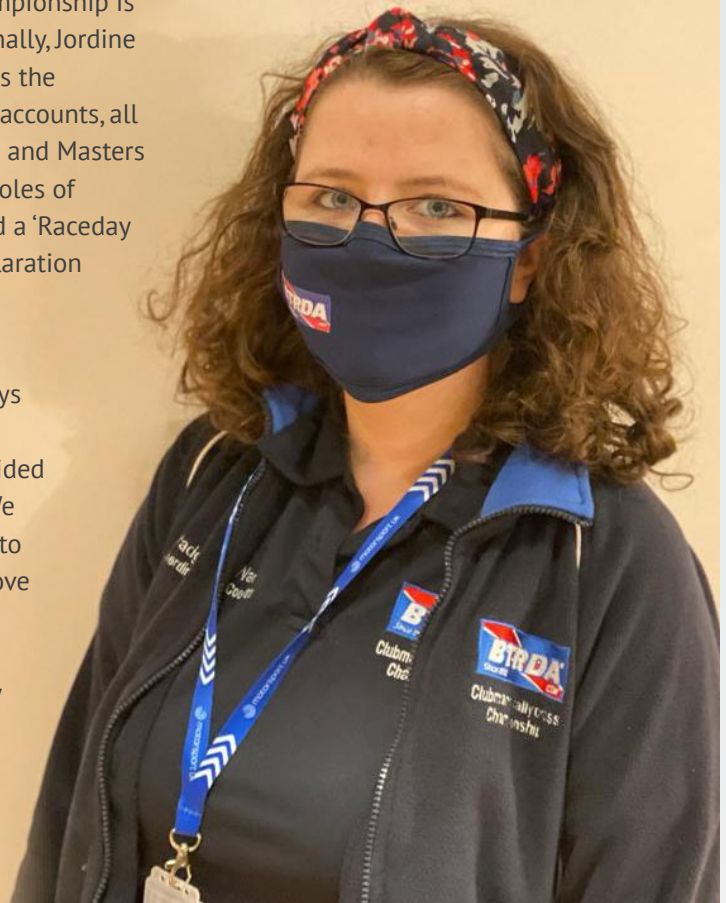
Motorsport UK is delighted to announce the winners of the 2020 Volunteer Awards. The past 12 months have been some of the most challenging and demanding in the sport's history and, to acknowledge this, two further awards have been created to honour the incredible efforts of the UK motorsport volunteer community. All four winners will receive a prestigious Motorsport UK trophy, a cheque for £1,000 to both organisations, £500 to both individuals, as well as a year-long subscription to Motorsport News.

"I would like to thank everyone who submitted nominations for the 2020 awards," says Motorsport UK CEO Hugh Chambers. "The judging panel had some tough decisions to make and I must congratulate all the very worthy winners. There is no doubt that without our clubs, volunteers and competitors coming together, the sport would simply not be able to operate. I look forward to congratulating the winners in person when the current restrictions are lifted."

Volunteer of the Year Award: Jordine Crooks

Jordine Crooks is the championship coordinator for the BTRDA Rallycross Championship and has proved over the years that no job is too big or too small to ensure the best possible championship is delivered for competitors and spectators alike. Additionally, Jordine writes the regulations, sits on four committees, provides the listening ear to competitors and runs the social media accounts, all balanced with her day job as a full-time Practice Nurse and Masters degree student. In 2020, Crooks also stepped into the roles of Safeguarding and COVID-19 Officer and also developed a 'Raceday Dashboard' – a fully COVID-19 secure, contact-free declaration system that other clubs have subsequently adopted.

"I feel extremely honoured and shocked to have been nominated as Volunteer of the Year, let alone win it! says Crooks. "2020 has certainly been a challenge but the organisation of our events and championship has provided a welcome distraction, albeit a time-consuming one! We have seen clubs, drivers, volunteers and officials adapt to the new COVID-19 guidance to keep the sport we all love alive and I must thank Motorsport UK for their efforts in producing this guidance. All volunteers involved in motorsport are deserving of recognition and I certainly couldn't fulfil my role without the help of several others - thank you to all involved."





Club of the Year: The Bugatti Owners' Club

Founded in 1929, the Bugatti Owners' Club is one of the oldest in the UK and owns and operates Prescott Speed Hill Climb. With the Coronavirus outbreak, the club faced financial uncertainty and had to unite in the fight for survival. A new lifetime membership was introduced, raising £75,000 from the existing members and new member recruitment.

When motorsport resumed in July, the club initiated a three-stage strategy to introduce COVID-19 protocols. Six events were organised from an initial 'Drive Thru' weekend, followed by picnics in the grounds, working the way to hill climbs, autotests and trials before a full return to competition in August with a full 85 car entry, watched safely by thousands online.

"We are truly honoured to have been awarded Motorsport UK Club of the Year 2020," says Nick Upton, Chairman of the Bugatti Owners' Club. "This accolade marks the pinnacle of achievements for our club in one of the hardest, most challenging years our sport has faced. To have the hard work and commitment of our team at the Bugatti Owners' Club recognised in this way is wonderful and something we can all hugely be proud of. We are truly humbled."

Organising Team of the Year: Harold Palin Memorial Rally Stage Rally Team

The Harold Palin Memorial Rally Stage Rally team are the recipients of the new Organising Team of the Year award after their successful event in October. The team from the Eastwood and District Motor Club were determined to run one of the first rallies in COVID-19 times, and went above and beyond to make the event safe and successful. The 61-car meeting instigated new work practices, embraced technology and in the process produced one of the most talked-about events of the season.

"As the Clerk of Course and head of the organising team for the Harold Palin Memorial Stages, it was fantastic to receive the news that we had won the award of Organising Team of the Year 2020," says Chairman John Hickling. "As an organising team, we have worked tirelessly for many years and have had to overcome many issues, but I can say that this event was the most challenging of all. However, when you have a dedicated and highly experienced team, along with the backing of a strong club, anything can be made possible. We are very much looking forward to 2021, and hope we can repeat the great work and lessons learned to bring another outstanding event to all in our region."



Community Supporter of the Year: Jonathan Millar

Larne Motor Club member Jonathan Millar has been a pillar for the Northern Ireland motorsport community throughout the 2020 season. The year began with Jonathan organising a production car autotest, which raised £3,500 for the Snowdrop Room in the Royal Victoria Hospital – a homely space for parents coming to terms with the loss of stillborn children. The pandemic then struck, but that didn't stop Jonathan continuing the good work, as he organised weekly online quizzes to bring the motorsport community together. When restrictions eased, Millar then put together a socially distanced car treasure hunt, for all the family to enjoy, which helped raise £750 for Macmillan Cancer Support.

"It's nice to win the award," says Millar. "It's great to use motorsport to bring support to people in need, whether it's a fun quiz every Monday during lockdown or socially distanced events, but I couldn't do it without the support of my family and friends."

Results

Latest results across various motorsport disciplines



Motorsport UK iRacing Esports Series powered by iZone

The Motorsport UK iRacing Esports Series attracted 150 drivers over 13 rounds, competing across six leagues with racing every bit as fierce as that on real race tracks. With Gordon Mutch, Kieran Vernon and James Montgomery having already sealed the titles in leagues 1, 2 and 3 respectively, the competitors in the rest of the categories fought it out for final honours on the virtually recreated Interlagos circuit. A second place in League 4 was enough for Dan Blake to take the title in that category while Greg Roffe achieved the same end result with third in League 5 behind Russell Cooper2 in second and Paul Ibbotson2 in first. Alan Jones managed second place at Interlagos, which was enough for him to take a hard-fought championship win in League 6.



Steve McKenna/SWI Photography

Motorsport News Circuit Rally Championship Dukeries Rally

5th-6th December, Donington Park

After its original August date was postponed, there was relief all round that the 61st consecutive event run by Dukeries Motor Club was able to take place at Donington Park. The weather added to the challenge but, in true rally fashion, everyone knuckled down and the sight of rally cars in action was just the tonic that everyone needed. Over 48 competitive stage miles the fight for top honours came down to a battle between Bentley GT racer Frank Bird and co-driver Jack Morton and Mark Kelly and Neil Colman, the latter upgrading from a venerable Mk2 Escort to a much newer R5 Fiesta. In the end, Bird took the win ahead of Kelly, third place going to the R5 Proton Iris of Ollie Mellors and Max Freeman.



British Sporting Trials Championship, Gloucester Sporting Trial

5th-6th December, Gloucester

It was a family affair at the conclusion of the British Sporting Trials Championship, with Josh Veale taking a dominant win on the day with two clear runs, while his father Ian took the overall championship title with Josh's brother Sandy co-driving. This was an especially proud achievement for Ian, given this was his first championship win and taken in a Sherpa he had bought in kit form in 1986 before his children had even been born. Darren and Sue Underwood chased the Veales hard but fell back to seventh overall by the end which was still enough to win the live axle class. The retirement of defending champion Simon Kingsley was the only real upset. John Fack and Paul Leyser rounded out the overall podium, but the day belonged to the Veale family.



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

5th-6th December, Lydden Hill

The Motorsport UK British Rallycross Championship 5 Nations Trophy returned to Lydden Hill for rounds two and three with the finals held under floodlights for the first time. Wildcard Liam Doran lit up the proceedings as the World RX regular took his Audi A1 to the round two win followed by a clean sweep in round three, with the British driver winning his qualifying heats, semi-final and grand final. Enzo Ide finished round two in second with Mark Donnelly crossing the line in third and first registered driver home to stretch his grip on the standings. In round three Doran again bossed the proceedings, claiming victory over Ide after a superb move at Chesson's Drift. Oliver Bennett brought his BMW Mini home ahead of 2007 champion Ollie O'Donovan, to take maximum championship points.

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A Lasting Legacy



John Gordon Hastie (1949-2020)

John Gordon Hastie, or simply Gordon Hastie as he was known to many, passed away in November. He was a competitor in the 1970s and event official and organiser in the 1980s and 1990s.

Amongst his many duties, he spent 10 years representing Scottish interests as a member of the Royal Automobile Club Motor Sports Association's Rallies Committee and 10 years as a Competitor Relations Officer on the British Rally Championship rounds, which often brought him into contact with younger and more inexperienced rally crews who benefited from his knowledge and experience. He was also a Steward at many events from autotests to hill climbs, sprints to race meetings, navigational and stage rallies and even kart races.



Brian Patterson (1944-2020)

Brian and Liz Patterson brought news and entertainment to the masses with their mobile on-event RallyNews bulletins. In the age before smartphones, this was only one way for rally fans to find out what was going on, with Brian a regular sight at stage finishes and service areas gathering news from drivers, co-drivers and officials at events across Ireland, the BRC and beyond.

Brian had an encyclopaedic knowledge of the sport and took as much interest in the tales of those at the back of the field as those at the front. His insight also came from his early career exploits as a driver and that background helped him establish the Patterson Pacenotes service, which continues to be the most widely used route note supplier within the UK and Ireland.



George Newell (1950-2020)

George Newell was a regular Scrutineer for over 10 years at various race meetings and sprints in Northern Ireland.

A car mechanic by trade, he had a keen eye for assessing competition vehicles and identifying any safety or regulation issues that may be present. This was matched with a tactful manner for pointing any issues out to a competitor and making sure problems were rectified before an event started.

A very popular character in the scrutineering bay, his tradition of supplying the team with apple tarts on race days was always appreciated by his colleagues.



John White (1943–2020)

John White worked as a Motorsport UK Steward, Clerk of the Course and club chairman. A trained motor vehicle technician, John opened his own garage in 1959 and became involved with motorsport in the early 1960s, initially as a marshal and then as a competitor in rallies, sprints and autocross events. John stopped competing in the late 1980s, going on to become a respected Clerk of the Course and Steward. From 1992 to 2012, John sat on Regional Committee as Chairman of the Association of Eastern Motor Clubs and provided valuable input to various other committees during this time, including the Autocross and Rallycross Sub Committee of which he became Chair in 2002. A regular at BARC meetings, John could often be found clerking or stewarding at Lydden Hill, Brands Hatch, Goodwood and Silverstone and was known by many for his warm nature and helpful advice.

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Please note our festive opening hours:

- Wednesday 23rd December: 09:00 – 17:30
- Thursday 24th December: 09:00 – 12:30
- Friday 25th December – Friday 1st January: Closed
- Monday 4th January: Normal office opening hours resume

We hope you enjoy the festive season!

The Parting Shot

While hopes for British success at the sharp end of the WRC field at Monza were dashed, there was a strong result for Ruairi Bell and Darren Garrod, who took third place in the competitive Junior WRC category in very challenging conditions. Driving identical M-Sport built Fiesta R2s, the JWRC is the perfect feeder series for the top echelons of the sport, with alumni including Sébastien Loeb, Dani Sordo, Craig Breen and – yes – Elfyn Evans, who won the title in 2012. Here's hoping a strong result for Bell and Garrod in Italy can see them following in the footsteps of such esteemed company! Photo: Andre Lavadinho/M-Sport

