Revolution

The official magazine of motorsport UK



"BACK ON TOP"

BILLY MONGER IS A RACE WINNER ONCE AGAIN

SPEED OF SIGHT
PUTTING THE BLIND BEHIND THE WHEEL

CHANGING GEAR
HUGH CHAMBERS ON WHY CHANGE WAS THE ONLY OPTION

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CEO's MESSAGE



THE REVOLUTION

"It's inspiring stuff, as is our second feature on the incredible work of the charity Speed of Sight. Founder Mike Newman wanted to prove that sight loss need not be a barrier to fulfilling life's ambitions"

First and foremost, thank you to everyone who read and took the time to comment on the second issue of 'Revolution'. Feedback from the motorsport community has been exceptionally positive and I am particularly encouraged by the appetite to embrace this digital version of our monthly magazine.

In this third issue of Revolution we focus on equal opportunities, a subject I feel passionately about.

This month's cover story features Billy Monger following his win in the Pau Grand Prix Euroformula Open race. As Dan Prosser writes, "Monger has proven that a physical disability needn't be any kind of competitive disadvantage in motorsport. In spite of everything, he just gets on with the business of being a racing driver." The feature also highlights the work Motorsport UK put in behind-the-scenes to change FIA regulations and the better the sport for all.

It's inspiring stuff, as is our second feature on the incredible work of the charity Speed of Sight. Founder Mike Newman has set speed records for the blind on two and four wheels and wanted to share his experiences with others, to prove that sight loss need not be a barrier to fulfilling life's ambitions.

Also in this issue, I sit down with Dan Prosser to talk about the changes occurring at Motorsport UK.

Continuing the theme of equality in opportunity, we're still seeking new members for our Board and committees – but be quick, applications close on 30 June! We need a diverse representation of our sport to drive our organisation forward.

Lastly, I recently took part in my first AutoSolo at Abingdon Car-nival and had a great time competing in a bog-standard Suzuki Swift, tutored by multiple British Autotest Champion, Alastair Moffatt. It is a whole lot more difficult than it looks, but immense fun, so I urge you get out there and have a go, even in your road car!

We hope you enjoy this latest issue. If you have any comments or feedback on any of these articles, please email media@motorsportuk.org

Best wishes,

Hugh Chambers
CEO, Motorsport UK



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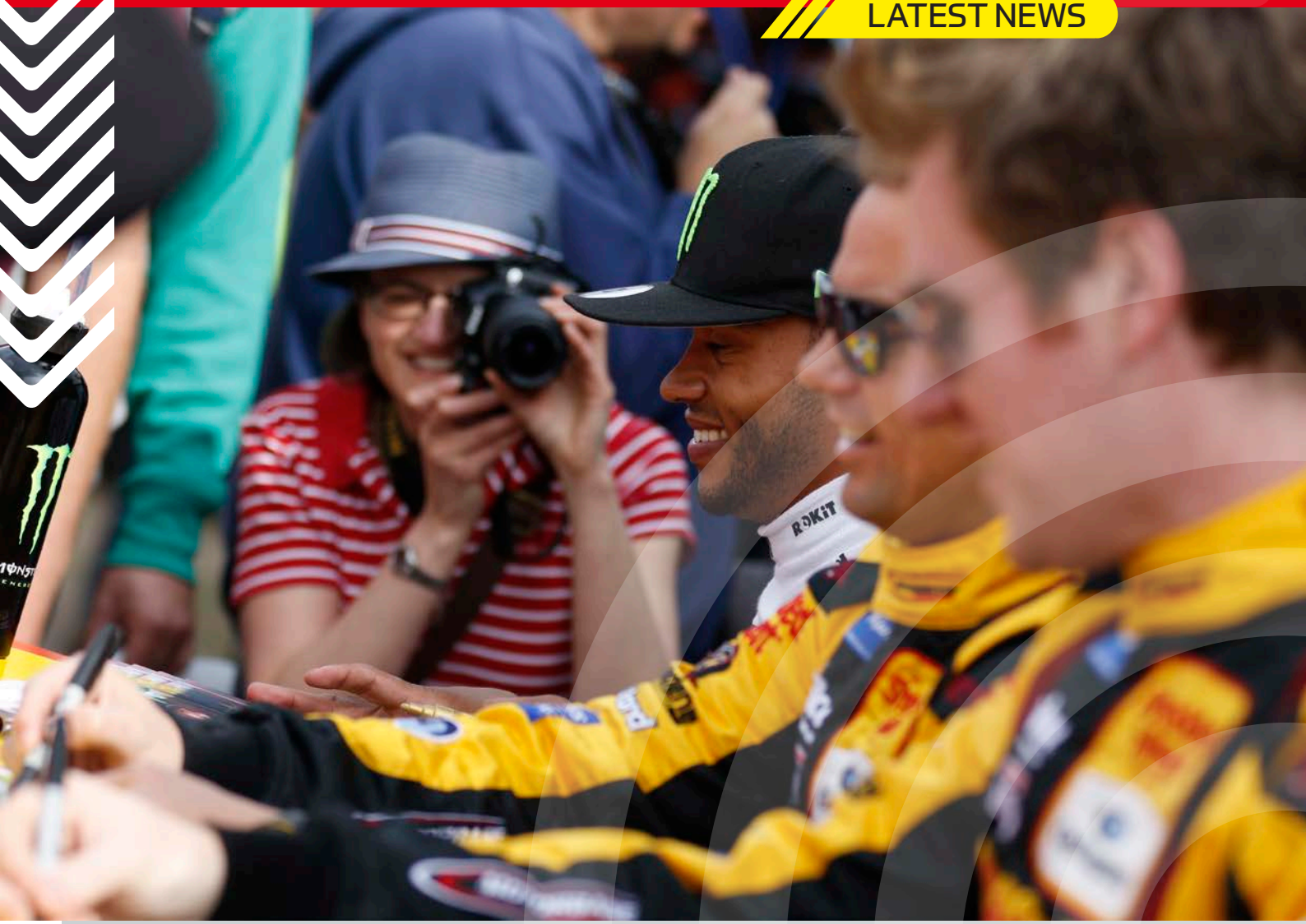
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UP TO SPEED

LATEST NEWS



MOTORSPORT UK LAUNCHES TRACKSIDE MEMBERSHIP PROGRAMME, DEDICATED TO FANS

As part of its ongoing strategy to grow the sport and build a stronger, more vibrant community, Motorsport UK has today announced the launch of 'Trackside' – its first ever dedicated membership programme for motorsport fans and enthusiasts.

With promotion of the sport and customer service at the forefront of its mission, 'Trackside Membership' will capitalise on the governing body's unique access to the sport, to deliver exclusive, member-only experiences and behind-the-scenes access, getting fans closer to the sport than ever before.

Opportunities already on offer, to coincide with the launch of Trackside Membership and put fans at the heart of the action, include:

- The opportunity to get behind-the-scenes of motorsport with regular team and factory tours
- VIP Team Experience with Power Maxed Racing at a round of the Kwik Fit British Touring Car Championship, courtesy of Power Maxed
- Exclusive monthly member competitions for VIP experiences
- Invitations to member-only events
- 'Revolution' the monthly membership magazine of Motorsport UK
- Access to Motorsport UK's membership benefits programme with discounts across a range of automotive, travel and High Street partners

The vision is for its members – both competitors and fans – to feel part of a wider motorsport community, working alongside the governing body to help shape the future of the sport. Trackside Membership will present fans with an opportunity to get involved, have their say and help shape the future of Motorsport UK , through forums, 'Evening With' events and regular member surveys.

As part of the £24.99 annual membership, Trackside Members will also gain access to a substantial member benefits package, offering discounts and savings from major High Street retailers and automotive partners, including accommodation, travel, outdoor clothing, breakdown



recovery, car tyres, tools, MOTs, parts and accessories.

The ambitious new initiative is the latest phase in Motorsport UK's ongoing transition from a traditional governance-led association to a modern membership-focused organisation with members at its heart.

Hugh Chambers, CEO of Motorsport UK, said: "Trackside membership is a significant new programme designed to get fans closer than ever to the sport. UK motorsport fans are among the most passionate in the world; now, with Trackside Membership, they have an opportunity to join a motorsport community not just attend their choice of individual events, and get closer than ever to the sport they love.

"As the governing body, we are committed to growing the sport and better meeting the needs of our



customers and stakeholders. That includes fans, as well as competitors, officials and volunteer marshals.

What's more, with our package of partners offering significant discounts, Trackside membership rewards fans for their support of the motorsport community while giving fans a voice and help shape a sutainable future for UK motorsport."

CLICK HERE to get Trackside





CHADWICK WINS AT THE MISANO WORLD CIRCUIT MARCO SIMONCELLI



Jamie Chadwick scored a finely judged victory at the Misano World Circuit Marco Simoncelli, on Italy's Adriatic coast, on Saturday 8 June, to further extend her lead in the W Series and register her second win from three races.

Chadwick, who was recently announced as a Williams F1 Development Driver, started the race second on the grid and an absolutely blistering start rocketed her into the lead before the first corner.

Jamie said: "After Zolder, when I didn't convert pole position into a lap one lead, I was determined to get the best possible start here at Misano.

"I knew there would be an opportunity down the inside, so I was really focused on getting that absolutely right, and it went to plan. After that I felt I had good pace, but Beitske kept me honest the whole way. She was always very close, but I felt in command so long as I avoided any unforced errors.

"And, fortunately, tyre degradation wasn't too bad, so I was able to stay ahead and take a really important win."

The win puts Jamie 13 points clear of Visser in the championship heading into the fourth W Series race at the Norisring in Germany, on 5/6 July.

"I knew there would be an opportunity down the inside, so I was really focused on getting that absolutely right, and it went to plan"

GEORGE RUSSELL AND MEDIA EXPERTS SELECT MOTORSPORT UK F1® FUTURE STARS

ROKiT Williams Formula One driver George Russell joined a panel of Formula One media to select seven young, ambitious karters to become FIA F1 Future Stars and join their F1 heroes on the grid at the 2019 Formula One British Grand Prix at Silverstone (14 July).

Russell (21) was joined by Autosport F1 Reporter Scott Mitchell and Sky Sports F1 Presenter Natalie Pinkham over the Monaco Grand Prix weekend, as they watched the video entry submissions.

The Sun's F1 Correspondent, Ben Hunt, also joined the panel as the team whittled down the candidates to the final seven.

Motorsport UK received more than 50 entries to its nationwide competition to find seven F1 Future Stars. Aged between 7-10 years old, the young karters were asked to submit a 30-second video explaining why they want to be an F1 Future Star, who their F1 hero is and why, and what it would mean to represent karting at the British Grand Prix.

The panel selected the following Motorsport UK Bambino and Cadet karters as 2019 F1 Future Stars:

- Amelie Acketts (9)
- Daniel Amor (10)
- Hallie Findlater (7)
- Macauley Guy (10)
- Laith Khan (8)
- Kaiser Riemann (10)
- Aston Sharp (8)



L-R Natalie Pinkham, George Russell and Scott Mitchell. *Courtesy of Williams*

The seven young karters will join Motorsport UK 2018 Bambino Kart Champion Frazer Anderson (8) and Dare to be Different winners Katie Donaldson (7) and Keira Harris (8).

In addition to meeting their F1 heroes, Motorsport UK's 10 F1 Future Stars will represent and promote UK karting to millions watching the British Grand Prix around the world.

Speaking to Sky Sports while judging the competition, George Russell commented: "Without karting I wouldn't be here today. We as Formula One drivers, especially as a younger driver myself, need to put karting back on the map and get more people involved."

Dan Parker, Motorsport UK Kart Manager, added: "I'd like to congratulate our worthy winners and thank our panel for judging such a close competition. All four current British F1 drivers won UK karting championships on their way to the top, highlighting its importance at a grassroots level. UK karting is going from strength-to-strength - the Motorsport UK-run British Kart Championships are seeing the biggest grids we've had in 30 years."

CLICK HERE to watch the winning entries.

> "Without karting I wouldn't be here today. We need to put karting back on the map and get more people involved"

MOTORSPORT UK AT SILVERSTONE CLASSIC



Motorsport UK will be heading to the Silverstone Classic (26 – 28 July) to inspire visitors to get involved in motorsport at one of the nation's most popular historic race meetings.

Based on the 'Village Green' in the heart of the action, staff will be on hand to answer queries and advise people on how they can get involved in motorsport at all levels from the grassroots up.

The Classic's race programme features the cream of historic racing action from Formula One, Sports Cars, GT and Touring Car grids with over 20 races and demonstrations, and over 1,000 race entries.

This summer's event will also feature dedicated retro races for Formula 1, Formula 2 and Formula 3, creating the festival's first ever international single-seater showcase. Crowd-pleasing Formula 1 showdowns featuring the great Grand Prix cars from much-loved past eras including Masters Historic Formula One and the HGPCA (Historic Grand Prix Cars Association) are a constant at the event, but never before have there been dedicated races for Formula 2 cars, while the Classic Formula 3 series returns for the first time since 2014. Not only that, but marking fifty years since the legendary Jackie Stewart celebrated his maiden British Grand Prix win at Silverstone (before being powered on towards the first of his three world championship titles), Sir Jackie Stewart will take to the track at this year's event to mark the anniversary, taking part in some high speed demonstration laps behind the wheel of his victorious Matra-Ford.

There will also be a record-breaking field of pre '66 Minis contesting the Mini Celebration Trophy presented by Adrian Flux in this, the Mini's 60th year, and the Capris racing in the Historic Touring Car Challenge will be battling for line honours in the hope of winning the Gordon Spice Trophy in celebration of the Ford Capri's 50th anniversary. There's a load of other track action too; you get the gist!

Away from the track, there's plenty of opportunity to get close to the racing machinery of yesteryear and chat to the drivers and race preparers, plus there's a huge amount for the family to enjoy. And for those with enough stamina, Silverstone will come alive in the evening with the sounds of Woodstock as this year's live music line-up on Friday and Saturday evenings celebrates the 50th anniversary of the legendary festival.

FOR TICKETS

Visit https://silverstoneclassic.seetickets.com/tour/silverstone-classic



2019 MOTORSPORT UK ACADEMY DRIVERS SELECTED

Sixteen promising young drivers from the disciplines of Kart, Race and Rally have been selected to join the Motorsport UK Academy squad programme.

The initiative supports some of the next generation of UK drivers – helping to develop them as they progress through the sport. The workshop-led scheme will offer a tailored approach to development, while on event support will be on hand to put into practice what is learnt away from competition.

> "We have a great group and a real mix of drivers from many categories in the sport"

The latest sixteen selected for the programme are as follows:

- Harry Barlow (Kart)
- Maria Bright (Kart)
- Tom Canning (Race)
- Charlie Collins (Race)
- Ben Friend (Rally)
- Alfie Glenie (Race)
- Josh Hislop (Race)
- Dean Macdonald (Race)
- Josh Martin (Race)
- Alexander Nevill (Race)
- Geri Nicosia (Race)
- Ayrton Simmons (Race)
- Josh Skelton (Race)
- Ben Watson (Kart)
- Robert Wilson (Rally)
- Nicole Woods (Race)

Competitor Pathway Manager Greg Symes said: "We were inundated with applications and the sheer volume of high-quality drivers made it a difficult process to whittle down to the final sixteen. We are delighted to announce our new intake and we have a great group and a real mix of drivers from many categories in the sport. The Motorsport UK team and coaches are looking forward to working with them over the next couple of years and developing their skillset to progress their careers.

LIVERPOOL KICKS OFF WORLD CHAMPIONSHIP MOTOR SPORT



World Championship motorsport is coming to Liverpool with confirmation that this autumn's Wales Rally GB (3-6 October) will set off from the city's historic Waterfront. It's the first time Britain's round of the FIA World Rally Championship has started outside Wales since 1999 and never before in 74 previous editions has Liverpool had the honour of hosting the event's 'grand depart' Ceremonial Start.

All the cars and crews contesting the 2019 Wales Rally GB will assemble outside the iconic Royal Liver Building by 3:00pm on the afternoon of Thursday 3 October before being flagged away from the official podium ramp at one minute intervals from 4:00pm. Public admission will be free and a big screen and interviews with all the top competitors will add to the high octane atmosphere on the Pier Head.

Located adjacent to the Cunard Building and Port of Liverpool Building, the Royal Liver Building is one of the city's famous 'Three Graces' which line the refurbished Waterfront and all three are part of Liverpool's UNESCO-designated World Heritage Maritime Mercantile City.

Full details of the event's Ceremonial Start were revealed on Wednesday at the 2019 Wales Rally GB official launch presented at the British Music Experience (BME) in the Cunard Building outside which a Toyota Yaris WRC car was positioned on the starting ramp.

Those present at the BME and disclosing October's full rally route included: Lord Mayor of Liverpool, Councillor Peter Brennan; David Richards CBE, Chairman Motorsport UK, organiser of Wales Rally GB; Hugh Chambers, CEO Motorsport UK; Jonathan Palmer, Chief Executive of the MSV Group; Tim Jones, Executive Director of Operations for North and Mid Wales, Natural Resources Wales; Councillor Louise Emery, Conwy County Borough Council's Cabinet Member for Economic Development and rally drivers Rhys Yates, Tom Williams and Osian Pryce.

As a former World Rally Championship winning co-driver, David Richards is passionate about these latest innovations. "I grew up alongside one of the forests so, for me, Wales is the home of rallying in Great Britain," he effused. "That said, I'm every bit as excited about the Ceremonial Start coming here to Liverpool – in a way, it's another homecoming for me as I used to come here every day for work as a teenager. There's a great feeling about the city and I can't wait for the World Championship to come here – they will really appreciate having the start right in the heart of this wonderful city before they all head off to Oulton Park and the Welsh forests."

In a further announcement, it has been confirmed that all 22 competitive special stages will be broadcast live – another first for the rally in its 75th running. Coverage of the entire event on BT Sport is in addition to daily highlight programmes on Channel 5 and S4C.

Full details of the innovative route for the 2019 Wales Rally GB can be found on the official **www.walesrallygb.com** Tickets are on sale for all four days with considerable savings currently available on early bird offers.

Cornwall Motorsport

WATERGATE BAY SPEED HILLCLIMB GETS A NEW LOOK IN 2019



John Isaac

Organisers of Watergate Bay Speed Hillclimb have revealed a new look to the Newquay based event, when it returns to the closed roads of Cornwall this September (14-15 September).

Thanks to approval from Motorsport UK, the challenging course will wind its way for 850 metres along the B3276 coast road between Padstow and Newquay, an extension of 130 metres from its original length.

In addition to the added distance to the course, spectators will be able to get a better view of the action thanks to a change in the location of the paddock and trade areas. After feedback from 2018, motorsport fans will be able to see much more of the hill and have full access to the paddock after the move to a clifftop location.

Jointly organised by Newquay Auto Club, Plymouth Motor Club and Truro and District Motor Club, it was the first hill climb to take place since the passing of a Parliamentary law enabled timed motorsport events to take place on closed public roads.

The event will also be the figurehead of Cornwall Motorsport Month which takes place throughout September. The county has a rich heritage of motorsport activities taking place throughout the year which can often be overlooked thanks to being a popular destination for tourists and surfers in the busy summer months. The campaign is supported by Motorsport UK and Visit Cornwall and has been created to highlight the region as a prime destination for both tourism and motorsport.

Event Organiser Dave Brenton is excited to see the Hillclimb return in 2019.

"We were delighted to be the flagship event for motorsport in the UK during 2018, being the first Hillclimb to take advantage of the new laws and despite having to work from a clean sheet, it was a great success," he says.

"Now, we can take everything that we learnt from last year and package it even better for both competitors and spectators, offering a spectacular weekend of motorsport in one of the most beautiful locations in the UK. We are working hard to bring together the Cornwall Motorsport Month and the Hillclimb to once again put Cornwall well and truly on the map as a destination for both motorsport and tourism. We look forward to welcoming everyone back in Cornwall in September".

Regulations for the second running of the Hillclimb will be released on July 15th at 8pm, along with the online entry system.

More information on the event can be found at **www.watergatebayhillclimb.co.uk**

More information on Cornwall Motorsport Month can be found at **www.cornwallmotorsportmonth.com**

CORNWALL MOTORSPORT MONTH SEPTEMBER 2019



WWW.CORNWALLMOTORSPORTMONTH.COM

HIGHLIGHTS OF THE MONTH

SUNDAY – SEPTEMBER 1
Motorfest – Crantock
Taster Auto Test (motorfest) Camel Vale

SATURDAY – SEPTEMBER 7
4 x 4 Event – Cornish Leaf and Coil Club

SUNDAY – SEPTEMBER 8
4 x 4 Event – Cornish Leaf and Coil Club Greenpower and Classic Car Show – Truro Girls School
Autotest – Camel Vale
Motorcycle Enduro – Pendennis MC (ACU)

SATURDAY – SEPTEMBER 14
Watergate Bay Hillclimb – Truro & DMC, Plymouth MC, Newquay AC
Robin Alexander Sporting Trial – Camel Vale MC

SUNDAY – SEPTEMBER 15
Watergate Bay Hillclimb – Truro & DMC, Plymouth MC, Newquay AC
David Ayres Sporting Trial – Laun & N Corn MC

SATURDAY – SEPTEMBER 21
Motor Cycle ride out/tour – Truro High School for Girls
Drag and Drift – Perranporth Airfield

SUNDAY – SEPTEMBER 22
Autosolo – Perranporth Airfield, Camel Vale MC
Motorcycle Trial North Cornwall Run – CVVS

SUNDAY – SEPTEMBER 29
Motorcycle Road Trial – Camborne/Redruth
Cornwall Classic Tour – Newquay Automobile Club

Full details are available on the website WWW.CORNWALLMOTORSPORTMONTH.COM

The website provides a link to the clubs organising each of the events with details for competitors and spectators. The website also details additional events taking place during the week including motorsport films at local cinemas, visits from motorsport celebrities and other mid-week activities.

Member Benefit



MOTORSPORT UK WELCOMES AVIS AND HILTON

Motorsport UK has further enhanced its member benefits package, with Hilton Hotels and Avis car rental the latest high profile names to join.

Motorsport UK members can rest easy with an exclusive rate at Hilton, Hampton and Hampton Garden hotels around the country. The list of over 80 participating hotels, includes city centre locations, airports and key motorsport venues across the UK.

Motorsport UK is also delighted to offer members a 10% discount on car rentals with Avis. Rent a car with Avis and enjoy quality service anywhere you go. Avis believe that car rental is about more than getting from A to B. It's about the journey itself; the experiences you have along the way and the cars you can explore in.

These offers are in addition to other recently added benefits, including:

- Deals on European ferry travel and accommodation with Nutt Travel
- Exclusive member discount on Omologato watches
- 25% off Power Maxed products
- Discounted tickets and experience days at Castle Combe Circuit
- Discounted tickets and experiences at Knockhill Circuit
- Discounted tickets to the 2019 Formula One British Grand Prix, Moto GP and other major Silverstone events, plus save on driving experiences
- 10% off open pit lane track days with OpenTrack
- Up to 70% off subscriptions to Motor Sport Magazine

Motorsport UK will continue to enhance the package to add value to memberships and help members make more of motorsport. Let us know the types of benefits you want to see by emailing membership@motorsportuk.org.

To access these benefits, sign in to the Member Portal.
If you are not yet a member, click here to discover how to join us today from just £29.

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AB AUTOMOTIVE BRANDS CO.UK

MOTORSPORT UK IS SEEKING APPLICATIONS FOR THE BOARD, COUNCIL AND COMMITTEES

On 19th March 2019, the constitution of Motorsport UK was changed by a unanimous vote of our Council. This is now documented in our new Memorandum and Articles of Association. As a result, the composition and roles of our Board, Council and Committees are in the process of significant change.

Motorsport UK is seeking applications from individuals wishing to be part of shaping the future of motorsport in the UK. See www.motorsportuk.org for background on the sport.

Applications are now open for the following roles:

- **Independent non-executive Board Directors**
- **Council Members**
- **Specialist Committee Chairs and Members**

APPLICATIONS

All applications must be e-mailed to Andrea.Richards@motorsportuk.org and be received by Sunday 30th June 2019. All applications will be acknowledged. Please mark clearly the role for which you are applying.

BOARD

Motorsport UK is accepting applications for up to five independent non-executive Board Directors. They will form a board consisting of twelve Directors, that also includes representation from the sport's membership, and Executive team, led by an independent Chair. The Board's role is to provide strategic leadership as well as the setting and measurement of goals for the organisation. It is now the ultimate decision-making body for the approval of rules and regulations. Directors are drawn both from the sport and external expert disciplines e.g. Finance, HR etc. The Board meets four to five times per year. There will also be additional task force/working group engagements for directors on an ad hoc basis. Altogether it will require a commitment of around ten to fifteen days per annum; it is for a term of no more than three years (with potential re-election on two further occasions). The engagement is on a purely voluntary basis, with reimbursement of expenses associated with the role. Directors will benefit from access to unique events and engagement with the sport.

Applications are sought for independent candidates with expertise in areas such as:

- Finance
- Legal
- HR
- Communications/Media
- Insurance
- Governance
- Commercial

An interest in motorsport is naturally beneficial, but it is not a requirement to have detailed knowledge or previous engagement with the sport.

How to apply - If you are highly motivated to be engaged with the leadership of motorsport and feel you can make a contribution to the Board; we would like to hear from you. All we need is your CV, highlighting you're the specific expertise you would bring to the Board; together with a covering letter outlining your ideas for the development and future of UK motorsport. The appointments are initially for up to three years.

COUNCIL

The Motor Sports Council has changed from being a rule making body. It now plays a more strategic role, focusing on the development and future of motorsport in the UK, providing guidance to the Board and the Executive. With this in mind, Council membership will be expanding in size to incorporate a wider representation from all elements of the motorsport community. The existing representation of the various motorsport disciplines will continue via the Committee Chairs (see below) who sit on Council, as well as the Regional Committee representatives of the clubs and the community. The Council is led by an independent Chair, and meets twice per year, with a prospective additional meeting that will form part of an annual members conference for the sport.

Applications are sought from some or all of the following new areas:

- Venues – various by discipline
- Commercial promoters
- Engineering community – e.g. design, manufacturing, testing
- Drivers and co drivers – from grass roots to professional
- Motorsport teams – representing the spectrum of the sport
- Commercial Karting – indoor/ outdoor
- Track Days/Experience Days
- Single make Marque Clubs
- Commercial/Marketing/Comms/ New Media in sport
- Sustainability/Environmental
- Education sector and institutions

If you operate in any of these areas, we would like to hear from you, as we seek a broader engagement with the motorsport community, and a comprehensive perspective on the challenges and opportunities for motorsport in the UK. These roles are purely voluntary; however, expenses will be paid to cover travel to and from council meetings. The appointments are initially for up to three years.

How to apply - If you are committed to helping motorsport, and feel you can make a contribution to Council, we would like to hear from you. All we need is a CV of your relevant experience, together with a covering letter outlining your ideas for the future of UK motorsport and how you can assist in the delivery of our goal to ensure the sustainable future of motorsport.

COMMITTEES

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees will also play a part assisting the Council and the Board with strategic planning of the development and future of motorsport. The Committees are supported by an Executive function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees. Some of the Committees have Sub Committees and Working Groups, all of which may be applied for as well.

Applications are sought for the following Committees and Working Groups:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Judicial Committee
- Kart Committee
  - Kart Technical Sub Committee
- Medical Committee
- Race Committee
- Rallies Committee
- Safety Committee
- Speed Events Committee
  - Autocross & Rallycross Sub Committee
  - Dragster Sub Committee
  - Sprint & Hill Climb Sub Committee
  - Street Sport Working Group
- Technical Committee
- Timekeeping Committee
- Trials Committee
- Volunteer Officials Committee
  - Clerks' and Stewards' Working Group
  - Marshals' Working Group
  - Training Working Group

Depending on the Committees, the roles may be as a member of Committee or as Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings, which are held 2-3 times per year and typically at the offices of Motorsport UK. The appointments are initially for up to three years.

How to apply - If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, we would like to hear from you. All we need is your CV, outlining relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee.

BACK ON TOP

Two years after losing both legs in a crash at Donington Park, Billy Monger is a race winner once again. He's now paving the way for people with physical disabilities to compete in motorsport.



> I didn't doubt I could still win at a high level, but until it happens you can't know for certain



Two things were proven one soggy day in May in the southwest of France. We already knew well enough that Billy Monger was an individual of uncommon fortitude, because by getting back into a racing car so soon after his life-changing accident, the young Briton demonstrated a kind of courage few of us will ever know. But by winning the Pau Grand Prix aboard his adapted Formula 3 car last month, Monger proved he still has the will and the ability to win even after losing one leg below the knee and the other leg above it.

> "I think I've also proven to everybody else I can still go out there and do it."

What's more, Monger has also proven that a physical disability needn't be any kind of competitive disadvantage in motorsport. How remarkable it is that with nothing more than a handful of modifications to a car's steering wheel and pedals, a competitor who is considered by law to be disabled can race unimpeded against able-bodied drivers. As Motorsport UK CEO Hugh Chambers will outline elsewhere in this issue, disability motorsport sits right at the heart of the organisation's commitment to equality of opportunity.

Today it makes up a round of the Euroformula Open Championship, but for nine decades the Pau Grand Prix has been one of the most prominent street races on the European calendar. It was first held in 1933 and over the years it has been run to Grand Prix, F2, F3 and even touring car regulations. The list of former winners includes titans of the sport such as Nuvolari, Fangio and Ascari, as well as legendary Britons like Jim Clark, Jackie Stewart and, more recently, Lewis Hamilton.

To that list you can now add Billy Monger. "I was annoyed with myself after qualifying because I didn't hook up a good lap," he recalls. In changeable conditions, Monger jumped into the pits immediately after the formation lap to switch to wet tyres. It was a bold strategy call, but one that allowed him to climb to third position throughout the race, then capitalise on a race-ending collision between the two leading cars. Despite wrestling with crooked steering of his own, Monger held off the opposition to secure his first victory since the accident at Donington Park in 2017 that might have ended his career.

"Pau was extra special for me, of course," says Monger. "I didn't doubt I could still win at a high level, but until it happens you can't know for certain. I think I've also proven to everybody else I can still go out there and do it." At 20 years old Monger is bright, thoughtful and engaged. He has a racing driver's disposition, training his mind and his energies not on the years ahead nor on the triumphs and tribulations of the past, but on the immediate future. He thinks one race weekend at a time. There has always been a sense from afar that following his accident, Monger rattled his way through the five stages of grief in not much more than a single morning. If he got snagged on denial, anger, bargaining or depression, he certainly never showed it publicly. Instead, he seemed to accept his new reality right away, then plot a new path to the very same goal he had held for years.

The 2019 Euroformula Open Championship is not yet at its midway point. Following the first four rounds and eight races, Monger has the win at the Pau Grand Prix and three



> I CAN'T SEE ANY REASON WHY I WOULDN'T BE AS COMMITTED AS I WAS BEFORE MY ACCIDENT

further points paying finishes to his name. By his own admission it has been a challenging start to the season. "Pre-season testing didn't go as well as we would have liked because we had lots of issues with the hand controls that we hadn't had before," he notes. "The team did an amazing job just to get me out for the first race. Most of the circuits are new to me too, so I've been at a bit of a disadvantage. Winning in Pau was great but there's still so much to come from me and the car."

Monger's F3 Dallara has been adapted to suit his particular requirements: "The brake pedal has been moved to the right side of the cockpit where the throttle would normally be and extended further out, because I don't drive wearing my full-length prosthetic legs. Everything else is done by hand control. The throttle is on the left and the gearshift paddles are on the right, both up and down. Then I've got a separate hand clutch on the right side of the cockpit, which I only use to pull away.

"With the grip strength I've got now, my throttle control is pretty good. I'm getting better when bouncing over kerbs for example, but it is more difficult in the wet. There is still room to improve the hand controls and it may be that in some point in the future we try something else, but for now I'm just trying to do the best job I can with what we've got."

Despite having to adapt to new controls Monger doesn't feel as though he's being impeded. "I can't see any reason why I wouldn't be as committed as I was before my accident," he says. All that stands between Monger and better results on a consistent basis, in his view, is car setup. "We haven't quite nailed that yet," he comments. "We're

either fast in the corners but slow on the straights, or slow in the corners and fast on the straights. We haven't found the perfect balance, but we made some good steps last time out at Spa. On one qualifying lap I was on course for the top three before I got blocked. We're still making progress but the speed is there."

That's the thing about Billy Monger. He has some way to go before he's winning Euroformula races regularly, but rather than dwell on unfamiliar hand controls, his instinct is to interrogate all the same stuff any one of his rivals would turn to in the pursuit of lap time; suspension settings, aero balance, brake bias and all the rest of it. In spite of everything, he just gets on with the business of being a racing driver. Little wonder his dream is still to reach Formula One, just as it was before his accident. You can't help but wonder what it'd take to stop this kid.

One of the many things that has kept Monger fired up since that dark day at Donington Park is a burgeoning friendship with the great Alex Zanardi. The Italian lost both legs in a horrifying single-seater crash in 2001, but he continued to compete at an international level. Driving an adapted BMW 320si, Zanardi raced for five years in the World Touring Car Championship, winning a hatful of races. "He played a big part in my recovery," says Monger. "I spoke to him over the phone several times after my crash and he still sends me emails. He went through exactly the same thing I have and his accident didn't stop him achieving what he has. He's become a real inspiration to me."

John Ryan is Motorsport UK's Technical Director. As well as overseeing technical matters for the UK governing body, Ryan also sits on the FIA's single-seater commission, which is chaired by former Ferrari team

> "We have a new project in the pipeline, which we'll be announcing very shortly. It will revolutionise the way people with disabilities get started in motorsport"



principal Stefano Domenicali. Ryan could hardly have been better placed to help Monger find a way back into racing. "The FIA had a rule that said drivers with disabilities could race in other categories, but not single-seaters," he says. "We had to find a way to get that rule changed. I was so impressed by Billy's determination throughout the process. It would have been far easier for him to move into another category of racing where drivers with disabilities were allowed to compete, but he had his heart set on single-seaters. A few of us thought he should do another year of Formula 4 as well, but he was adamant he wanted to step up to F3 immediately. He's proven he is more than capable of it."

With guidance from Domenicali and the late Charlie Whiting, Ryan lobbied the FIA to get the regulation overturned. "They often get criticised but in this case they were very proactive," he recalls. "We didn't meet any real resistance along the way, but getting the legislation changed in a hurry did take a fair amount of work.

"We wanted to understand why the rule only applied to single-seaters, because as far as we could tell there was no good reason for it. Charlie and I looked into Alex Zanardi's case to see if the issue was raised then. One consideration we had to make was whether or not Billy would have an unfair advantage as a result of using hand controls. There was actually a precedent here, because when Robert Kubica began rallying again after the crash that damaged his right arm, he did so with an adapted paddle shift mechanism. M-Sport, who built his Ford rally car, had to demonstrate to the FIA that the gear change on his car had been retarded slightly to match the speed of a manual gear change with a sequential shifter. In Billy's case, we quickly quashed any concerns that he might have an advantage."

Ryan says he's been blown away by how quickly Monger has adapted to driving with hand controls. "It's been so impressive," he says. "But even more amazingly, there was no blueprint for Billy and his team to go by, because nobody had raced a single-seater with hand controls before. They had to develop all of that from scratch and refine the mechanisms as they went. Billy's experience has unlocked an FIA regulation, which means single-seater motorsport has been opened up to other drivers with disabilities. And he's also shown how it can be done on a practical level as well. It's going to have a global impact."



Easing the path for drivers with disabilities to take up motorsport has become one of Ryan's main objectives within Motorsport UK. He works closely with the FIA, as well as Nathalie McGloin and the various licensing and safety departments. "We have a new project in the pipeline, which we'll be announcing very shortly. It will revolutionise the way people with disabilities get started in motorsport. Ours is one of the few sports that doesn't discriminate against disability," he points out. "As long as the right adaptations have been made to the car, a disabled driver can compete fairly against anybody else."

As Monger's public profile grows both at home and overseas, he is increasingly becoming a role model for those who struggle with physical disabilities. In point of fact, his tenacity has been an inspiration for scores of people already, whatever their level of physical ability. "It's definitely not something I thought was going to happen," he says. "I'm still getting used to it. Maybe

"IT'S A GREAT FEELING WHEN I MEET PEOPLE WHO SAY THEY'VE BEEN INSPIRED BY ME. IF I'M GOING TO BE AN INSPIRATION TO ANYONE I NEED TO WIN RACES AND PROGRESS THROUGH THE SPORT"



I don't yet appreciate the opportunity I've got to inspire other people because I'm still young and ambitious, and I'm still trying to find inspiration myself. But it's a great feeling when I meet people who say they've been inspired by me. I understand I have a responsibility now and I'm not going to neglect that, but it's all about getting the balance right. If I'm going to be an inspiration to anyone I need to win races and progress through the sport. That's what I'm focusing on."

"I was so impressed by Billy's determination throughout the process. It would have been far easier for him to move into another category of racing where drivers with disabilities were allowed to compete, but he had his heart set on single-seaters!"

SPEED OF SIGHT

Having set speed records for the blind on two wheels and four, Mike Newman wanted to share his experiences with others – his charity Speed of Sight does just that



> "There are plenty of cars that will do 200mph but finding one that can accelerate to that speed and then safely stop is tougher than it sounds"

"I wanted to be a racing driver since I was three," says Mike Newman, musing on his inspiration for setting records on land, water and in the air. Safe to say many of us will have had a similar dream at some point in our lives. Many reading this will have been lucky enough to have realised it, one way or another. But for Mike, who lost his sight to Glaucoma in childhood, it seemed it was never going to happen. Sharing a race grid with other drivers may yet be a step too far but that hasn't stopped him enjoying a life of competitive endeavour behind the wheel.

"About 18 years ago I stopped saying 'if I could see I'd be doing this, that or the other' and thought I'll have a go anyway!" says Mike. Clearly not shy of a challenge, his first foray into record breaking was on two wheels, setting an astonishing 89mph on a 1000cc Aprilia Falco at Elvington airfield near York back in 2001. The more impressive still when you consider these records are made solo, directions relayed from a following navigator over radio. The longer you think about it the crazier it sounds but, for Mike, this was just the start.

It's at this point Speed of Sight co-founder John Galloway enters the story. He'd popped into his bank to set up a new account and Mike happened to be the business accounts manager assigned to him. They hit it off immediately. "I'm a big girl really - me and motorbikes? Not happening!" laughs John. "But then I found out about the record he'd set and I thought it sounded crazy – a blind guy on a motorbike, seriously? Then I asked him a silly question – why have you never done it in a car? And that's where it all started."

The combination of Mike's quiet determination and John's connections, entrepreneurial instincts and outgoing personality proved an effective one and within a couple of years they'd assembled the necessary backing to go for a car record. Again at Elvington Mike hit 144mph in a Jaguar XJR, his efforts unsurprisingly attracting widespread attention. "It was crazy, it was a media circus," recalls John. "To be fair I thought it was a one-off project but I didn't realise how hard the bug had bitten him and within days he was calling me, asking if I was with him. He said if I'm going to be a real racing driver I need to be going F1 speeds and that means 200mph." The gauntlet was down, Mike raising the bar over the years that





followed with new records but still shy of that magic double ton.

After losing his record to another driver Mike and John realised they needed to up their game. Mike's experiences had such a life-changing impact on him the idea of a charity offering a taste of the same to others with sight loss or visual impairment was taking shape and a new record was just the way to promote it. By 2013 Speed of Sight was born and Mike hit an astounding 187mph, this time in a Porsche 911 GT2.

"SHE'S A TOTAL ADRENALINE JUNKIE SHE JUST LOVES SPEED AND SHE'S NOT THE TYPE TO LET ANYTHING STOP HER"

Finally in 2014 Mike achieved his 200mph dream after respected tuning specialists Litchfield Motors built him a special Nissan GT-R capable of meeting his very specific requirements. "There are plenty of cars that will do 200mph," says Mike, "but finding one that can accelerate to that speed and then safely stop, all in the space of a two-mile runway, is tougher than it sounds." That 200.51mph Guinness World Record still stands as Mike's crowning glory.

This isn't about self-aggrandising personal achievement though. Mike's record-breaking may be at the extreme end of the scale but it proves to all the charity's supporters, sponsors and beneficiaries that sight loss need not be a barrier to fulfilling life ambitions. That may be the more modest achievement of simply driving a car around a track, something most blind people would never in their wildest dreams have thought

possible but can offer a truly life-changing experience. To find out how it all works I joined a Speed of Sight track day at Teesside Autodrome in Middlesbrough.

As I arrive 19-year-old Chloe Mann is just being helped out of a Mazda MX-5 powered MK kit car, this Lotus Seven style machine specially adapted with an automatic gearbox and full dual control. The crew refer to it as Simon, in honour of one of Mike's guide dogs. In what would normally be the passenger seat but with a steering wheel of his own is pro driver Martin Plowman, taking a break from racing an Aston Martin Vantage GT4 in the British GT Championship. Chloe's place on the day has been arranged by a charity called Useful Vision, which uses funding from Children In Need (among others) to arrange life enhancing experiences for visually impaired and blind children.

Fresh out of the car Chloe's somewhat overwhelmed but the grin on her face says it all. "She's a total adrenaline junkie," laughs her mum Michelle, "she just loves speed and she's not the type to let anything stop her." Having never expected to ever be in the position to drive a car Chloe's high on the experience, explaining she could sense Martin's inputs into the controls at times but also that she could feel when she was in control and actually driving the car. "He was obviously helping us but I could feel it was me doing it. I was a bit hard on the brakes one time and I could smell the smoke!" she laughs.

John, Mike and their team of ever cheerful volunteers run a slick operation for the attending guests, every last second of seat time precious to all involved. The sheer diversity of people and their life stories is truly humbling, John bombastically leading cheers and whoops every time a car passes to whip up the excitement while Mike quietly goes around the serious business of helping people in and out of cars, strapping them in and making sure everything is running like clockwork.

Age and condition are no barrier to enjoying the Speed of Sight experience either. A young lad called Oliver arrives with his parents and

"I don't see myself as male or female in the role. I just consider myself a scrutineer"



asks to be guided to where the racing cars are, the delight on his face the first time he grips a steering wheel evident to all. Then there's Mick, trembling with excitement as he says "I was a professional driver for most of my life before I lost my sight, it's just a brilliant experience to drive again, especially at these kind of speeds." And there's Denise Ross, a former Paralympian with medals for discus and shot put to her credit. Even getting into the car is a struggle for her but she remains cheery and returns beaming with joy to huge cheers.

Having witnessed how transformational the experience of a few minutes driving a car can be for Speed of Sight beneficiaries it seems unfair to be taking up valuable track time by driving myself, but John and Mike want me to taste what it's like first hand. So I'm strapped into the MK alongside Martin by Mike, the latter's practised ease all the more remarkable for the fact he's doing it by touch and muscle memory alone. The second steering wheel is clipped into place and Martin explains how it all works.

"I'll simply tell you left or right and easy, medium or hard and you turn the wheel according to that," he says, demonstrating the three levels of input. "For some corners I'll tell you what's coming and then count you down so, for example, hard right in three, two, one, go. Some people respond faster to instructions than others so if you've got fast hands I'll adapt my timing to suit and we'll see how we get on." He sounds remarkably relaxed, but as the blindfold is put in place it is genuinely disconcerting to be holding a steering wheel and hearing an engine fire up.

I can hear John shout "Car moving!" and sense the MK tense as Martin puts it into gear, the wheel and pedals moving under my hands and feet as he guides it for the first corner before telling me I have control. Incredibly enough, I do. Martin's soothing instructions over the earpiece taking some of the anxiety away but the experience no less bewildering or unsettling for it.

"Hard right in three, two, one … now!" says Martin, my foot going for the brake and the





tyres locking up with a screech and whiff of smoke. I have no idea where the track is going but know there is a long back straight with a right-hander at the end of it at some point, even if I have no idea where we are in relation to it. I have complete trust in Martin's instructions and can feel his touches of correction. But he has a remarkably light hand and his interventions are far from intrusive, taking me back to Chloe's ecstatic comment about how important it was to her that she felt she was in control.

In the way of these things it's over too quickly, but the experience has left me stunned and in awe of the pluck of anyone

"We have lots of people we'd like to reach but we depend on donated time from circuits"

who sits in these cars, sighted or otherwise. I am fortunate enough to have enjoyed some amazing experiences on track but the intensity of these two short laps is something I'll never forget. I'm struggling for words, saying "It was … it was …" John laughs, "Eye-opening?" Clearly I'm not the first…

Having had a sense of what it's like to drive unsighted I ask Mike how on earth he manages to cover speeds such as he has without anyone in the car beside him. "The car is always moving and obviously if you just held the wheel you wouldn't go in a straight line," he says, "You wouldn't notice the constant corrections you make, because you're doing it instinctively through hand-eye coordination. But for me it's got to be processed by the navigator, he's got to say it, I've got hear it, I've got to digest it and then I've got to make the input to the wheel." It sounds no less incredible when you hear it described but Mike is matter of fact and believes, sighted or not, it was something he was born to do. "Desire is the driver, that will motivate you and motivation will make you pursue your ambitions," he says. "I think some of it instinctive and I'm confident I would be involved in motorsport one way or another if I were sighted. But either way you have to have a strong desire to achieve and do your best."

Sharing this with as many people as possible has become his mission and Speed of Sight has had huge success breaking down walls and proving to naysayers literally anyone can enjoy driving a car on a circuit, with the right kind of help. Having demonstrated his determination and ambition how would Mike like to see the charity develop? "We'd like to build more cars for starters and we'd like to run events at southern venues," he says. "We have lots of people we'd like to reach but we depend on donated time from circuits as the costs are prohibitive otherwise. And while we're well supported we're always 10 yards behind the money we need and depend on donations large and small."

As ever that's what it comes down to, Speed of Sight like so many charities depending on the resources in time or money people can offer them. Should you feel motivated to stick your hand in your pocket you can do so on the **https://www.speedofsight.org/index.php** Speed of Sight homepage – if you need vindication for why that's a good idea just check out **https://www.youtube.com/channel/UCdZlzjEFH72lUBxojHbS0Kw/videos** their YouTube page and listen to some of the interviews recorded by John as participants get out of the cars. Any help making the impossible possible will be gratefully received.

Photos by: Sim Mainey



"I have complete trust in Martin's instructions and can feel his touches of correction. But he has a remarkably light hand and his interventions are far from intrusive"

DID YOU KNOW / HOW TO...

Arrive-and-Drive Racing

No longer is it the case that to start in circuit racing a person needs to buy a car and trailer, stockpile tyres and spare parts and be armed with a comprehensive understanding of how a race weekend unfolds. In fact, going racing for the first time has never been more straight-forward.

'Arrive-and-drive' is not a new phrase in motorsport, but it is becoming an increasingly prominent one. For many years independent race teams have offered arrive-and-drive packages to clients, asking no more of them than to turn up at the correct circuit in time for the first practice session, race all weekend, then slip away on the Sunday evening once they'd had their fun. It's turn-key motorsport; hassle-free racing. The car, which our driver might not even own, will be stored, transported and prepared ahead of each meeting by the team's mechanics, who'll then maintain it between sessions and patch it up after each weekend.

Teams have been doing exactly that for many years. Nowadays, however, certain race organisers are beginning to offer a similar sort of thing. For a novice racing driver, getting out on track could hardly be easier.

Arrive-and-drive isn't just for rookies, though. More experienced racers are switching on to arrive-and-drive motorsport, too, seduced not only by the sheer simplicity of it, but also by the proliferation of accessible and affordable forms of racing that are nonetheless still run to the highest standards. In both the C1 Racing Club championship and the nascent EnduroKa series, many teams offer arrive-and-drive packages, be it for an entire season or a single weekend.



"For a novice racing driver, getting out on track could hardly be easier"

"Arrive-and-drive isn't just for rookies - more experienced racers are switching on to it, too"



And race organisers? Jonathan Palmer's MotorSport Vision Racing (MSVR) is leading the way in arrive-and-drive, most notably with its new-for-2019 Focus Cup. Designed specifically with arrive-and-drive in mind, the championship is contested by identical Ford Focus competition cars. They're all owned, built, maintained and run during each race weekend by the series itself, meaning drivers have nothing to worry about but enjoying themselves on circuit. The cost of the six-round Focus Cup is as little as £15,000 (before VAT).

Radical, in partnership with MSVR, offers an even more comprehensive package for its SR1 Cup. The series has been structured expressly for inexperienced drivers, taking them all the way through from trackdays to obtaining their competition licence and onto racing itself, with tuition along the way. The price of the SR1 Cup is £44,500, including the cost of buying a brand new car.

For almost any series you care to name you'll find several teams offering arrive-and-drive racing. With championship organisers themselves beginning to do the same, one more knot is being untied. Whether you've been racing all your life or you've never ventured the far side of a pit wall, going racing has never been easier than it is today.





CHANGING GEAR

Seven months after the Motor Sports Association was relaunched as Motorsport UK, CEO Hugh Chambers explains why change was the only option



Made up of four concentric circles with an eye-catching dynamic flourish, Motorsport UK's logo celebrates the speed and excitement of motorsport. Those four circles are a nod to the four nations that make up the United Kingdom, as well as competition on that same number of wheels. But beyond the literal, the new name and logo stand for rather a lot more. "I'll be the first to admit changing the name of our organisation and introducing a new visual identity doesn't in itself change anything," says Hugh Chambers, Chief Executive Officer of Motorsport UK. "We have to change what lies behind it."

It was in November 2018 that the Motor Sports Association unveiled its new look, and with it a whole new emphasis. Transitioning away from the governance-led body it had historically been, Motorsport UK would instead be a modern membership-focused organisation. But why exactly was any of this necessary, and what new measures have been implemented in the seven months since the announcement was made?

Appointed as CEO in September last year - and returning to the sport he's always been most passionate about following a stint as Chief Commercial Officer at World Sailing - Chambers has worked closely with Chairman David Richards on the remodelling of the UK's governing body for motorsport. "The role of a governing body," says Chambers, "is fundamentally to make sure the sport is run in a fair and safe way so it's enjoyable for everybody. The MSA had done a very good job and was regarded around the world as one of the best motorsport officiators. But the nature of sport has moved

> "Unless something substantial was done, our sport was facing a gradual decline"

on in the last 15 or 20 years, both in terms of participation and from a commercial perspective.

"When David Richards got involved last year he developed a long-term strategy. It was clear to see that unless something substantial was done, our sport was facing a gradual decline. That was reinforced by the number of competition licences that were being issued. That number had been falling steadily, perhaps only by one or two per cent each year. But over the course of a decade that equates to a substantial decline. Without immediate action the sport would have been facing a number of significant issues."

The solution to that is complex and multifaceted, believes Chambers, but at the very heart of it was a need to reinvent the governing body entirely. Apart from better representing the interests of its membership, the body also needed to do more to promote motorsport and safeguard its future. "We've reinvented the organisation so it's no longer a bureaucratic issuer of competition licences or an enforcer of regulations, but a member-centric promoter of a sport we all love.

"What does that mean in real terms? Well, we're making it easier for new members to get involved in motorsport and for existing competitors to stay involved. Part of that is getting rid of rules and regulations and the red tape that goes with it, reducing the cost of participation and lowering the barriers to entry. It's also about promoting the sport to communities we haven't reached before now.

"We are working on lots of specific measures - some of them quite seismic - and we'll announce them very soon. One thing we've already implemented relates to seats and seatbelts. These had a maximum permitted life of five years, but there was no evidence to suggest they were no longer fit for purpose after that time. So we challenged that, did some testing and as a result of what we found, we've increased their life to 10 years."

Change really is in the air around Motorsport UK. What was designated a licensing department for many years is now called the membership department. Chambers



says this recognises the organisation's first responsibility: to serve its members. It was with that responsibility in mind that a new benefits package was introduced late last year. With incentives from the likes of Halfords, Grand Prix Racewear and Adrian Flux, the scheme "allows our members to recoup the cost of their membership very quickly indeed".

Elsewhere, more impactful changes are beginning to be felt. The committees that preside over the various branches of the sport have been revitalised, for instance. "In line with most other sports, we've implemented an effective maximum term of nine years - or three terms, three years each - on committee chairs and members. That means we have to be responsible for finding the next generation of committee member. It's a move that will get younger people involved in the governance of motorsport and make them feel empowered to make a difference. It also promotes greater diversity and modernises the organisation as a whole.

"When David Richards became involved he set up a number of working groups. One focused on governance and resulted in the changes we've made to the structure of committees. There were also working groups looking into every branch of the sport, including karting." This was a particular priority for Motorsport UK, not least because karting is a gateway form of motorsport that feeds almost every other discipline, but also because at a grassroots level it is perhaps the most accessible type of racing there is. "Karting is

> "We're making it easier for new members to get involved in motorsport and for existing competitors to stay involved"



"Karting is fundamentally important to the overall health of motorsport in the UK"



fundamentally important to the overall health of motorsport in the UK, but what we've seen in the last decade is a sharp decline in the number of kart competition licence holders.

"We needed to understand what was behind that. One of the first things we did was bring the British championships back in-house, so we're once again responsible for regulating and promoting them. In Karting UK we now have a dedicated team that manages the sport. We've introduced a number of practical measures - such as adopting the CIK's judicial process on event, plus the bar-coding of tyres, which gives championships the tools they need to limit the number of tyres that can be used in order to reduce costs - and as a direct result we received a record number of entries.

"Crucially, the clubs that host British championship rounds are contractually obliged to plough surplus revenue back into infrastructure, which creates better resources for club meetings and grassroots karting as well. The work we've done so far in this branch of the sport demonstrates our commitment to breathing new life into British motorsport. And there's much more to come."

At the heart of Motorsport UK's new remit - and fundamental to the twin issues of reaching out to new communities and lowering the barriers to entry - is the phrase 'equality of opportunity'. "I feel very strongly about it," says Chambers. "Motorsport by its very nature is a more challenging sport to become involved with than football, for instance. That means we need to work harder to create opportunities for people who are not from a wealthy background to participate. Some of that is about the cost of competing and some comes from the rules and regulations. We also need to do more

to promote the very accessible forms of motorsport. Autosolo for example; you can compete in your road car and you don't need any specialist equipment.

"The most obvious lack of diversity in our sport is the gender divide. In fact, I find it unacceptable that only five per cent of our licence holders are female. And that's in a sport that is tailor made to be gender neutral, because driving a motor vehicle requires no particular physical strength. There's no reason why women shouldn't be able to compete on an equal footing with men.

"Effecting change is partly about role modelling and W Series - although it's a challenging concept for a lot of people - will help with that. It's also raised the issue of a lack of representation of girls and women in motorsport right to the top of the agenda. We've been working closely with Susie Wolff's Dare to be Different initiative since day one and from 2020 we'll take full responsibility for it. We'll be merging it with the FIA's Girls on Track programme, managing both out of Motorsport UK. It's a perfect example of how we can reach out to communities who aren't really aware of the opportunities there are in motorsport. We'll be inviting schoolgirls to spend a day experiencing not only the driving side of motorsport, but also the STEM [science, technology, engineering and mathematics] aspects of it and the management side as well. We can inspire future participants by getting them involved now."

Particularly close to Chambers' heart is the issue of equal opportunities for disabled drivers. "It's such an important subject to all of us at Motorsport UK that we've dedicated this issue of Revolution to it. The extraordinary thing about motorsport is that as long as the necessary adaptations have been made to the motor vehicle and the competitor can drive it unimpeded, a disability needn't be a barrier at all. A disabled person really can compete fairly with an able-bodied person. The great Alex Zanardi proved that by winning World Touring Car Championship races following his life-changing accident. And young Billy Monger has shown it to be true by winning the Pau Grand Prix.

"I FIND IT UNACCEPTABLE THAT ONLY FIVE PER CENT OF OUR LICENCE HOLDERS ARE FEMALE. AND THAT'S IN A SPORT THAT IS TAILOR MADE TO BE GENDER NEUTRAL"

"Right now we have relatively few disabled competition licence holders. But we're working with Nathalie McGloin, President of the FIA's Disability and Accessibility Commission, to develop a number of schemes that will encourage more people with disabilities to get involved in motorsport. I can't imagine what it must be like for a disabled person to say, 'I want to drive a racing car'. Where do you even begin? That's something we're addressing. One particular project we're working on with the FIA will be nothing less than a revolution in the way people with disabilities get involved in racing. We're going to streamline the whole process and make it far less daunting."

Equality of opportunity aside, what is Chambers' vision for motorsport in the UK five years from now? "We'll have a fairer and more stable sport," he says. "It'll be more prosperous. I want us to have a community of members who feel they enjoy their motorsport, that they're getting good value for money from it and that their interests are being well looked after.

"We'll be creating new tiers of licensing and membership, and inviting new communities to engage with motorsport in the UK. We won't narrowly define our existence by the people who hold a competition licence to compete on our permitted events - we will extend our reach into other areas. We will also generate greater commercial revenues to invest in our sport and we'll have a clear strategy for how we deal with the changing nature of the automobile industry. And I hope we'll have a couple more British world champions as well."

"I want us to have a community of members who feel they enjoy their motorsport and that they're getting good value for money"

motorsport UK

INSIDE HQ



DRIVING OUT DOPING

Keeping motorsport clean, fair and safe

Anti-doping, or rather doping, is usually thought of in relation to athletics, cycling, and other sports. But are you aware that if you hold a Motorsport UK licence you are bound by anti-doping rules, regardless of your level of competition?

All competitors, coaches and athlete support personnel must abide by the UK Anti-Doping rules.

We caught up with Jennifer Carty, Motorsport UK Compliance Officer. As well as heading up Immigration and Safeguarding, Jennifer is responsible for Anti-Doping from a governance and coordination perspective. Jennifer works closely with Competitor Pathway Manager, Greg Symes, who is responsible for Anti-Doping Education.





First things first, what is Anti-Doping?

The term 'doping' refers to when athletes use artificial enhancements and methods to gain an unfair advantage over others in competition. Doping is cheating and damages competition for the clean athletes who play by the rules.

Anti-doping is much more than an athlete failing a test; if you are involved in sport, you are bound by UK Anti-Doping rules. Through education and testing we aim to ensure all spectators and competitors that the competition is fair and that the word 'champion' reflects the integrity of all who compete.

Tell us a bit about yourself, Jen, how did you get involved in Anti-Doping?

My career at Motorsport UK began in 2007 in the Licensing Department, before working with volunteer officials training where anti-doping became a part of my remit. It has stuck with me from there, with the current Motorsport UK anti-doping programme running since 2011.

I'm the Compliance Officer for Motorsport UK and am responsible for anti-doping from a governance and testing coordination perspective while Greg Symes, is responsible for the education perspective.

What does Motorsport UK do?

We conduct drug and alcohol testing at a variety of events around the country. Earlier this year we alcohol tested competitors, officials, championship personnel, and team managers at Goodwood and a round of the British Kart Championships. The drugs testing process is arranged between Motorsport UK and UK Anti-doping, while alcohol testing is arranged solely by Motorsport UK.

We also provide anti-doping education to ensure that all competitors have the knowledge, behaviours and resources to prevent an anti-doping rule violation. Education is delivered through face-to-face sessions, E-learning, the Motorsport UK website and PR campaigns, inline with all other sports.

Why do we do it?

The three main reasons are to protect the integrity of the sport, our duty of care to competitors and to maintain safety. Safety is imperative to what we do – a motorsport competitor with a banned substance in their system is a higher risk to others.

But also, it's important to create a legacy of clean athletes for future generations. A strong emphasis must be placed on the prevention and protection of doping, and education plays a key role in achieving this.

We work to instil a culture of clean sport by ensuring that all competitors and support personnel understand the values of clean sport and safety.

Who do we work with?

We work closely with UK Anti-Doping (UKAD) to conduct testing and educate competitors and support personnel, such as Team Managers, Driver Coaches and parents.

What are main challenges involved?

Most competitors never think it will happen to them, they don't realise that doping is an issue in motorsport.

Competitors could be taking over-the-counter medicines and doping without even realising it! As a Motorsport UK licence holder you are bound by anti-doping regulations, and therefore responsible for the substances you consume.

You should always check what you're taking, even if it's a prescription medication, at **www.globaldro.com/UK/search**



What is involved in a drugs test?

Competitors can be tested any time, at any event. We test to deter those vulnerable to a doping decision and to find those who chose to cheat by using banned substances.

If you are selected for testing a chaperone or UKAD Doping Control Officer (DCO) will notify you to say you have been selected and show you their identification. You will be told your rights and responsibilities, and asked to show your identification, before being chaperoned to the Doping Control Station (DCS). This is where the testing will take place. You can request a delay if you have media commitments to complete, etc, but the chaperone must stay with you at all times.

You should be given a choice of sample collection kits. When ready, you will be asked to provide your sample. The DCO, who will be of the same gender as you, will directly observe you providing your sample.



You will be asked to remove/lift clothing above your chest and below your knees so the DCO has an unobstructed view of flow..

To submit a sample, you will need to provide a minimum of 90ml of urine. For the lab to be able to analyse your sample it needs to be of a specific concentration. The DCO will test your sample to make sure it is within range. Should your sample not be in range, you may be asked to provide another one.

Samples are then sent to a WADA Accredited Lab for analysis. All samples are anonymous.

What is the value of it to our members?

Ensuring an equal playing field and ensuring a so far as possible safe environment for our members.

Where can I learn more?

To help simplify Motorsport UK's anti-doping regulations we have published an Anti-Doping Education document. This is available here on Motorsport UK's website.

USEFUL LINKS

- **UKAD**
- **WADA**
- **Global Dro**
- **Motorsport UK resource centre**

UK Anti-Doping's 100% Me campaign informs, supports and educates athletes to compete clean.

ENHANCED



Three Sisters Circuit, Wigan

Having developed Buckmore Park in Kent into an internationally renowned karting venue during a 40-year tenure, Bill Sisley could hardly have been better placed to help turn around the fortunes of a struggling motorsport venue. Apart from having one of the longest kart tracks in the country, Three Sisters also had a huge amount of potential, not least because its circuit is wide and long enough not only karts, but for cars and bikes as well.

"I was supposed to be in retirement but I was offered a new challenge," says Sisley. "I took it on two years ago and brought my team in from Buckmore Park to help run the venue." Built on the site of a former coal mine, Three Sisters brought motor racing to the outskirts of Wigan four decades ago. "The circuit was in a terrible state, so one of the first things we did was resurface it completely at a cost of £300,000. We replaced all the kerbs, resurfaced the paddock, upgraded various facilities and renovated the clubhouse. The total investment so far has been £750,000. The objective from the offset was to create a venue the North West could be proud of."

Although Three Sisters is primarily a karting venue, it also hosts car and motorcycle trackdays, as well as sprint events and single venue rallies. At a little under a mile long and eight metres wide the circuit is one of the few in the UK that's suitable both for karts and cars, an usual characteristic that Sisley was keen to exploit: "We can host almost any motor racing discipline at Three

> "The way we've been able to make the business work is to have events running every waking hour of the week"





> "The objective from the offset was to create a venue the North West could be proud of"

Sisters. The way we've been able to make the business work is to have events running every waking hour of the week. Every weekend is sold to kart clubs for their own meetings and midweek, we host motorcycle and car trackdays, or karting events for kids during school holidays. Our Track Attack and Bike Attack sessions enable customers to take their cars or bikes out on circuit for only a few quid."

The venue hosts charities like Mission Motorsport and Speed of Sight as well, making its circuit available free of charge to help support a number of very good causes. The paddock area is used for autotests and there's a drift school as well, all of which has helped to make Three Sisters a stable business that now runs at a profit. "But I won't be entirely satisfied until our nice new pit buildings have gone up, which will happen in the next couple of years," adds Sisley.

As managing director of leaseholders MCM Ltd, Sisley oversees the running of the venue, but his long-standing collaborator Chris Pullman is responsible for the day-to-day running in his role as circuit director. "Wigan Borough Council are our landlords and we have a very good relationship with them. They understand how important the venue is to the local area; since work began we've been able to employ more than 20 people. It's been a real success story."

FIRST TIMER

MICHAEL JOHNSON



My first qualifying session...

"To my eternal pleasure I didn't come last in my first qualifying session. I was second to last."

Michael Johnson had been involved in motorsport for several years before eventually taking the plunge and applying for a racing licence of his own. But what experience he had accrued over those five or so years proved to be of little material benefit when the time came to sit his ARDS test and enter a circuit race for the first time. Michael isn't a motorsport mechanic or a team boss by trade, but a Professor of Neurology. "I'm a physician and half my time is spent with patients, the other half conducting research at Imperial College London," he says. "I'm also an advisor to Motorsport UK's medical committee, so I've spent the last few years in a voluntary role helping to set medical standards for race licences, ensuring safety at racing venues and training marshals.

"I certainly don't have a background in motorsport. The closest I'd come to racing was a handful of trackdays in my Lotus Elise, but as I approached middle-age I realised I should get on with my ARDS test sooner rather than later."

That was in January this year. Michael asked around and decided the Production BMW Championship met the needs of a total novice, being affordable, professionally run, well-policed and very accessible. He spent £6000 on a BMW 320i and recruited professional racer and driver coach Nick Padmore to teach him the basics. At the end of February, Michael sat his ARDS test at Brand Hatch (during a torrential rainstorm), passing first time. "In two months I went from nothing at all to owning a racing car and having a National B competition licence."



Simon Aaron

His first race was at Donington Park in April. "The whole thing was made possible by meeting a really friendly and helpful bunch of people," he says. "Before the Donington Park round I spent a day testing with Nick, who was a real inspiration. He demystified a lot of it for me and helped me understand the principles of racing. To my eternal pleasure I didn't come last in my first qualifying session. I was second to last."

Michael finished both races that weekend and made progress up the field in each of them. "I was totally into it, really enjoying it," he comments. "It's just such a buzz. I can absolutely see how people become addicted to racing."

But for Michael, there's even more to it than that: "I don't have a racing background but I do play competitive tennis. That means I'm used to being coached, so I try to take on board everything Nick is telling me. Being scientific I also like the technical aspects of driving a car quickly, things like weight transfer.

"It's been such a life enhancing thing to do. The excitement of driving fast is only part of the pleasure, because seeing myself improve, plus the mental aspects of competition - managing nerves and focusing on the basics - has been enormously rewarding as well. My next race is at Brands Hatch in July and I cannot wait."

"It's just such a buzz. I can absolutely see how people become addicted to racing"



WHAT'S ON

June / July 2019

29-30 June

British Karting Championship

Mansell Raceway, Devon

The British Karting Championship Rotax categories will gather at the Mansell Raceway in Devon for the fifth and sixth rounds of the season. Now under the control of Karting UK, a new Motorsport UK sub-division dedicated to the promotion and organisation of the British Karting Championship, the series has been overhauled for the 2019 season with races live streamed online for the first time. The 750-metre Mansell Raceway near Honiton combines long straights with tight corners, meaning there are plenty of opportunities for overtaking.





4-7 July

Goodwood Festival of Speed

Goodwood House, West Sussex

One of the jewels in the crown of the British motorsport calendar, the Goodwood Festival of Speed returns in July for a 27th year. The centrepiece of the event is the speed hillclimb that ascends the Duke of Richmond's driveway outside Goodwood House, but with high-speed demonstrations, countless static displays, appearances from the most famous faces in racing and a gravel rally stage, the Festival of Speed is all things to all car and motorsport enthusiasts. A new addition for 2019 is The Arena, which will showcase motorsport's most balletic form, drifting.

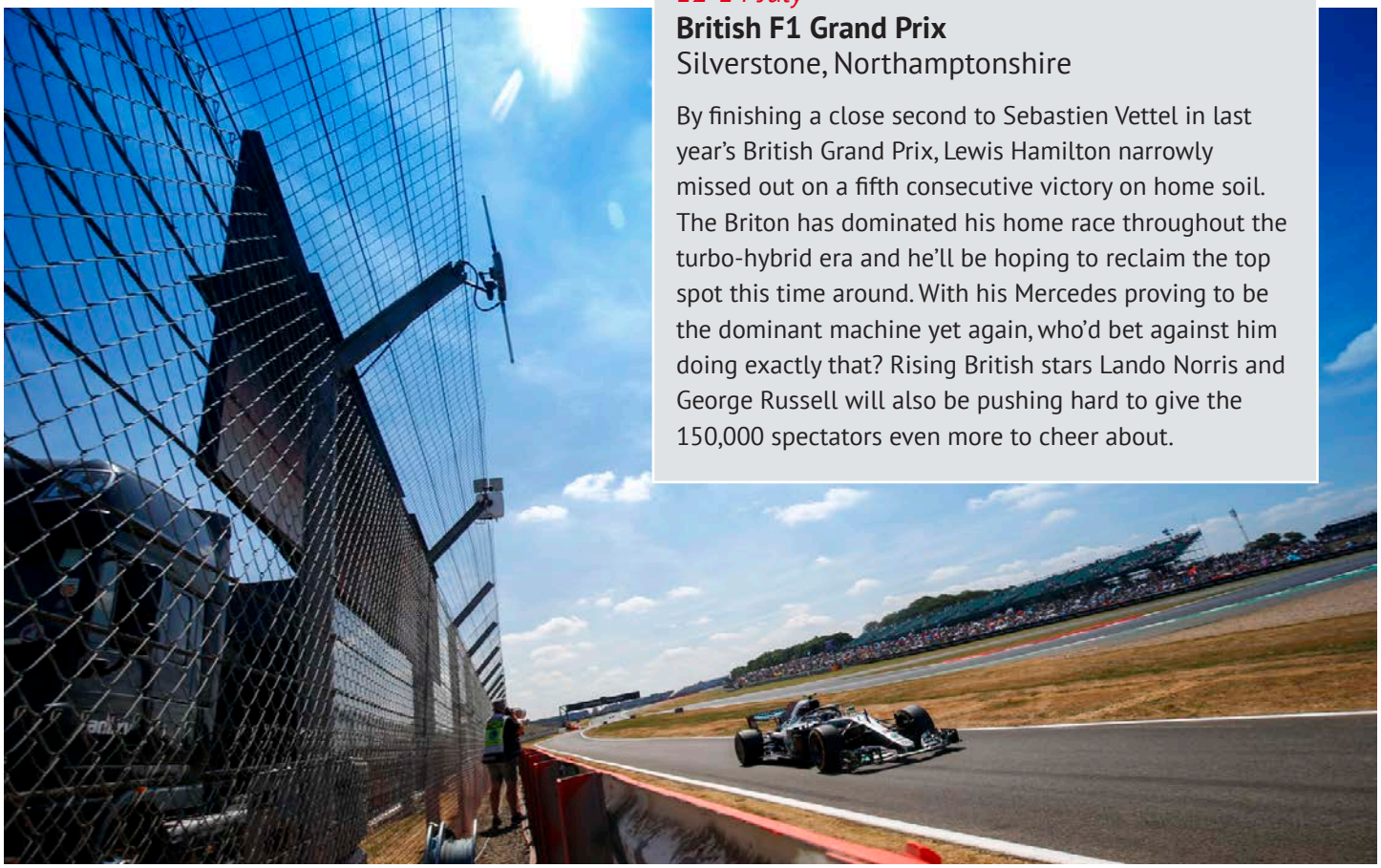


7 July

Deutsche Fest

Brands Hatch, Kent

Celebrating all things German and four-wheeled, Deutsche Fest at Brands Hatch is part static car show, part race meeting. As well as Formula One car demonstration laps, the on-track action includes racing from the Porsche Club Championship and the new for 2019, BMW-only Z Cars Racing series. The Porsche Classic Restroracing Championship will also reconvene for the fourth round of the 2019 season. It features a gridful of race-prepared first-generation Porsche Boxsters, all painted in an iconic Porsche motorsport livery.



12-14 July

British F1 Grand Prix

Silverstone, Northamptonshire

By finishing a close second to Sebastien Vettel in last year's British Grand Prix, Lewis Hamilton narrowly missed out on a fifth consecutive victory on home soil. The Briton has dominated his home race throughout the turbo-hybrid era and he'll be hoping to reclaim the top spot this time around. With his Mercedes proving to be the dominant machine yet again, who'd bet against him doing exactly that? Rising British stars Lando Norris and George Russell will also be pushing hard to give the 150,000 spectators even more to cheer about.



26-28 July

Silverstone Classic

Silverstone, Northamptonshire

One of the highest-profile events in the British motorsport calendar, and among the best-established historic meetings anywhere in the world, this year's Silverstone Classic promises to be the biggest yet. Highlights for 2019's event include the largest-ever field of racing Minis in celebration of the British icon's 60th anniversary, plus an array of F1, F2 and F3 grids. New this year will be the Thundersport category, which will see sportscars and Can-Am machines from the Sixties and Seventies racing once again. Tickets cost £45 and must be bought in advance (www.silverstoneclassic.com).

motorsport UK









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Discounted ferry travel with DFDS & Nutt Travel
10% off at Halfords

Login at members.motorsportuk.org today.

Classic Innovation

John Broughall on an innovative new way of road rallying

ABOUT JOHN

John Broughall has been a keen competitor and event organiser for many decades, supporting Road and Stage Rallies, from 12 Cars to International Rallies as a National A Rally Timekeeper and Safety Radio manager for his National Motor Club. He has promoted the use of digital mapping, with computer, mobile phone and satellite applications.

"While retaining the traditional spirit of navigational regularity rallies, there are now opportunities to change the way that these events are run to reduce the burden of time and expense on organisers.

"Since January 2019, smartphones are permitted on road rallies allowing ways to make classic rallies easier to organise, and participation more enjoyable. More people can compete as less help is required to run the event.

"With guidance, the way in which rallies are organised and run can be simplified, by doing more in advance and using the internet to improve communications.

"We're running an innovative event to trial new technology in the Winchester area on Sunday 22 September. Established regularity rally crews are invited to try a new event with a different form of time keeping. The event will not require repeated re-setting of the trip and stopwatch and will overcome any inconsistent timers. It will be a test of skill to maintain regular speeds.

"The smartphone app will provide the accurate time of day and doesn't need any intervention by the crew - timing and the route checking is automatic. Event officials at the rally start and regularity starts can advise and assist the competitors, but they won't be timing the cars.

Competitors have to provide a smartphone, USB charging point, windscreen mount and a stopwatch, and any road legal car will be permitted.

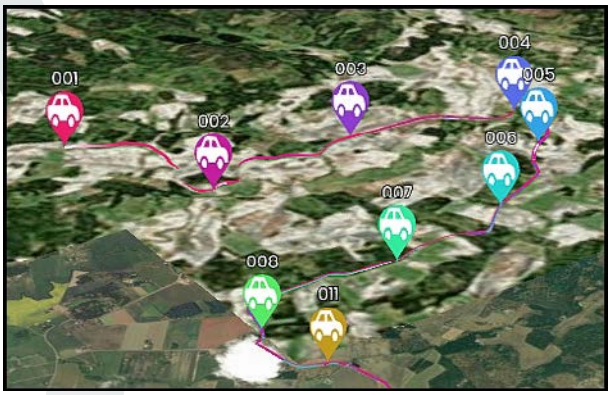
"Competitors should register for the event online with Mirally and the event organiser. The timing app must also be downloaded. The course covers around 60 miles, with the first car starting at 10:00 hours and finishing about 13:00 hours.

"Everybody will have an accurate time of day clock and can have a distance trip either using their own dedicated trip meter, or an approved smartphone app. The results will be posted at the finish venue soon after the last car has finished the rally.

"The event has the full support of Motorsport UK, which has provided the necessary dispensations for this exciting innovation. Everybody and anybody can take part.

"Please contact to John@mirally.uk to confirm your interest in this new and exciting format. Tell your friends. As this is an inaugural event using new ideas and technology, the organisers would welcome any useful comments and feedback to enable us to enhance the system and make future events more enjoyable. We shall try our best to get it right, but a little tolerance may be required. We hope to see many smiling faces at the end of the day, with people enjoying this new challenge."

Like most things in life, you won't know if you like it, until you've tried it!



Interested in volunteering as an official?
Visit: motorsportuk.org

Motor Sports Council
National Court

SITTING THURSDAY
13 JUNE 2019

Mike Garton,Chris Mount,
Steve Stringwell (Chairman)

J2019/08 – Disciplinary – Bearman – British Kart Championship Event - 12/14 April 2019 at PFI

This matter came before the National Court as a Disciplinary case following events at PFI at the British Kart Championship Event held 12/14 April 2019.

At the Event, the Stewards penalised Mr Bearman for breach of General Regulation C1.1.9 – Abusive Language, Behaviour or Assault disqualifying Mr Bearman from the Meeting and adding 6 points to Mr Bearman's PG licence.

Following a review of the decision of the Stewards and actions taken at the event, Motorsport UK's Disciplinary Officer has brought the case to the National Court to consider whether Mr Bearman did act prejudicially to the interests of Motor Sport Council and motor sport generally contrary to General Regulations H.6 and C.1.1.4 and A.10.1.1 and A.10.1.5 and A.10.2.

Motorsport UK was represented by Mr Champkin (Motorsport UK's Disciplinary Officer), Mr Bearman was represented by Ms Franklin.

Prior to the hearing it was agreed between the representatives that Mr Bearman admits to the allegation of acting prejudicially to the interests of Motor Sport Council, based on the following agreed facts:

1. His [Mr Bearman's] reaction was after what he believed to be provocation (he [Mr Bearman] accepts that he should not have reacted in any way). There is a history here [in respect of the relationship between Mr Bearman and Mr Hall] (which Mr Hall refers to in his statement [contained in the bundle of documents before the National Court]);
2. He [Mr Bearman] walked up to Mr Hall and 'got into his space', he did not intend to physically touch Mr Hall but accepts he was 'in his face' and that he took his left hand out of his pocket to point in Mr Hall's face. There was no head butt or grabbing;
3. That he [Mr Bearman] accepts that this was not appropriate behaviour let alone in front of minors and/or at a kart meeting and that he regrets reacting to Mr Hall;
4. That Mr Bearman walked away from the situation and the altercation was brief;
5. Mr Bearman accepted the Decision of the Stewards and that his actions were wrong;
6. That he [Mr Bearman] has an unblemished record to date – The cyber bullying matter [referenced in the bundle of documents before the National Court] was not something he was in any way responsible for or complicit in and he has discussed that matter with his son, Oliver.

The National Court having:

(i) considered the admission by Mr Bearman of the allegations based on the agreed set of facts;
(ii) viewed the relevant video footage of the incident;
(iii) heard representations from Mr Champkin, Ms Franklin and Mr Bearman;
(iv) noted that Mr Bearman's PG Licence has been suspended by Motorsport UK since 16th April pursuant to General Regulation H3.1.2; and
(v) noted Mr Bearman's offer to attend Motorsport UK safeguarding training

orders that:

(i) no further suspension of Mr Bearman's is required in this matter and Mr Bearman's licence is returned forthwith;
(ii) Mr Bearman pays £1,000 as a fine and contributes an additional £500 to the costs of today's hearing;
(iii) Mr Bearman enrols and attends Motorsport UK's safeguarding training at the earliest opportunity.

Steve Stringwell
Chairman
13th June 2019

SITTING THURSDAY
13 JUNE 2019

Mike Garton, Chris Mount,
Steve Stringwell (Chairman)

J2019/09 – EAP – Roman Bilinski – In2Racing – Junior Ginetta Championship – Saturday 27th April at Donington Park

The National Court has considered the Eligibility Appeal brought on behalf of In2Racing and Roman Bilinski (the "Appellants") who competed in Car 55 of the Junior Ginetta Championship held at Donington Park on Saturday 27th April.

At post-race scrutineering, the Scrutineers found that the Appellant's Car 55 was not compliant and issued a Non-Compliance Report stating the description of non-compliance as "the wheel bearing not as supplied" referencing "Champ Regs Reg No 5.14.5, Page 39".

Following receipt of the Non-Compliance Report the Clerk of the Course found the Appellant was guilty of contravening CR 5.14.5 and subsequently disqualified the Appellant from the results of the race (C3.5.1) and penalised the Appellant under C3.5.1 (a) and (b) and this appeal by the Appellants is against this decision of the Clerk of the Course.

The National Court considered written submissions provided by Mr Clive Greves (the Eligibility Scrutineer) and, on behalf of the Appellant, by Mr Taylor who outlined that the appeal was on the grounds that the wheel bearing was "as supplied by Ginetta".

The Appellant's submissions provided information on the history of Car 55 (including the history of parts and their numbers as supplied by Ginetta in 2018). The Appellant's submissions also stated the subsequent actions of the Appellant post-Disqualification found that none of the wheel bearings had the applicable seal and, by implication, that all the wheel bearings were "as supplied" by Ginetta.

The National Court noted the difference in the submissions made by Mr Greves and the Appellant in respect of the interpretation of the regulations, the history, location and custody of Car 55 since 2018, the supply and quality control of parts and the inferences made or specifically claimed by each of the respective parties in their submissions.

Having considered all of the submissions and evidence before it, the National Court is satisfied that at the time of examination the wheel bearings of Car 55, Junior Ginetta, did not comply with Regulations 5.14.5. The Ginetta Winter Bulletin 02, issued February 2019, clearly stated under the heading Wheel Bearings "The seals must not be modified in any way". In this case the seals were not present.

Therefore, the appeal fails, and the appeal fee is forfeited. No order is made for costs.

Steve Stringwell
Chairman
13th June 2019

SITTING THURSDAY 13 JUNE 2019

Mike Garton, Chris Mount, Steve Stringwell (Chairman)

J2019/10 – EAP – Tom Roche - Team Rob Boston Racing - Porsche Carrera Cup GB – Sunday 28th April at Donington Park

The National Court has considered the Eligibility Appeal brought by Tom Roche (Driver) and Rob Boston Racing (Team) ("the Appellants") who competed in Car 25 in the Porsche Carrera Cup GB event on Sunday 28th April at Donington Park.

The appeal is against the decision of the Clerk of the Course who, following receipt of a Non-Compliance Report from the Eligibility Scrutineer, found Mr Roche was guilty of contravening CR 5.5.1 and subsequently disqualified the Appellant from the results of the race (C3.5.1) and penalised the Appellant under C3.5.1 (a) and (b).

The Non-Compliance Report relied on by the Clerk of the Course included a description of non-compliance as "Failed ride height on the left side of car on both front and rear measuring points" referencing "Champ Regs Page 45 Reg No 5.5.1"

The National Court considered written submissions provided by Mr Clancy (the Eligibility Scrutineer) and, on behalf of the Appellant, by Mr Taylor who outlined two grounds for the appeal, being:

(i) the examination of the car by the officials did not sufficiently take into account the accident damage caused to the car during the race; and

(ii) the accident damage suffered by the car during the race.

The National Court carefully considered the differing accounts of the events relating to the post race scrutineering process and examination and the actions taken by all of the respective parties.

The National Court panel considers that the accidental damage to Car 25 did not cause the ride height reduction at both the front and rear of the vehicle. The vehicle was tested in accordance with the Porsche Carrera Cup GB Championship Regulation 5.5.1 and was found not to comply. A Porsche independent test demonstrated that the left rear wheel would not fail the test

due to the alleged front-end damage.

Therefore, the appeal fails, and the appeal fee is forfeited.

In addition, the National Court orders the Appellant to pay £500 to the costs of the hearing.

Steve Stringwell
Chairman
13th June 2019

SITTING THURSDAY 13 JUNE 2019

Mike Garton, Chris Mount, Steve Stringwell (Chairman)

J2019/11 – C.9 Inquiry – British Superkart Championship Event - 7 April 2019 at Bishopscourt Circuit

That matter comes before the National Court as a C.9 Inquiry to investigate whether there may have been an Issue, it appearing to Motorsport UK that:

(i) at the Motorsport UK permitted British Superkart event at Bishopscourt Circuit on 6th and 7th April 2019 where certain fuel samples were collected from Competitors; and
(ii) in relation to prescribed procedures for the testing of fuel not having been complied with;
(iii) the Clerk of the Course having made certain judicial decisions; and
(iv) Jason Dredge, a competitor at the said event, having lodged a regular Appeal against the decision of the Clerk of the Course to disqualify him from the results of the A race at the event.

The C.9 Inquiry was presented to the National Court by Mr Champkin on behalf of Motorsport UK. The bundle of documents provided to the National Court included, the Clerk of the Course's Decision in respect of Mr Dredge, correspondence from Mr Dredge, Fuels Testers at the event, Scrutineering reports, Championship Regulations, correspondence between Motorsport UK Disciplinary Officer and the Clerk of the Course's decision regarding Mr Ross Allen, correspondence from the Clerk of the Course in relation to the event.

As a result of its investigation the National Court finds that there was an Issue due to the deficiencies in the regulated fuel testing procedures.

Therefore, the National Court orders that:

1. the results of any testing from samples obtained at the Event are of no effect; and
2. the Decision(s) of the Clerk of the Course in relation to Jason Dredge must be set aside and his Appeal fee be refunded.

Steve Stringwell
Chairman
13th June 2019

SITTING THURSDAY 13 JUNE 2019

Mike Garton, Chris Mount, Steve Stringwell (Chairman)

J2019/13 – Disciplinary – Levi King– Rowrah – British Kart Championships 25 May

This matter came before the National Court as a Disciplinary case following events at Lakeland Stadium, Rowrah on 25th May within the British Kart Championship Event.

At the Event, the Stewards penalised Mr Levi King for assault and/or abusive language and/or acting contrary to General Regulation C1.1.9, suspending Mr King's licence for 30 days pursuant to GR C2.6.2.

The case was presented to the National Court by Mr Champkin (Motorsport UK's Disciplinary Officer) for the National Court to consider the imposition of a further penalty pursuant to GR C2.6.2.

In addition to the presentation of the case by Mr Champkin, the National Court reviewed:

(i) the Stewards Report of the incident;

(ii) moving images recorded by a telephone on 25th May 2019; and

(iii) photographs relied on in the Stewards Hearing. The moving CCTV from the track viewed by the Stewards was not viewed by the National Court.

Mr King addressed the National Court and provided a written version of his oral statement. Mr King also provided four written character references for the panel to consider and gave detailed information on the issues regarding the background that led Mr King to take the actions that he did on the day.

Throughout his statement to the National Court, Mr King clearly expressed his regret at the incident and his actions.

Having considered all of the information presented before the National Court, the finding of this panel is that the actions of Mr King on the day were of the most serious nature and not acceptable in any way in Motorsport (irrespective of the reasons that motivated and instigated the action taken).

As a result, the National Court imposes a further penalty on Mr King of a two-year suspension of his licence (effective from 25 April 2019), with the second year itself suspended (subject to no offences or penalties found before

the National Court, that the National Court considers in its sole discretion could reinstate the suspension). In addition, Mr King is ordered to pay £500 as a contribution towards cost of the hearing.

Steve Stringwell
Chairman
13th June 2019



RESULTS

Latest results across the different types of motorsport goverened by Motorsport UK



Motorsport UK British Car Trial Championship

Henry Kitching won his first car trial of the year, making the most of the largest class at the Wyre Forrest event hosted by Kidderminster Motor Club.

Results
1 Henry Kitching, Vauxhall Corsa, 68%
2 Ray Jacobs, Citroen Saxo, 83%
3 Trevor Moffatt, Vauxhall Corsa, 86%



British GT

Ian Loggie and Callum Macleod won British GT's blue riband, three-hour race – the Silverstone 500 – in thrilling fashion.

Results
1 RAM Racing (Mercedes-AMG GT3) 3h02m06.743s
2 TF Sport (Aston Martin V8 Vantage GT3) 3h02m43.547s
3 WPI Motorsport LTD (Lamborghini Huracan GT3 EVO) 3h02m48.079s



Motorsport UK British Drag Racing Championship

Michael Gullqvist timed his run to victory perfectly. Running-in a new combination, Gullqvist had slipped inconspicuously into sixth qualifying spot before progressing to the final as rival contenders eliminated each other or succumbed to attrition.



BRDC British F3 Championship

Championship leader Clement Novalak claimed his second win of the year in a thrilling opening race of the weekend at Silverstone. Neil Verhagen claimed second, ahead of Ayrton Simmons.

American driver Benjamin Pedersen charged to a maiden British F3 victory in the second race, leading from lights to flag. Johnathan Hoggard, who took second on the last lap from Double R's Pavan Ravishankar.



Fuchs Lubricants Motorsport UK British Historic Rally Championship

Matthew Robinson and Sam Collis won round three of the championship, the ATL Carlisle Stages.

Results
1 Matthew Robinson/Sam Collis (Ford Escort Mk2)
2 Simon Webster/Jez Rogers (Ford Escort Mk2)
3 Rob Smith/Alun Cook (Ford Escort Mk2)



Kwikfit British Touring Car Championship

Andrew Jordan claimed his fourth and fifth Kwik Fit British Touring Car Championship victories of the season at Croft. Tom Chilton triumphed in the final race with a faultless performance in his Ford Focus.



Motorsport UK Britpart British Cross Country Championship

Justin Birchall and Jonathan Koonja won round two after 127 miles of competitive action at Forrest Estate in South West Scotland.

Results
1 Justin Birchall/Jonathan Koonja (Lofthouse Freelander) 2:57:40
2 Mark Jacques/Adam Nicholson (Lofthouse LS3) 2:59:59
3 Phill Bayliss/Lance Murfin (Land Rover Special) 03:03:30



Motorsport UK Protyre Asphalt Rally Championship

Damian Cole and co-driver Dale Bowen finished eighth overall on Rally van Wervik, moving into the championship lead as a result.

Results – top championship finishers
1 Damian Cole/Dale Bowen
(Ford Fiesta WRC) 52m21.9s
2 John Stone/Jack Morton
(Ford Fiesta WRC) +15.9s
3 Darren Atkinson/Phil Sandham
(Ford Escort Mk 2) +2m51.2s



F4 British Championship certified by FIA – powered by Ford EcoBoost

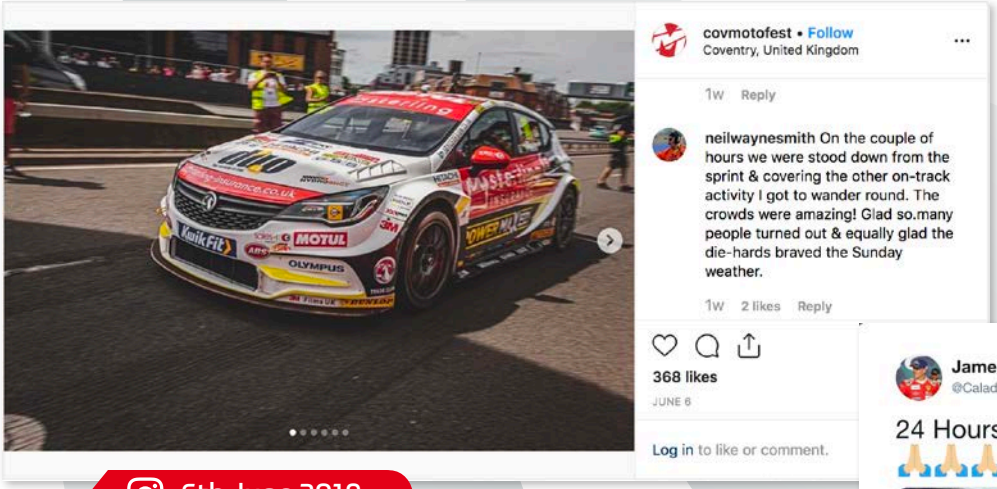
Zane Maloney closed in on the championship lead in an action-packed opening race at Croft. Arden Motorsport's Bart Horsten took second, ahead of Louis Foster.

Results
Round 10
1 Zane Maloney (Carlin) 15 laps
2 Bart Horstem (Arden Motorsport) +6.520s
3 Louis Foster (Double R Racing) +10.238s

Round 12
1 Zane Maloney (Carlin) 12 laps
2 Louis Foster (Double R Racing) +2.365s
3 Bart Horsten (Arden Motorsport) +3.253s

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Latest news and views across social media



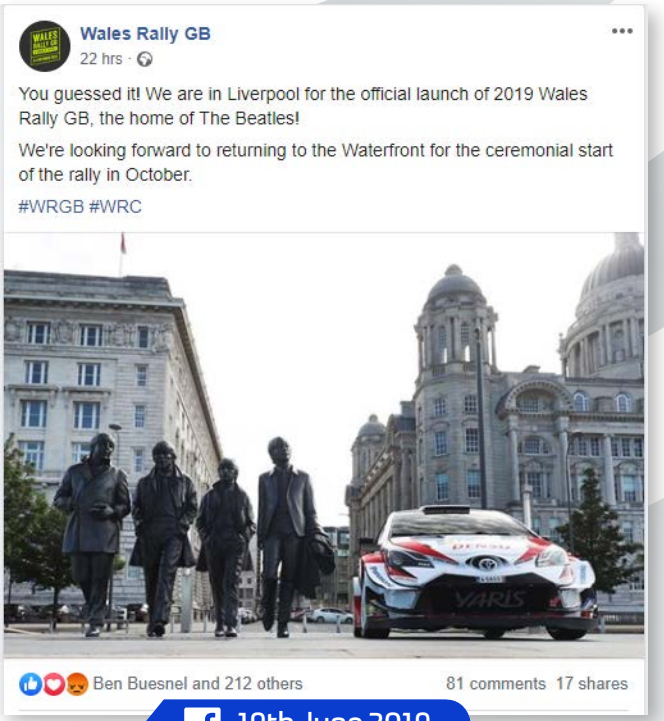
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16th June 2019



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An exciting opportunity has arisen for a General Secretary to join the national governing body, Motorsports UK.

The General Secretary will report to the Chief Executive and assume prime responsibility for all of the company's legal, secretariat and corporate governance functions of Motorsport UK.

As a member of the Senior Management Team the successful applicant will also have general management responsibilities, including related budgetary controls.

The General Secretary oversees Regulation changes including Anti-doping and Border Agency matters, and is responsible for Motorsport UK being represented in judicial proceedings before both the Motor Sports Council National Court and the FIA Court of Appeal.

Applications are invited from lawyers with a current practising certificate. Ideally applicants will have particular experience in both the management and practice of company/commercial and litigation/advocacy matters.

A working knowledge of sports governance and/or motorsport would be a distinct advantage. Occasional weekend work at motorsport events is required.

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You will be internally focused, however will require an understanding of different client's requirements before making design decisions on their campaigns and proposals. You'll work to a brief agreed typically with the internal client, head of communications, or commercial manager, and will develop appropriate creative ideas and concepts for each client's objectives.

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You will be responsible for applying and safeguarding our new brand identity across a range of assets and projects. The work demands creative flair, up-to-date knowledge of industry software, and a professional approach to time planning, costs, deadlines and prioritisation.

Scottish Motor Sports Chairman

Scottish Motor Sports (SMS) are seeking a Chairman to oversee and steer the SMS Development Programme.

Scottish Motor Sports was established in 2011 as a collaboration between the bodies that govern two- and four-wheel motor sport; the Scottish Auto Cycle Union (SACU) and Motorsport UK.

The Chairman is expected to provide leadership and direction to the SMS project, ensuring that the activities of SMS are managed effectively to promote fair and transparent practice. The Chairman is expected to provide support to the Managing Partners (Motorsport UK and SACU) whilst Chairing SMS and SMS Advisory Committee. They are expected to represent the interests of SMS in an ambassadorial role

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