Revolution

The official magazine of motorsport uk



PLUS DREAM MOTORSPORT CAREERS + SILVERSTONE REFLECTIONS



CEO's MESSAGE

Hugh Chambers



"I think that there is a real opportunity to further expand the whole range of options for competing in the car that you drive to the venue"

This month I have had plenty of opportunities to give greater consideration to grassroots motorsport – and the diversity of the offering available to enjoy four-wheeled thrills.

Amongst my various responsibilities, I am a member of the FIA ASN Task Force. (By the way, for those unfamiliar with it, the term ASN stands for Association Sportive Nationale, or the country governing bodies of which there are 243 around the world; and which form the members of the FIA.) This Task Force was set up by the Deputy President for Sport of the FIA, our UK representative on the World Motor Sport Council, Graham Stoker. It was created a few years ago with the mission to help ASNs to develop grassroots motorsport and encourage more people to take up the sport.

It is times like this, listening to the state of development for most countries around the world, that make one appreciate just how advanced and established motorsport is in the UK. Many countries have less than 20 clubs and only a few hundred competitors. They lack the critical mass to be present across all of the disciplines, and certainly cannot boast the same engineering industry to provide any significant economic weight. By contrast, our 720 clubs and 45,000 competitors put us in the top three in the world. And yet despite these vast disparities we share many of the same problems when it comes to grassroots motorsport.

The fact is that there has been too little regard for the majority of our competitors, most of whom will compete 4-5 times (in a normal year) and spend a few thousand pounds on their hobby. Although that seems like a pittance to the professional community, it has to be viewed in the context of regular people, with average means, and compared to most other sports

that may only cost a few hundred pounds each year. Much has been made of trying to contain costs, and we will continue to pursue this goal, but with most categories the economics are difficult to erode (transportation, circuit fees, tyres, fuel). But also, there is the sheer hassle of looking after a competition car, storing it and fettling it after every outing. Naturally for many, that last element is one of the main reasons why they love motorsport. But it is a clear barrier for a new generation of young city dwellers.

At Shelsey Walsh last weekend I was treated to a wonderful time wandering around what must be one of the most picturesque paddocks anywhere, chatting to a wide variety of competitors. Of course, there are the bespoke specials (the fastest run in the morning was achieved by a highly technical single seater weighing some 420 kgs and boasting an ex-Indy Car Cosworth engine running on methanol

CEO's MESSAGE

"You really don't need to have a huge amount of technology, logistical complexity or cost to have fun in a car"

and producing 700+ bhp, but I digress), but the majority were running simple low cost machinery. There is a class for cars that must be driven to the venue and have very little scope for modification. And to cap it all, it is welcome practice for drivers to share their cars, even at the highest echelon. This is a practice used in autosolos to great effect, with parents and children sharing the experience, and friends splitting the prep and the costs.

I think that there is a real opportunity to further expand the whole range of options for competing in the car that you drive to the venue. Caterhams have been the vehicle of choice in this arena, but Suzuki Swifts are popular around the cones, and there was what

looked like a very standard MG F heading up the hill on Sunday. The point is that you really don't need to have a huge amount of technology, logistical complexity or cost to have fun in a car. Motorsport UK is currently advancing specific new ideas in this area that will allow more people to access the sport, with less cost and less time commitment. But still lots of fun.

At the other end of the spectrum, in the field of Rallycross, I am delighted to welcome Pat Doran and his team as the promoter of the revitalised Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires (to use its full title). Rallycross is a sector that previously enjoyed a high profile and has significant potential for the future. After all, it originated from a madefor-TV format, and grew to prominence after the cancellation of the RAC Rally in 1967, and through that drew a field of the top rally stars at Lydden Hill. I take a personal pride in that particular event, as I fondly recall the late Andrew Cowan, driving one of my father's works Hillman Imps at Lydden, so to be there for the launch last week was special. And just as it was recognised in 1967 that we need exposure with wider audiences, so Pat has led the way in repackaging the championship, with backing from Cooper Tires, as the 5 Nations Trophy. It is this type of smart thinking that is needed to draw together the core strengths of the sport and seek to present them in a fresh light. Thanks to the added draw of Sir Chris Hoy and TT star John McGuinness, this is a championship and a sector of the sport that is really going places.

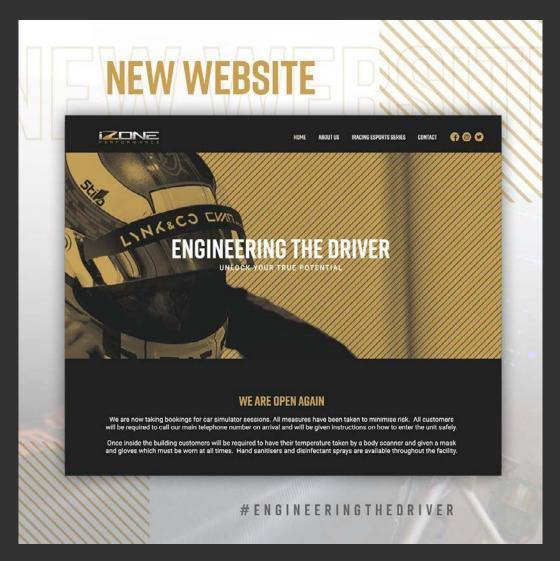
So, while we all continue to endure a difficult time under the cloud of the coronavirus pandemic, the sport we love is thriving and innovating in exactly the way that our community does tend to adapt and excel.

I hope that you and your families are well, keeping safe, and continuing to enjoy our sport together.

Kind regards, **Hugh Chambers** CEO, Motorsport UK







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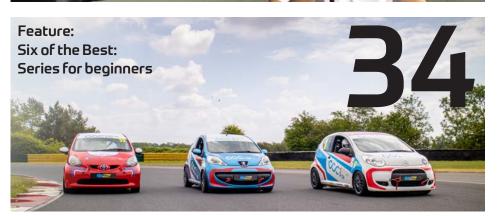


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This month we explore the best affordable championships across every discipline, how to live the dream with a career in motorsport, Silverstone's double-header of Grands Prix and all the latest news, results and initiatives from Motorsport UK and the wider motorsport community.













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What's On + My Motorsport + Results

SILVERSTONE'S F1 DOUBLE-HEADER

The circumstances may have been unusual, but the home of British motorsport delivered on the challenge by hosting two incredible races

Two Grands Prix on consecutive weekends at Silverstone was an unprecedented situation, but it is a measure of the strange times we are living through, and the resilience and determination of every single person involved, that both passed off successfully while delivering the thrilling racing for which the circuit is renowned. British motorsport has demonstrated its ability to adapt to the coronavirus pandemic at every level but, with the eyes of the world watching and one of the races celebrating 70 years of the championship itself, there was considerable pressure on everyone's shoulders to make these two races count.

For those attending in an official capacity, it was a curious experience to enter the

circuit without any queues, no fans moving around the venue, empty car parks, no merchandise stands or even a single ice cream van on site. The sea of Union Jacks waved by passionate spectators was also noticeably absent.

Those accustomed to the sights, sounds and smells of a busy F1 weekend may have found this a little unsettling and unusual, likewise the sight of cars on track before empty grandstands. For experienced team staff used to testing at empty tracks, it was, perhaps, less of a culture shock. But, for sure, everyone would have preferred for it to have been business as usual with the hustle and bustle of a traditional Silverstone F1 weekend.





Silverstone's double-header was the first time that three females were selected as F1 scrutineers, from left to right: Tania Wilson, Evelyn MacRitchie and Sue Jeffery

While the FIA's own COVID-19 rules took precedence and governed the F1 pits and paddock, the 420 Motorsport UK volunteers supporting the event did so under the guidance of Motorsport UK's restart protocols, supported by pre-event webinars and complimentary PPE on the day. For marshals, medics and other officials, the social aspect of a Grand Prix weekend is a highlight of the year but even this had to adapt and scale back in accordance with the need to maintain social distancing and abide by scrupulously managed 'bubbles'. Masks were, of course, de riqueur across the site.

2020 is the 70th anniversary of the very first race of the Formula One championship as we know it, that event taking place at the very same Silverstone venue. The celebration of that occasion was one we would all like to have held in front of packed crowds but, even within the restrictions, everyone present did their best to celebrate in style. Bold images of classic moments from the sport's history were on display throughout the paddock and helped create a suitably celebratory atmosphere, while the British love of dressing up was expressed with some retro outfits and

50s-themed attire, most notably by the entire Sky Sports F1 team.

Perhaps most importantly of all, though, Silverstone delivered where it really counted, hosting two thrilling back-to-back Grands Prix. Britain has not hosted two races in the same year since the early 90s when the European and British Grands Prix were both held here, albeit three months apart and at totally different circuits.

Lewis Hamilton's victory in the British Grand Prix may, to an extent, have demonstrated business as usual for a driver and team with a proven track record at Silverstone and dominant early-season form. It is a measure of Hamilton's passion for the sport – and in particular his home race – that even this victory and lack of a crowd to celebrate it with was still treated as if it were his first. Certainly, the dramatic late-race twist added some unexpected spice to the proceedings with Hamilton limping across the line with a last-lap puncture.

Softer compounds and unusually high ambient temperatures presented a fresh challenge for the teams for the 70th Anniversary Grand Prix a week later, with Max Verstappen exploiting a chink in the Mercedes armour to take

a thrilling win in front of a frustrated Hamilton and Bottas. While we all love to see a British winner at Silverstone, Verstappen's victory and the suggestion that Mercedes will have a fight on its hands for the rest of the season, will make the action all the more compelling – not least for a natural-born competitor like Hamilton, who has often said that victory is all the sweeter if you have competition to make you work for it.

The team running the British and 70th Anniversary Grands Prix rose to the formidable challenge presented of delivering two Grands Prix on consecutive weekends and Silverstone's 5.891km international circuit proved it can host truly thrilling Formula One action.



 ${\it Hawthorn\ Trophy\ image} \ \hbox{@\it FIA\ Pool/LAT\ Images}$





CORNWALL MOTORSPORT MONTH RETURNS THIS SEPTEMBER

Whilst Cornwall is often regarded as a Mecca for eager surfers, foodies and those seeking a staycation hotspot, the region also hosts a diverse range of motorsports. Accordingly, September will see the second running of Cornwall Motorsport Month, bringing the county together to celebrate both two- and four-wheeled motorsports

The schedule will also offer various opportunities for both die-hard enthusiasts and spectators new to the sport to get involved in myriad events over the course of the month.

First devised in 2019, Cornwall Motorsport Month was created to increase interest in the sport by highlighting the diverse range of activities taking place in the area and underlining its rich heritage in motorsport, as well as leading the way in innovative events. The initiative was also designed to help the region bolster visitor numbers throughout September,

which is typically when the county winds down after the hectic summer season.

There are plenty of events taking place, with something for all motorsport enthusiasts to enjoy as competitors, volunteers or simply as an opportunity to meet other like-minded people in a suitably socially distanced environment, subject to government guidance.

Petrolheads can discover an array of different events as the month unfolds, including Hot Rod races, autosolos, autotests, speed events and even a classic







car and motorcycle show at Tencreek Holiday Park in Looe. Again, at the time of writing, it is hoped spectators will be able to attend. Unfortunately, COVID-19 restrictions have resulted in the cancellation of the Watergate Bay Speed Hill Climb for 2020.

The programme also includes the popular interclub quiz night for local organisers to test their sporting prowess, with virtual as well as in-person entries to ensure everyone can get involved. If that does not establish a clear winner, clubs will be able to take to the track with the Interclub Karting Challenge at St

Eval, which first ran in 2019 and included Motorsport UK Chairman David Richards among its participants.

Other events are planned and further information will be released subject to COVID-19 limitations. To find out more and receive the latest information on Cornwall Motorsport Month, visit: www. cornwallmotorsportmonth.com and follow Cornwall Motorsport Month's digital channels using #CMM and #cornwallmotorsport

BTCC BLAZES AHEAD WITH HYBRID POWER AND FULL CALENDAR FOR 2021

With the 2020 season finally underway, the Kwik Fit British Touring Car Championship is already looking ahead with 30 races next year and the arrival of hybrid engines for 2022

After the delayed start to the season, the BTCC got back to business at Donington Park earlier in the month with the opening salvo in a rapid-fire sequence of rounds taking place in August. With Brands Hatch, Oulton Park and Knockhill all following in quick succession, it has been a suitably fast-paced return for the championship that has always delivered high-octane results. You can read what went down in our results round-up on page 62 but looking ahead, the BTCC has been securing its future with the adoption of hybrid technology and confirmation of a packed calendar of racing into 2021.

Channelling its experience in both rallying and circuit racing, Cumbrian-based M-Sport succeeded in a close-fought tender process to build the TOCA hybrid engine, its successful proposal earning the backing of the competing teams after consideration of the four shortlisted bids. This is great news for M-Sport and vindicates the significant

investment in its Dovenby Hall base, which includes a new technology centre and onsite test track. Development will take place through next year ahead of the official launch of the hybrid era in 2022.

Ahead of M-Sport's confirmation as engine supplier, Cosworth's development hybrid TOCA powertrain had its first outing in a Toyota Corolla, built with Speedworks Motorsport and driven by Darren Turner at the championship's pre-season tyre test at Snetterton in July. "It's an extremely proud moment for everyone involved in the BTCC and the TOCA Hybrid project itself," said Alan Gow, BTCC Chief Executive. "The BTCC was the first major touring car series to confirm its intentions and pathway for introducing hybrid technology and this is clearly another hugely significant milestone as part of that."

With its thrilling opening rounds, the BTCC has confirmed it is out to make up for the lost time in the 2020 calendar in typically close-fought fashion. Looking ahead, it is also encouraging to see the championship supporting British innovation and engineering talent to secure the future of these businesses in the electrified era – proof, were it needed, that British motorsport and the industry supporting it is always ready to rise to the challenge.

For more information visit: btcc.net



BTCC CONFIRMS ITS 2021 CALENDAR

With the condensed 2020 season now underway, the BTCC is already looking to next year and a return to something approaching normality, with packed grids, tight racing and - all being well venues open to the fans to enjoy it all first-hand. For those watching at home, ITV4 will have freeto-view live coverage of every race, with highlights on ITV. In total there will be 30 rounds taking place at nine circuits around the UK, Brands Hatch hosting both the season opener in April and the finale in October.

KUUNDS	DATE	CIRCUIT
1, 2, 3	3–4 April	Brands Hatch (Indy)
4, 5, 6	17–18 April	Donington Park (National)
7, 8, 9	8-9 May	Thruxton
10, 11, 12	15-16 May	Oulton Park (Island)
13, 14, 15	12-13 June	Croft
16, 17, 18	31 July– 1 August	Snetterton (300)
19,20,21	14–15 August	Knockhill
22, 23, 24	28–29 August	Thruxton
25, 26, 27	25-26 September	Silverstone (National)
28, 29, 30	9-10 October	Brands Hatch (GP)

BRITISH UNIVERSITIES TAKE TOP HONOURS IN FORMULA STUDENT

Virtual event tested entrants with simulated racing at Silverstone in a global competition attracting 80 teams of aspiring motorsport engineers

Every branch of motorsport has had to adapt during lockdown, including the highly respected Formula Student competition, after plans for the live event at Silverstone were moved online. Organised by the Institution of Mechanical Engineers (IMechE) and now in its 22nd year, Formula Student tests the skills and teamwork of up and coming engineers at universities across the world.

Instead of competing for real at Silverstone, teams demonstrated the worth of their designs with lap time simulations in Assetto Corsa, the University of Hertfordshire taking top points in this aspect of the competition. Newcomers Ain Shams University from Egypt scooped the award for Virtual Real World AI, while Oxford Brookes University received top honours in several categories and the University of Bath's entry earned its highest points and the Overall Static Events title. University of Surrey, Cardiff University,

University of Hertfordshire and University of Portsmouth were also among the British winners, joined by international success stories such as Hong Kong University of Science and Technology, competing for the first time in the contest.

"Managing our usual Formula Student competition is a year-round activity from the IMechE staff and the organising committee," says Dan Jones, Formula Student Chief Judge. "It was only late March when it became apparent that our usual competition couldn't take place this year due to the COVID-19 pandemic and we decided to host a virtual alternative. We have all been massively impressed by both the standard of entries and the versatility of the students in adapting to the new event formats."

PRESCOTT HILL CLIMB HOSTS ONE-OFF BTRDA CAR TRIAL



Trevor Moffatt took the overall win in his Corsa

The British Trial and Rally Drivers Association (BTRDA) organised a nonchampionship Car Trial at Prescott Hill Climb on 19th July.

The event was an opportunity to have a fun day trialling at a fabulous venue steeped in history, while also giving participants a chance to sample competition within the framework of Motorsport UK's COVID-19 guidance.

It was the first time a modern car event has taken place on the hills adjacent to the famous Prescott hill climb track. Restricting the entry to 20 cars, the exploratory event attracted a range of quality competitors, including seven previous champions, who tackled four rounds of six hills. In line with the guidance, co-habiting passengers were allowed while signing-on, self-declaration scrutineering and entries were handled entirely online.

Pleasant weather made for a fabulous day's trialling, the success of the event setting the scene for the hoped-for resumption of BTRDA and Motorsport UK Championship Trials in the Autumn.





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QUALIFICATION OPEN FOR BRITISH INDOOR KARTING CHAMPIONSHIP

New indoor championship opens an accessible pathway into motorsport for drivers of all ages

Indoor karting is many people's first experience of motorsport. A new championship organised by Motorsport UK and TeamSport Indoor Karting means previously 'casual' karters can now compete for a British title.

As the first step on Motorsport UK's Karting Pathway, the British Indoor Karting Championship (BIKC) has been created to provide drivers with their first taste of the sport and hopefully inspire them to take it further, for example in 'arrive and drive' series such as Club100. From there, the sky is the limit, it being no secret that a significant number of drivers on the F1 grid started their careers in karting. With categories from Cadet upwards, the BIKC will be open to drivers aged eight and above, meaning parents and children can compete at the same events in their respective classes and make it a day out for all the family.

With 35 tracks in major cities across the UK, TeamSport's venues and the BIKC also open up motorsport to those living in urban areas of the country – a key element of its accessibility. "Indoor karting has a massive appeal and is consistently growing in popularity," affirms Motorsport UK CEO Hugh Chambers. "The BIKC will offer accessible and affordable motorsport to a wide audience as families and friends can compete at the same meetings in the different categories at TeamSport's fantastic facilities across the UK. The BIKC provides an exciting grassroots proposition for those wanting to have fun, challenge for a British Championship title or to use it as a stepping stone to outdoor karting, all the way through to our premier series – the British Kart Championships."

For more information and to register your interest in the series visit: www.bikc.co.uk



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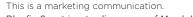
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FORESTRY ENGLAND HALTS LARGE EVENTS UNTIL SPRING 2021

With many thousands of holidaymakers enjoying staycations this summer, large numbers of new visitors are making the most of the opportunity to visit attractions in the nation's forests

While staycation tourism has its upsides, it also presents challenges for Forestry England in terms of demand placed on staff resources, with little time available to support event organisers in the planning of events, particularly if future regional

lockdowns may compromise the longer-term viability of those events.

Forestry England has therefore reached the difficult decision to not permit any activities or events involving more than 30 people and

hopes that it will be able to start making plans for Spring 2021 in the coming months. Forestry England is grateful to Motorsport UK clubs and members for their patience and understanding given the impact on the hosting of forest rallies.

MOTORSPORT UK CLAIMS INAUGURAL HOME NATIONS CUP



After three intense rounds, Team UK came out on top in the inaugural Home Nations Cup Esports competition.

The British team consisting of Ricky Collard, Will Tregurtha, Johnathan Hoggard, Sandy Mitchell and Gordie Mutch had the upper hand against Motorsport Australia in each of the three disciplines played out on Silverstone, Bathurst and Daytona Rallycross circuits.

A follow up has already been proposed in the future as Team Australia seeks revenge.

Catch the action from the series on the Motorsport UK YouTube channel at: www.youtube.com/ourmotorsportuk

ELECTROHEADS E-KART RACE SERIES ELECTRIFIES ENTRY-LEVEL MOTORSPORT

Arrive and drive electric kart series offers a level playing field and affordable racing for youngsters taking their first steps into the sport

Addressing themes of financial and social accessibility while also facing broader issues such as environmental sustainability, the Electroheads e-kart championship is very of the moment' in its philosophy and foundations. Based around a standardised kart designed by F1 engineer Rob Smedley, Electroheads has some serious weight behind it and has already run its first round of 'arrive and drive' taster sessions after COVID-19 delayed the original launch.

"Our ambition has always been to make it far easier – and cheaper – for the next generation of racers to experience the awe of motorsport," says Rob Smedley. "We want to bring the know-how and skills learned at the very highest level in Formula One to the grassroots to make that happen."

With Bambino and Cadet karts based on a standardised Birel-ART chassis fitted with Electroheads' custom-designed motors and batteries, the series is designed as the perfect entry point for young drivers taking their first steps into motorsport.

"The challenge of designing an electric kart that matches or exceeds the performance of a traditional petrol-engined one is huge," admits Smedley. "Karts are the lightest, most nimble race machines imaginable and standard electrification and battery technologies add far too much weight."

The Bambino version for drivers aged six to eight years old uses a 3kW motor, while the Cadet variant for those aged eight to 12 uses a more powerful 5kW one. Both feature a 48V lithium-ion battery and Control Area Network (CAN) Link for plug-in speed control and performance maps, all monitored and shared by the Electroheads team to ensure total performance parity across the field.

"As Lewis Hamilton himself said recently, racing faces some real challenges. It lacks diversity, it's too expensive, and for too many children it doesn't even make it on to their radar as an option," says Smedley. "That has to change. It has never been a more relevant time to make the changes that are necessary in the grassroots of our sport. And because we offer complete technological parity, the principal performance differentiator is going to be driver talent."

'Spark' taster sessions and 'Fully Charged' race packages will be available at Electroheads meetings, the first rounds of which have already taken place. To find out about other events for 2020, email: 2020@electroheads.com





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2020 LONDON TO BRIGHTON CONFIRMED

Revered Veteran Car Run will take place in November with RM Sotheby's confirmed as new title sponsor

In a difficult year for motoring events, there is considerable relief that the 2020 London to Brighton Veteran Car run has been confirmed for its traditional November date, invigorated by the support of new title sponsor RM Sotheby's.

Commemorating the 'Emancipation Run' of November 1886, this proudly eccentric event celebrates the lifting of the infamous restriction that any motor vehicle had to be preceded by a man on foot waving a red flag warning of its approach. Since 1927 the run has followed that original route from The Mall to Madeira Drive every year, pausing only for the war and when petrol was still rationed in 1947.

"It gives the Club enormous pleasure to be announcing this news and it's wonderful that we are able to use the traditional London to Brighton route," said Ben Cussons, Chairman of the Royal Automobile Club. "It's now full steam ahead to prepare for this year. I very much look forward to welcoming everyone in November and commemorating the 1896 Run."

Maarten ten Holder, Executive Vice President and Head of Europe of RM Sotheby's said, "It's such fantastic news that the 2020 run will take place in November, in what is RM Sotheby's first year as the title sponsor."

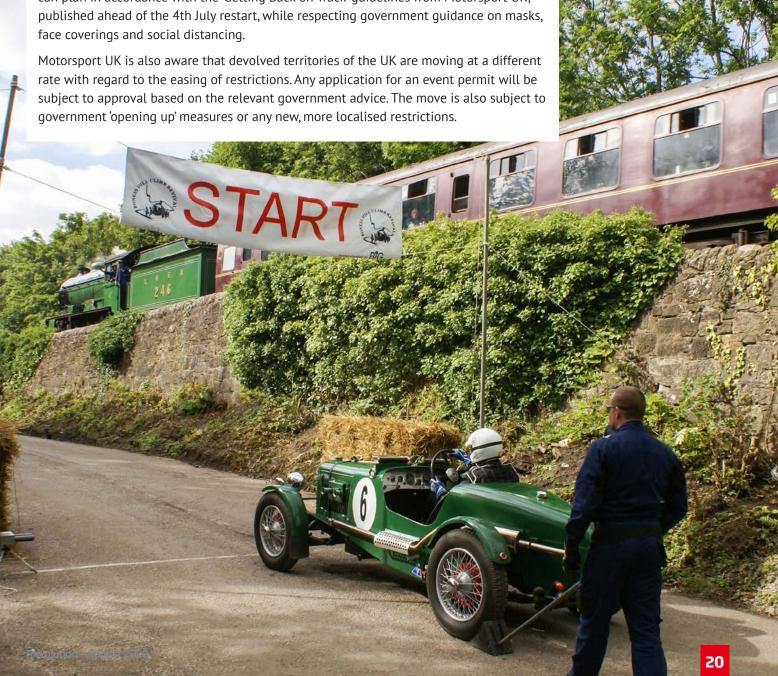
For full details of this year's Run and how to enter please visit: www.veterancarrun.com

MOTORSPORT RESTARTS IN SCOTLAND

The sport can begin to resume in Scotland following the publication of further guidance from Motorsport UK

Following a successful restart across several home nations during the past month, Motorsport UK is moving to its next phase of getting the sport back on track. From Monday 10th August, motorsport can begin its resumption in Scotland after positive dialogue with Sport Scotland, the Scottish Government and relevant authorities.

Any resumption of motorsport is contingent on event organisers demonstrating that they can plan in accordance with the 'Getting Back on Track' guidelines from Motorsport UK,



ROAD RALLYING GOES DIGITAL

Virtual timing system to reduce impact of road rallies, cut running costs and help clubs struggling to staff events

In last month's *Revolution*, we explored the accessible appeal of competing in your regular road car in navigational tests on the public road. Like all motorsport disciplines, however, road rallying faces considerable challenges with COVID-19 enforcing social distancing, meaning increased pressures on clubs and highlighting broader considerations such as sustainability and environmental impact.

Enter RalliLink, a timing app created by experienced road rally competitor John Broughall in collaboration with developer John Clavey and fellow enthusiast Brian Cammack. The principle is simple – rather than populate a route with plucky timekeepers braving all hours and weathers, why not let crews time themselves, using precise GPS positioning? Benefits include no need to staff timing points, reduced personal contact between participants, fewer vehicles running the course, lower operating costs for clubs and even a reduction in printed paper for road books and other event literature.

In theory, this means small clubs can plan and manage events with just a handful of officials, with much of the legwork done at home rather than with time-consuming recces and cars running the route before and after to set up and then collect markers. Because organisers can monitor the location and status of competitors remotely, safety is also improved, with any stop lasting longer than five minutes triggering a call to the crew to make sure everything is alright.

Some may fear technology replacing the human element that makes motorsport such a valuable, social activity. But John Broughall disagrees, seeing app-based road rallying as an enabler that improves accessibility while reducing the local and environmental impact. It also offers organisers scope to arrange long-distance events where it would not be logistically possible to staff checkpoints, John singling out a long-distance event organised by one club that simply would not be viable using traditional methods.

"All of this was enabled by a Blue Book (Motorsport UK Yearbook) rule change in January 2019 to permit the use of mobile phones in road rally cars," explains John.

The result is RalliLink, which John can share with organisers in return for a modest donation, in the hope it will help them cut costs and run events with reduced manpower. "This is not going to take over from traditional rallying," John emphasises, "but where events are struggling to find the organisers and the volunteers on the day, it's an option." Given the current situation, the ability to hold events where competitors need not interact with anyone outside of the car before, during or after the event, also fits with Motorsport UK's COVID-19 guidance such as virtual signing-on and scrutineering.

If you are interested in running an event using the app, email: RalliLink@talktalk.net for more information.







IN THE HOT SEAT

MOTORSPORT UK ACADEMY TEAM UK MEMBER

Name: Will Tregurtha

Discipline: Endurance/GT

2020 Championship plans: GT Cup and the VLN/NLS Championship

Team: TecservUK and Walkenhorst Motorsport

Biggest achievements to date?

My Ginetta Junior and British GT Championships, as well as second at the 2019 Nürburgring 24H in the BMW M240i Racing class and standing on the Junior Class podium at Hockenheim for GT Masters

How old were you when you started racing? Eight!

Who is your biggest inspiration? Nick Tandy – it seems he wins in everything he touches! And my parents - they've given and taught me everything.

Who was your favourite childhood race driver? Fernando Alonso – I think a cool lid and winning races did it!

What made you take up racing? Karting on holiday. But it really started with Gran Turismo on the PlayStation.

What advice would you give to anyone interested in taking up racing? Always push yourself to race against the best people you can, and just enjoy it.

Favourite road car? Either a BMW M2 or a VIP styled Lexus GS300!

When did you start racing and what inspired you? Late 2008, properly, but I just always enjoyed it. It was quality time spent with my dad and family.

Favourite race track and why?

Bathurst or Nordschleife. I still can't work out which one I enjoyed more!

Do you have any routines or rituals before you start a

race? Not really, I just make sure I'm comfortable in my kit and having a laugh with the team.

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

My manager, Tim Sugden, has taught me a lot, but patience and respect are the biggest things I've learnt from racing.

If you were not a race car driver, what career path would you have followed instead?

Really no clue! I would guess something with simulators or outdoors type work. I love travelling, in particular driving to Europe. It may take more time, but I would like to see more of the countries I'm driving through.

What is your ultimate goal?

To win the 24 Hours of Le Mans, Nürburgring, Daytona and Spa as well as Bathurst and 12 Hours of Sebring. What do you think makes a great race car driver? Absolute ruthlessness - you have to take and make every opportunity you are given on and off the track.

QUICKFIRE!

Any pets?

Not at my place, unfortunately

Favourite film?

Talladega Nights – Ricky Bobby is my absolute career idol (sorta!)

Most listened to band/artist?

At the moment, probably Notion

If you had one superpower, what would it be?

Infinite wisdom

Three words that describe you?

My girlfriend Emily says ambitious, calm and sim nerd

Avocado or no avocado?

No avocado, not a fan

What's worse: laundry or dishes? Laundry

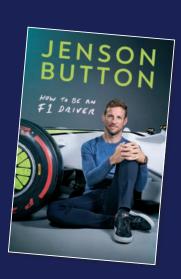






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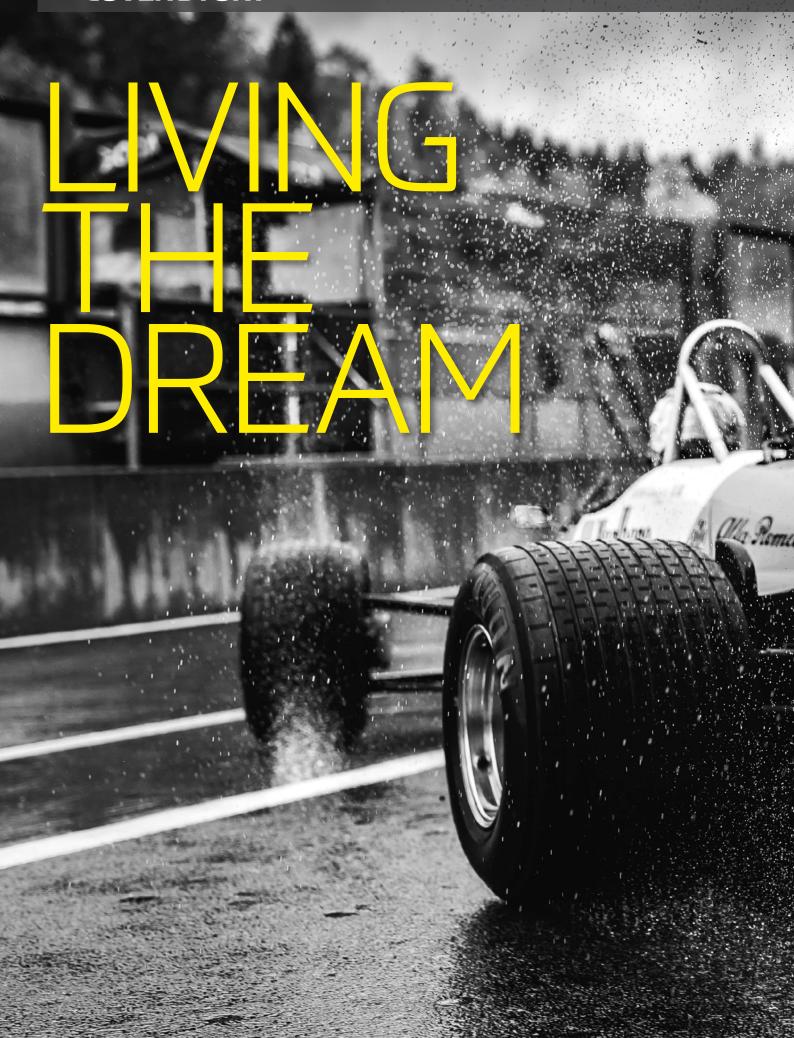








COVER STORY







Plenty of us aspire to turn weekend fun into the 9 to 5. Dan Trent talks to a selection of young professionals who have made their passion for motorsport a job for life

For every lucky individual who makes a career as a driver, there are many more satisfied motorsport professionals enjoying successful, fulfilling careers without ever getting behind the wheel. Sure, it's the drivers who take the glory. But the opportunities to travel and enjoy the thrill of competition and camaraderie of working in a close-knit team are open to everyone.

True, work-life balance becomes an abstract notion, and a job in motorsport can be all-consuming. But the satisfaction of earning a living doing something you love makes the sacrifices worth it.

A common theme in the stories that follow is early exposure to motorsport, more often than not through the passion of parents. That can take many forms, but that kid in your life glued to the TV playing driving games or obsessively following their favourite driver's social media feed is, quite possibly, the motorsport professional of the future. Sustainability is a big issue in the sport these days and takes many forms. Suffice to say, the 'start them young' ethos does not just apply to Bambino karters with dreams of being the next Lewis Hamilton.

"The 'start them young' ethos does not just apply to Bambino karters with dreams of being the next Lewis Hamilton"

This is true of Cozette Engineering's **Charlie Martin**, who, in a few short years, has gone from globetrotting rally mechanic to event manager, and now owner of his own specialist engineering start-up, building superchargers for historic racing cars. So, why motorsport? "I didn't have a choice, really!" he laughs. "My dad sprinted and hill climbed in VSCC events and we spent our winters getting muddy out trialling." Having dabbled in motocross, during his summers he worked at kart tracks, starting out as a timekeeper until he was old enough to marshal and then run events – skills that would later serve him well.

"I decided it wasn't worth my while going to university," he says. "I was getting enough opportunities working at events and, having made that decision, I wrote to various people and ended up getting a job at Tuthill Porsche. Within two months I was the tyre boy on the Safari Rally in Kenya, before helping run the ice driving and working as a mechanic on rallies all over Europe. I was thrown in at the deep end, but I didn't sink!"

He credits his success to always asking questions and never pretending he would know everything from the get-go. "It takes a long time to work your way up, but the jobs are out there, even if it means you start out cleaning cars," he advises. It has worked out for him, the Tuthill job leading to a demanding but rewarding role running the Chateau Impney Hill Climb before he set up Cozette Engineering with a friend. "It's a very fast-paced industry," he jokes. "The ideas start flowing and the next thing you know you're setting up a business in the middle of lockdown!"

Early exposure to racing old cars through his father set Cozette Engineering's Charlie Martin's path from a young age





Tom Brooks has made his name in a rather different field, working as a commentator, presenter and 'voice of Gran Turismo,' narrating the in-game track tutorials. "There was a radio station at school, and I was looking for something to do," he says. "I was always the weird kid who did radio, but I thought it would be fun to turn my passion into a living." With his father competing in rallycross, motorsport was a feature of family life from the start and Tom's first move was to record an improvised commentary of a Schumacher qualifying lap and then make a showreel he shared around at the Autosport International Show in 2015. He has never looked back.

"Commentary is pretty niche," he admits. "To be recognised is really difficult, but the main thing is to persevere

and create the opportunities yourself. I was working a part-time job at Maplin and the next thing I was asked to commentate on a 24-hour 2CV race at Anglesey, so I did the whole weekend for very little money and it just picked up from there."

By 2017, he was out in Spain commentating on MotoGP with a sideline doing voiceover work for Gran Turismo. An opportunist offer to do live commentary at a Gran Turismo event got the right attention and his involvement with the game has now become his main job. He attributes his success to being in the right place at the right time and honouring his commitments even when a seemingly more exciting job comes in.



"It could be event management, it could be catering — you still get to see everything and be part of it"

Gemma Price is also turning skills honed in competition to new ends in her job as General Manager for the Bugatti Owners' Club's Prescott Hill Climb. She also grew up around motorsport, rallying offering a lifeline from a tough situation at school. "I was badly bullied and had lost all my confidence," she admits. "My dad taught me to co-drive as something to focus on and rebuild my self-esteem, and it really helped me."

What started as a bit of fun evolved into a full-time career as a professional co-driver, a pairing with German driver Antony Warmbold taking her all over the world to compete in the heat of the McRae and Mäkinen era. Freelance co-driving followed, including a spell with Welsh driver Tom Cave, before she decided it was time to "join the real world" with a fixed-term role at Morgan running the brand's many and varied centenary events.

Has the perception of motorsport as a maledominated world ever been an issue for her, though? "When I was a teenager, I'd regularly be the only female on the entry list but now it's all changed," she reflects.

And she believes there are jobs for anyone. "If you look at motorsport, there is every opportunity out there," she says. "It could be event management, it could be catering – you still get to see everything and be part of it. Find what you're good at and work at it!"

Photographer **Jack Clayden** combined his passions for photography and motorsport into a professional career. He also grew up around motorsport, competing in motocross from a young age on his native Jersey while his father and godfather both raced single-seaters. "I've grown up surrounded by pictures of racing," he reflects.

Photography is a competitive field, even more so now everyone with a smartphone and a few Instagram filters reckons they can shoot like a pro. His secret? Dedication and confidence to know the worth of his work. "I want to create an image you don't want to stop looking at. If I can bring an artistic edge, it helps me stand out," he says,

adding that as a competitor himself he knows what images racers want of themselves from trackside photographers.

"To be honest, it was a pretty natural progression to go professional," he says. "I have a good connection with my clients, they value my work and what I bring to them. We sit down, chat about what they want, how we can grow their activities through the content and use that to promote what they do." It also takes some self-discipline. "Don't be afraid to turn down a job if it's not right," he advises. "You've got to understand your own skillset and build up. It's only now that I appreciate that."



"The challenges I face now are the same, just on a bigger scale"

Networking is another important skill, whichever area of the sport you choose to work in. In the case of Team Manager Zoe Timbrell, it was a love of the sport and making the most of contacts forged in a sales role that led to the job of her dreams with British Touring Car Championship team BTC Racing.

"I ended up working for an engineering company making components for cars in my summer holidays and became interested in how they were used," she says of her early career. "I sought out experience with a club race team and that was it, I was sold!" The fact that she was two years into a degree in criminology and psychology at this point didn't go down so well at home but, having realised she was never going to work in that field, her path was set.

That led to a sales job at Titan Motorsport, an official supplier under the then-new Next Generation Touring Car rules and bringing her into direct contact with the BTCC teams. "It was a really challenging period of time with a new product in a new environment and a very steep learning curve," she admits, "but one of the most important things has been developing relationships, because so many jobs come through your connections."

Her advice to anyone looking to get a job in the sport? Just get stuck in. "People target the top level like BTCC," she says, "but I think the best thing is to get involved with the support series with the smaller teams. There's so much to learn and people can be really grateful for the help and getting that experience will be invaluable. The challenges I face now are the same, just on a bigger scale."

Like Gemma, she is of the view that your abilities matter more than anything in modern motorsport. "It's all about winning, so they want to employ the best people," she says, simply. "The BTCC paddock is incredibly diverse and there are a lot of women working as engineers as well as in commercial roles such as marketing."

Our interviewees represent just a tiny selection of the jobs out there yet encompass a huge range of roles. Passion for the sport is the common theme, its cultivation at an early age opening up opportunities as varied as they are rewarding. And when it comes to a vocation in motorsport, it is a career choice you can make with your heart and your head in full agreement.

BTCC team manager Zoe Timbrell says networking and making contacts is essential to forging a successful career in motorsport





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To celebrate the return of the Kwik Fit British Touring Car Championship, Motorsport UK has teamed up with Dread to offer three lucky winners an item from the BTCC merchandise range.

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The full range of BTCC merchandise can be previewed at: **shop.dread.cc**

The BTCC is back with a condensed calendar for 2020 featuring a rescheduled 27-race championship, held across nine of the UK's best circuit layouts. More information available at: www.btcc.net

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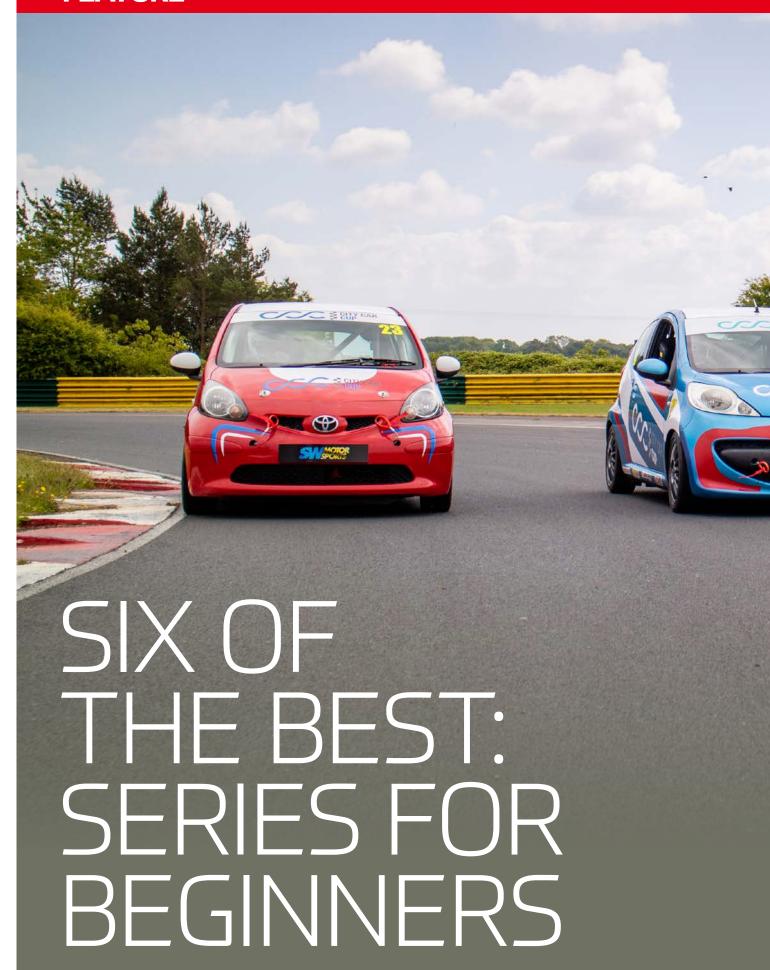


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Affordable championships from across the motorsport spectrum and how much it will actually cost for you to join them, by Dan Prosser

Forget six-figure budgets, sprawling hospitality units and flashy motorhomes. The reality for most competitors in the UK is very different, with around half spending less than £5,000 each year on their racing. Affordable motorsport is more varied than ever, and even with a very modest budget you can compete in a national championship, race on the UK's most famous circuits, hill climb at its oldest venues, go rallying, race historic cars or modern machines and test yourself against the very best grassroots drivers in the country.

We have picked six disciplines, from rallying to karting and all points in between, and identified an accessible entry point for each. We want to give you an insight into what it might cost to compete for a full season, and allow you to compare one discipline with another, notwithstanding some series and championships may have had to amend or postpone their 2020 calendars.

We have not factored in the cost of travelling to and from meetings, nor accommodation, buying your own race suit and helmet, towing your competition car, feeding yourself throughout the weekend or repairing damage. Instead, we have highlighted the fixed costs of competing, such as entry fees and tyres.

Whichever form of motorsport appeals to you, there will be an enthusiastically-supported and extremely well-run series ready and waiting for you.

Karting: Club100



An arrive-and-drive category, Club100 is the most affordable route into championshiplevel outdoor kart racing. The series uses Birel chassis and 125cc two-stroke Rotax engines. We spoke to founder John Vigor.

www.club100.co.uk

Why?

"It's hassle-free. We have rounds right up and down the country at 10 different venues. It's aimed at people who don't have the time or the budget to run their own kart. All you need is your own race suit and helmet. The karts are randomly allocated and they're identical, meaning it's all down to you, the driver."

Cost of kart?

(Included in entry cost)

Cost of season?

"Around £1.600. The costs are fixed - each round is £193 and there's an annual registration fee of £48. We run 11 rounds each season and your best eight scores count towards the championship."

Why join?

"The costs are fixed. You know exactly how much you'll be spending each season. It's also fair racing because the karts are identical."

FACT PANEL

Organising club: Club100 Racing

Licence grade: K-X

Number of rounds: 11, eight scores count towards the championship

Typical entry size: 144 entries in all with 18 or 26 karts in each race

Track time per round: Four-minute warmup, three sevenminute heats and a 12-minute final as a minimum

Eligible cars: Birel chassis, 125cc Rotax two-stroke engine

Entry fees: £193 per round, annual £48 registration fee



"We require new competitors to take part in a 30-minute test session. These run alongside our race weekends so you'll get a feel for those as well."

.....

Rallying: Formula 1000



Formula 1000 has provided an affordable way into single-venue rallying for the better part of two decades. With engines no larger than 1,000cc, the cars are affordable and fun. There is a thriving class for junior drivers aged 14 to 17, plus a senior class. We spoke to founder Tristan Dodd. www.formula1000.co.uk or search 'Formula 1000 Rally Club' on Facebook

Why?

"The championship is accessible and affordable, but the main reason for competing with us is to develop your skills. Whether you're a junior eyeing up a professional career or a senior out to have fun, it's the best way to learn - Formula 1000 alumni Elfyn Evans and Chris Ingram will tell you that."

Cost of car?

"You can buy an existing car for £2,500 or £3,000. There's a sub-class for pre-2003 cars like K11 Nissan Micras and you'll go well in that. Building a new car will cost £4,000 as a minimum."

Cost of season?

"We use Yokohama control tyres that cost £88 each. Competitors typically use 0.8 tyres per rally. With entry fees you'd be looking at around £3,000 for a full season."

Why join?

"We've tried really hard to make the series open and friendly. Competitors really do help one another with mechanical problems and so on. Our drivers also love being part of a gang that punches well above its weight."

FACT PANEL

Organising club: Formula 1000 Rally Club

Licence grade: Driver (senior): RS Inter Club - Stage Rally, Driver (junior): RS Inter Club - Stage Rally Junior (UK only), Navigator/Co-driver: **RS Inter Club**

Number of rounds: Eight to nine, six scores count towards the championship

Typical entry size: 15 to 20

Stage miles per round: Between 25 and 65, depending on venue

Eligible cars:

Anything naturallyaspirated, up to 1,000cc and more than four years old

Entry fees: £160-£350, club membership £10

"Before you buy a car or enter the series, come along to a round or a test day. You'll learn a huge amount just by talking to people. The Facebook page, is the best source of information."

Circuit Racing: CityCar Cup



The BRSCC's CityCar Cup is an affordable clublevel sprint racing series. The base cars are affordable to buy or build and cheap to run, but with adjustable coilover suspension and semi-slick tyres, they are proper little racers. We spoke to Series Organiser Greg Graham.

www.citycarcup.co.uk

Why?

"CityCar Cup exists to make the entry-point into sprint racing as cheap as possible so we can bring new people to the sport. We've worked hard to make sure the cars are brilliant to drive."

Cost of car?

"Buying a fully prepared car from our technical partner, SW Motorsports, costs £6,995. That's for a turnkey, ready-to-race vehicle. You could build your own car to the correct specification for as little as £6,000."

Cost of season?

"Around £3,000.
Entry fees and registration make up the bulk of that. We anticipate eight tyres lasting the full season – they cost £60 each."

Why join?

"The series will find its own ethos – they always do. It will be attractive to new competitors because of the low cost, but it will attract established racers as well because the cars are equal. You won't be able to spend more on your car to go faster, so it will be a true drivers' series."

FACT PANEL

Organising club:British Racing and Sports Car Club

Licence grade: Race Inter Club

Number of rounds: Seven

Typical entry size: 30 cars (expected)

Track time per round: Qualifying and two or three races each weekend, all sessions 20 minutes

Eligible cars: Citroën C1, Peugeot 107 and Toyota Aygo

Entry fees: £2,200 for a full season, championship registration around £200



"Just buy a car or start your own build right away – CityCar Cup will be the biggest club sprint series out there."

Sprinting: MG Car Club Speed Championship



With sprints and hill climbs, the MG Car Club Speed Championship is one of the most accessible series anywhere. You can compete in anything from a highly-modified MG to a standard car. We spoke to Ian Beningfield, a regular competitor since 2010.

www.mgcc.co.uk

Why?

"I chose this series because of MG's history, but also because my father raced MGs in the 70s. I enjoy the nature of sprinting and hill climbing – every braking point, every apex and every line counts. The series is run on a target time system, which is based on the level of vehicle modification. It means any car can win the overall championship."

Cost of car?

"My MG Midget is as developed as it can be and still run in a production class. I bought it for £2,500, which included spares, but I've uprated it since and it's now worth around £5,000. I've also bought a standard MG TF for £400 to use while my Midget is being upgraded."

Cost of season?

"There are lots of rounds each year but only your best eight results count towards the championship. I might do 10 a year to give myself a good chance. I probably spend around £1,000 a year on entry fees and the same again on travel and so on. A set of tyres will last two seasons."

Why join?

"Being with a group of like-minded people in a very friendly atmosphere. I also like the variety of what we do – both sprints and hill climbs, plus going to great venues like Brooklands and Goodwood, and the very famous hill climb courses as well."

FACT PANEL

Organising club: MG Car Club

Licence grade: Any Inter Club

Number of rounds: Around 30, eight scores count towards the championship

Typical entry size:Between 10 and 30 cars

Runs per round: Standard format is two practice runs in the morning and at least two competitive runs in the afternoon more for some venues

Eligible cars: Anything with an MG badge, plus the Austin Healy Sprite

Entry fees: £70-£150



"Don't touch your car until you've read the rules of the class you want to compete in."

Historic Racing: Historic 750 Formula



The Historic 750 Formula is one of the most affordable historic racing series. The cars compete in one of two classes: Austin 7 Specials and simpler and cheaper Formula cars based on Reliants. We spoke to Communications Manager James Winstanley. www.750mc.co.uk

or 'Historic 750 Formula' on Facebook

Why?

"It's the most costeffective route into any form of historic circuit racing. The cars are cheap to get into and run, and there are plenty of spares available, too. What's more, the racing is very respectful."

Cost of car?

"A competitive car in the Reliant-based category will cost between £5,000 and £8,000 to buy and you could build a new car for the same amount. An Austin 7 will cost around half as much again."

Cost of season?

"If you do everything yourself, a full season will cost around £3,500. You'll have to budget a little more if you're not mechanically minded, although there's no obligation to do every round. We use control tyres and competitors find one set will last two seasons."

Why join?

"The relaxed paddock atmosphere. These old cars do need more TLC than some, so having a paddock where everyone helps each other out makes a huge difference."

FACT PANEL

Organising club: 750 Motor Club

Licence grade: Race Inter Club

Number of rounds: Six rounds, 12 races

Typical entry size: 20 to 30 cars

Track time per round: Oualifying and two races, all sessions 15 minutes

Eligible cars: Austin 7 Specials and Reliant-based Formula cars

Entry fees: £270-£340, championship registration £90, club membership £25



"Come along to a race meeting – the paddock is very friendly and welcoming. The Facebook page is the best source of information and is where cars are listed for sale."

Hill Climbing: British Hill Climb Cup



Formerly known as the British Hill Climb Leaders Championship, the British Hill Climb Cup runs parallel to the full British Hill Climb Championship. There are classes for production cars, specialist production cars such as Caterhams and purpose-built machines as well. We spoke to Championship Coordinator Tim Wilson.

www.britishHill Climb.co.uk

Why?

"The Cup allows competitors with smaller budgets to run alongside the full British championship. That means they compete at most of the same venues right across the country. Championship points are awarded based on finishing position in class, so whatever car you have you can compete for the Cup."

Cost of car?

"The ultimate single-seater could cost £200,000, but you could simply use your everyday road car instead. Lots of people buy very inexpensive road cars - one competitor uses a Peugeot 205 – and modify them only with a decent set of tyres. They can be competitive in their class having spent only a very small amount."

Cost of season?

"£2,000 is a realistic budget for a full season. The Cup doesn't go overseas like the full British championship, which keeps travel and accommodation costs down."

Why join?

"Hill Climbing is a very sociable sport generally and competitors often help each other. You could phone a competitor today and they'd give you advice on how to compete against them."

FACT PANEL

Organising club: British Automobile Racing Club

Licence grade: RS National

Number of rounds: 10 to 12

Typical entry size: 40 cars

Runs per round:

Typically two-day events with three or four practice runs and two timed runs

Eligible cars: **Everything from** standard hatchbacks to single-seaters

Entry fees:

Championship registration £97, each round £150 on average



"Look at the various classes, see which ones are well-supported, see what cars other people are using and figure out who is competitive. While some classes will have only a couple of entrants, others could have 20 or more."

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SAFEGUARDING AT MOTORSPORT UK

Motorsport UK's commitment to ensuring a safe and enjoyable environment for all participants

Motorsport UK recognises that we all have a responsibility and an important part to play in protecting each other's safety and basic human rights. As the national governing body of four-wheeled motorsport, the organisation embraces its duty to lead safeguarding within the sport, and to educate and guide members in understanding the part each of us plays.

For the avoidance of doubt, the term Safeguarding is used to define actions taken to protect a child, young person, or adult's right to live in safety, free from abuse and neglect. Specifically,

this covers procedures put in place by organisations to protect vulnerable people and processes to handle concerns or complaints, should they arise.

Motorsport UK has demonstrated its commitment to safeguarding by extending its dedicated team with two nominated Independent Directors:
Chris Cooper and Helen Bashford-Malkie. They will take an active role within the Safeguarding Strategy
Working Group led by Linda Medlicott, who was recently appointed Head of Safeguarding. Linda joined the team a few months ago, bringing with her

wide-ranging expertise gained whilst working in organisations such as Barnardo's, Action for Children and most recently the English Football League, where she worked in partnership with both the English and Welsh Football Associations.

Safeguarding in motorsport

The Child Protection in Sport Unit (CPSU) is a partnership between the NSPCC, Sport England, Sport Northern Ireland and Sport Wales. For its part, Scotland has Safeguarding in Sport, a partnership between Children 1st and Sport Scotland. The CPSU was founded



in 2001 with the specific intention of working with National Governing Bodies (NGBs) in sport, such as Motorsport UK, to help minimise the risk of child abuse during sporting activities.

The CPSU and Safeguarding in Sport have defined clear, measurable safeguarding standards for sporting organisations. Motorsport UK aims to ensure that motorsport not only meets but exceeds these standards, making the sport a safe and enjoyable environment for all. The Safeguarding Strategy Working Group will publish the governing body's three-year strategy and implementation plan later this year. The strategy will focus on all the disciplines in the sport and provide affiliated members with the tools and support needed in order to develop robust safeguarding measures and effective reporting processes.

Many positive actions are already underway. A new participants' welfare section is available at: www.motorsportuk. org/resource-centre, where the newly endorsed Safeguarding Policies and Procedures portfolio can be found, along with other useful guides, such as a Young Person's Guide to Safeguarding. Linda and fellow safeguarding team member Jennifer Carty are developing additional tools and guidance to support clubs and members, so members are advised to check back here regularly.

Training and educating the motorsport community to recognise the signs of abuse, and how to report any concerns, is a vital step in creating a safe culture. With that in mind, Motorsport UK recently commissioned Tom Gaymor to deliver safeguarding training webinars to 160 of the workforces registered to attend this year's British Karting Championship.

"The CPSU and Safeguarding in Sport have defined clear, measurable safeguarding standards for sporting organisations. Motorsport UK aims to ensure that motorsport not only meets but exceeds these standards"

Coming soon

Motorsport UK is determined that its long term plans reflect the voice of its community and that success can be measured by developing the safeguarding practices across the sport. All members will be receiving an anonymised survey that will bring together the voice of Motorsport UK members, assess progress and identify where resources need to be focused to develop best practice.

Motorsport UK is also in the process of building a new electronic system to provide those working in regulated activity across the sport with a quick and easy route to apply for required criminal record checks in accordance with the Government's Disclosure and Barring Service.

New online training will soon be available that explains our individual legal responsibilities, duty of care and guidelines in relation to creating a culture of safeguarding within motorsport. This will include a Parent Guide advising on what to ask when choosing a new club or team to work with children in motorsport. Bespoke training will soon be delivered for Club Safeguarding Officers to provide a quick, easy and secure route to report safeguarding concerns.



To that end, if you have a safeguarding concern, a query or wish to access guidance please contact:

safeguarding@motorsportuk.org

For further reading on safeguarding, see Child Protection in Sport Unit (CPSU) at: https://thecpsu.org.uk



Motorsport UK is seeking expressions of interest for two new committees

Individuals wishing to be part of shaping the future of motorsport in the UK are invited to submit their expression of interest to join either the Equality, Diversity and Inclusion Committee or the Sustainability Committee.

Background information on the sport can be found at: www.motorsportuk.org

All applications must be emailed to: **committeeinterest@motorsportuk.org** by 15th September 2020. Please indicate the applicable committee. All applications will be acknowledged.



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The Pirelli fuel card offer is just the ticket for Motorsport UK members. Since 1st August, the rewards of this offer have become even more generous as you will now receive a fuel gift card to the value of £120 when buying four new tyres, in sizes of 20 inches or bigger.

How does it all work? It's simple. Pirelli continues to offer a fuel gift card on purchases through official Pirelli Performance Centres of up to eight Pirelli tyres within a calendar year. The card comes in the form of a pre-loaded Mastercard and the offer can be used for your friends and family too, not just for tyres on your own vehicle. Providing the terms and conditions are adhered to, you can take advantage of Pirelli tyre purchases for any cars within your family.

It is a win-win situation for Motorsport UK members to get involved with the exclusive fuel card offer from Pirelli. With a great summer of driving ahead after this frustrating period of prolonged inactivity, there has never been a better time to check your tyres, replace them if necessary, and make the most of the open road.



The table shows the rewards that you will receive when you purchase tyres in a variety of sizes.

Pirelli offer				
Rim	Number of tyres			
	2	4		
16" & below	£10	£30		
17"	£30	£70		
18" & 19"	£50	£100		
20" & above	£60	£120		

Motorsport UK members can find out how to reap the rewards by fitting Pirelli tyres and take advantage of this unique offer by visiting: www.pirelli.co.uk/msuk

Pirelli: Tyre maintenance tips to consider

Now we are all able to resume driving regularly, and for fun, it's important to check the tyres on your car. There are some checks you can carry out yourself, but others are best done by a tyre specialist.

In the UK, the Pirelli Performance Centre network brings together cutting-edge expertise in recommending, fitting and balancing high-performance tyres with first-class customer care and attention. Retailers within the network maintain the highest standards through a 130-point technical audit, which each centre completes twice a year with increasingly demanding criteria.

Pirelli's experts particularly recommend the following tips:

- Check tyres visually to see if there are any lumps or deformations caused by the car standing still for a long time, or by the weather conditions. Check also for damage, cuts, abrasions, and any bulges in the tyres.
- 2. Check tyre pressures (including the spare tyre) ideally at a tyre dealer with professional measuring equipment.
- Take note of your tyre wear. Ensure that the remaining tread depth is above the legal limit of 1.6 millimetres.
- Pay close attention to any vibrations felt through the steering wheel after the car has been standing for a long period of time.
- 5. Pirelli recommends making seasonal tyre changes. So, summer tyres to be used during the warmer months and winter tyres from October to April.

 Alternatively, for a balanced solution that can be used throughout the year, Pirelli's All Season tyres are the perfect choice.

There are now 128 depots in the Pirelli Performance Centre network. To get your tyres checked at one of our specialists, please visit: www.pirelli.co.uk/ppc to find a centre near you.







Vantage Point is a brand-new feature exploring how together we are shaping a more resilient, sustainable, and inclusive future for motorsport. In each edition, we invite a key figure with a specific focus to provide an update on how our sport is building back better, charting key progress steps from their particular 'vantage point'.

In the first edition, campaigner and racer **Nathalie McGloin** brings us up to speed on the work governing bodies like Motorsport UK and the FIA are doing to make motorsport more accessible to disabled competitors.

As President of the FIA Disability and Accessibility Commission, Nathalie McGloin is at the centre of opening up pathways into the sport for disabled drivers, from the grassroots to the very top. Paralysed in a road accident aged just 16, Nathalie has been a passionate and dedicated advocate for disabled motorsport competitors ever since she started racing in 2015, helping to break down barriers that obstruct full and effective participation. We asked Nathalie what specific actions are helping to increase the opportunities for drivers with disabilities.

The FIA Disability and Accessibility Commission [DAA] was only created in 2018, so it's still relatively new. Even with the additional challenges of the last few months we've done a lot in that time, and we're in a good position in terms of putting rules and regulations in place to make motorsport more accessible. So far, though, we've only really been able to achieve it for people already aware or involved, so we need to move forward to the point where a wider demographic of disabled people is aware that motorsport is open to them.

As it stands the regulations are in effect and evolving all the time but, in the past, the changes to Appendix L to the International Sporting Code tended to be quite reactive to certain high-profile individuals, and specific to enabling them

to compete in particular events. Prior to the creation of the DAA, this had its benefits, such as Billy Monger helping to get the rules changed to permit disabled drivers to race single-seaters, which was previously not permitted. However, now the regulations are much more wideranging and focus on disabled drivers in general rather than anyone specific. This was our focus for the first year of the DAA: to build a solid foundation of regulations that then allowed us to move on to creating more opportunities within the sport for disabled people.

We recently gained approval for a new regulation for Certificate of Adaptations, on the basis that if you adapt a homologated car it can fall outside of its regulations, which was causing an issue for some people. For instance, Alex Zanardi was getting ready for the Daytona

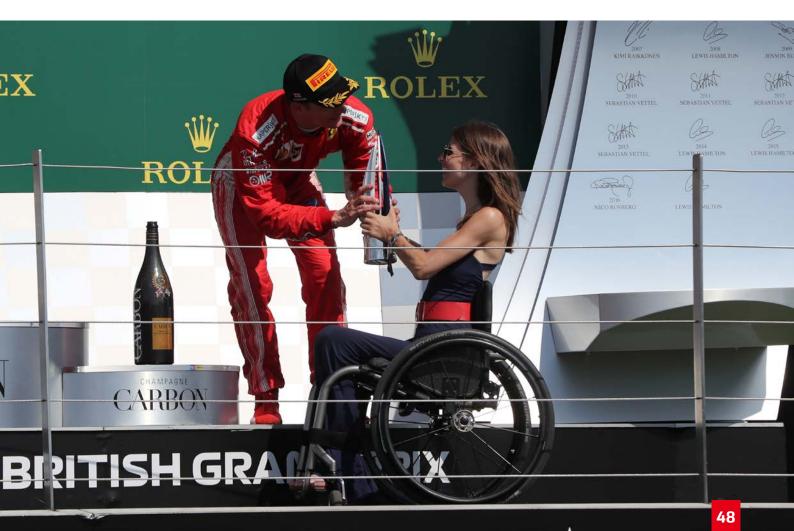
24-hour last year and he explained they were having difficulty getting the adaptations accepted. The certificate runs alongside the homologation papers to say they don't alter the car's performance or safety and permit the driver to compete. This was an answer to the proposal that Alex could take part but only in his own class, which kind of defeats the object because he wouldn't have been classified. The Certificate of Adaptations means a disabled driver can compete against able-bodied competitors in an adapted car and is one of the major progress steps we've been able to put in place.

Regulation changes like this help drivers at all levels, of course, but now the door is open we need to help people through it. The pandemic and wider focus on issues like EDI (Equality, Diversity and Inclusion) have exposed the need to be more inclusive in all aspects of life, motorsport being one of them. We're doing great things and opening the opportunities for disabled people, so I think there is an opportunity here with the wider discussion to tell potential competitors that we're here to support them.

Another really positive development is the Safety Equipment Grant, which means participants can apply for support through ASNs in acquiring the "The Certificate of Adaptations means a disabled driver can compete against able-bodied competitors in an adapted car and is one of the major progress steps we've been able to put in place"

highest level of safety equipment in terms of clothing, fuel cells and fire extinguishers. This means that disabled drivers will get a leg-up and they will also be competing in the safest possible environment, at whatever level. The emphasis now must be effective communication, so people know the grant is available and open for applications through their national governing body.

This is important because where I think motorsport is really appealing to disabled competitors is the parity of being able to compete against able-bodied people. Saying that, entry into motorsport is difficult for everyone and cost will always be a massive factor. Unfortunately, with increasing technology things also get more expensive, which makes the entry level for disabled drivers that bit higher; you don't have that opportunity to start out with a cheap, basic car and because there isn't that stepping stone, there remains a gap between ambition and opportunity.



Life with a disability is more expensive in general, too, and often people don't have the spare cash to put into a track car, which is where track days have become a great taster for people and proving to them they too can participate safely and competitively in motorsport. Many people are already familiar with Spinal Track, which I set up with my partner to offer track and rally experiences to novice disabled drivers. That's just one option though - Loughborough Car Club has a Disabled Driver Scholarship, which is great because that is truly accessible, grassroots motorsport. Disabled drivers get the opportunity to try out autotesting in an adapted car with the top driver winning a drive for a season. We need more initiatives like this in all aspects of the sport and this is one of the main topics I'm discussing with my Commission in order to create those access routes for disabled novices. The more initiatives that are available to give disabled drivers a taste of motorsport, the more likely we are to have a bigger percentage of disabled licence holders in the coming years.

I've also had the pleasure of experiencing some fantastic stories from some of our beneficiaries through Spinal Track, including a couple who have bought their own Golf GTI like the one we use to develop into a track car. I have also had a really emotional day with a guy who was injured at 16 like me, was a really enthusiastic driver, had done all the courses you could do and his dad was watching him from the pit wall with tears in his eyes because he never thought he'd see his son driving round Silverstone on his own merit. Stories like that are what drive us – the important thing is giving people the belief that anything is possible. The power of motorsport to heal is the beauty of it for mespeaking personally it's helped me make peace with my injury, and that's a big, big statement.

I briefly touched on communication earlier but in actual fact this has been a major focal point in recent months. I have always been a big believer in the power of social media, but increasingly we are placing more emphasis on telling stories like these, highlighting the possibilities and growing the audience so that more and more people can see what is possible for them in motorsport. The

"Motorsport is the only sport in the world where disabled and non-disabled people compete together across all levels and where no sub-category exists for a so-called disabled motorsport"

DAA Commission has just been given the green light for our own Instagram channel which will be going live in the next couple of months. This is a real opportunity for us to realise our goals of reaching those disabled people who aren't aware that motorsport is an accessible and inclusive sport. The channel will really promote all the opportunities that exist already, but also serve as our news channel to promote upcoming projects that we are undertaking to make motorsport even more accessible.

One of our key pillars that we'll be focusing on next year is our Accessible Podiums campaign. My goal is that all Formula One and Formula E circuits become completely accessible for disabled spectators, volunteers, officials and competitors in the next couple of seasons. My hope is that by doing this, the culture of accessible motorsport venues will trickle down into the other circuits in those countries too. I want these circuits to be flying the flag for my Commission and for our sport by saying 'however you choose to enjoy our sport, we cater for you regardless of disability'. Silverstone is already on board with this, and I'm hoping that as one of the most iconic circuits on the F1 calendar their support will encourage other circuits to follow suit.

Motorsport is the only sport in the world where disabled and non-disabled people compete together across all levels and where no sub-category exists for a so-called disabled motorsport.

Whether you are a paraplegic Clerk of the Course, an amputee racing driver or a partially sighted spectator, along with your non-disabled equivalents, we're all in this together. I'm ready to really start shouting about this so that everyone begins to understand that motorsport is for everyone.





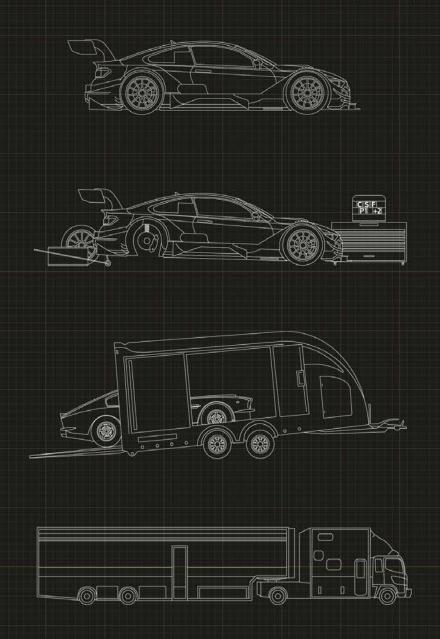
Stay in touch with the latest developments in Disability and Accessibility from Nathalie's vantage point: https://youtu.be/wZi2Cet0fHU



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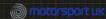
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BECOMING ENVIRONMENTALLY SUSTAINABLE

Help to reduce our environmental footprint

Motorsport UK is working on a simple Environmental Management System for Clubs and Events to help promote sustainability in the sport. More information will be available in future editions of Revolution and the Club Bulletin.



Set up an environmental sustainability team and appoint an 'Environmental Champion'



Implement the simple
Environmental
Management System using
the training and materials
provided by Motorsport UK



Identify your key
environmental aspects
and impacts and set
arrangements in place
to control them



Reduce



Save energy



Protect wildlife, flora, and fauna



Control air pollution



Protect land from erosion



Purchase responsibly

In support of the FIA Environmental Accreditation Scheme, Motorsport UK is providing member clubs and event organisers with on-line training, a workbook and templates/worksheets. These will facilitate the creation of an Environmental Management System which is equivalent to the FIA "Best Practice Principle" status.

Gearing up for environmental sustainability in motorsport

Sports across all sectors and of all sizes can have a huge impact on the world around us with potential damage to the environment through waste, pollution, and general lack of duty of care and environmental awareness. Having an Environmental Management System enables our clubs and events to minimise the environmental impact to the natural environment.



WHAT'S ON AUGUST 2020





21st-23rd August, Lydd (Rotax and Honda)

Motorsport UK British Kart Championships

August is shaping up to be a busy month of motorsport for all disciplines, karting included. Lydd in Kent hosts two of the championships this month with both the Rotax and Honda series opening their accounts. With 180 entrants for 2020, and drivers aged seven and above racing in five different categories, Rotax is open to a huge range of competitors and always delivers close racing. The Honda Cadet championship is open to drivers aged 8-13 using Motorsport UK's homologated Cadet chassis and four-stroke Honda engines. For more information see: www.britishkartchampionships.org

22nd–23rd August and 29th–30th August, Oulton Park and Knockhill

Kwik Fit British Touring Car Championship

With 12 rounds across four events in August alone, the BTCC is making up for lost time in typically furious fashion, the second half of the month seeing races on consecutive weekends at Oulton Park and then Knockhill. Fresh from the opening rounds at Donington and Brands Hatch, expect the field to be fully in its stride and battling hard as the season begins to shake out. With support series including British Formula 4, various Ginetta championships, Mini Challenge JCW (Knockhill only) and the Porsche Carrera Cup GB, these will be packed weekends of racing, though regrettably without spectators due to COVID-19 restrictions. Both events will, however, be shown live in their entirety (and free to view) on ITV4 and ITV4HD and online at: itv.com/btcc with highlights shows on ITV and ITVHD.



Paul Morris



22nd-23rd August, Much Hadham

Inter Club/RS Clubman Summer Autocross

Grassroots motorsport is back in earnest – literally in the case of autocross and Green Belt Motor Club's summer event at Old Park Farm in Much Hadham, Hertfordshire. With the Summer Autocross (part of the 1st Choice Finishes 2020 Association of South Western Motor Clubs championship) taking place on the Saturday and Sunday, and the RS Clubmans on the Sunday only, there will be plenty of motorsport action although the event will be running behind closed doors with no spectators permitted. For more information on the club's events visit: greenbeltmc.org.uk





23rd August

Fusion Fostering Torbay Motor Club Wiscombe Hill Climb

In last month's Revolution we celebrated the many forms of clublevel motorsport, of which Torbay Motor Club's Wiscombe Hill Climb is very much typical, with a host of different classes including many open to road cars of various types. Held just outside Honiton in Devon, a total of six championships will be taking place with two practice and two timed runs for each competitor. Running according to Motorsport UK's COVID-19 quidance, the event will not be open to spectators but you can read all about it on Torbay Motor Club's Facebook page or its own website at: torbaymotorclub.co.uk, where hopefully you can find out about similar events to get involved with.

29th – 30th August, Brands Hatch

Intelligent Money British GT Championship

With four rounds already completed in August, the Intelligent Money British GT Championship heads to Brands Hatch Grand Prix circuit for its fifth round of the 2020 season, supported by the BRDC British Formula 3 Championship, CMMC Southern Saloon Car Series and Ginetta G40 Cup. With a packed grid comprising esteemed marques such as Aston Martin, Audi, Bentley, BMW, Ferrari, Ford, Lamborghini, Mercedes-AMG, Porsche and Toyota, and the full Brands Hatch Grand Prix layout to stretch their legs, it promises to be a spectacular weekend of racing. At the time of writing, advance tickets are available but for those unable to attend in person, all races will be streamed live on: BritishGT.com and the series' Facebook page. It is also available via SRO GT World via YouTube and Twitch.



30th-31st August

Motorsport UK 5 Nations British Rallycross Championship

The famous Lydden Hill rallycross circuit in Kent hosts the first round of the 2020 British Rallycross Championship, open to all nine classes. These include spectacular 600hp supercars, retro Group B heroes, front-wheel drive 1600s, RX150 buggies and more. "We can't wait to finally get racing!" says Lydden Hill Circuit Manager Hannah Rynston. "We feel privileged to have a circuit that is so well suited to exciting racing and safe spectating, and it's going to be great to give so many families the fun weekend that they deserve after such strange times with the pandemic." At the time of writing, limited spectator tickets are available in advance but you are advised to check on the Lydden Hill website at: www.lyddenhill.co.uk for up to date information.

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Partner	Offer	Status
Adrian Flux	15% off road car policies	Business as usual
Aim Shop	£25 off a spend of £250+	Business as usual
APH	10% off airport parking and lounges	Business as usual
Autocourse	Save 30% and free delivery	Business as usual
Autosport	Save up to 74% off subscriptions	Business as usual
Avis	10% off car hire worldwide	Business as usual
Bluefin Sport	Free personal accident cover when competing	Business as usual
Castle Combe	15% off experiences	Online bookings open for trackdays and experiences, no spectator access currently
Cirrus	Discount on noise measurement equipment	Taking bookings online
Cotswold Outdoor	15% discount online and in-store	Business as usual
D4Drivers	20% off motorsport medicals	Business as usual
DFDS	Save up to 25% off cross-channel ferries	Taking bookings online
Dread	Discount on Officials' clothing	Taking orders online
Esso Card	Free fuel card worth £25 with discount on petrol and diesel	Business as usual
F1 TV	Free access for 30 days	Business as usual
GP Racing	Save up to 66% on subscriptions	Business as usual
GPR	£25 off a spend of £250+	Business as usual
Grandstand Merchandise	20% discount on merchandise	Taking orders online
Halfords	10% off in-store	Business as usual
Haynes	Extra 10% off any purchase	Taking orders online
Hilton	Discounted rates across the UK	Business as usual
IAM	20% off advanced driving courses	Taking bookings online



Partner	Offer	Status
iRacing	Free three-month subscription	Business as usual
iZone	Discount on driver coaching	Business as usual
Knockhill	Discount on experiences and coaching	Online bookings open for trackdays and experiences, no spectator access currently
Motor Sport magazine	Up to 70% off subscriptions	Business as usual
Motorsport UK merchandise	15% discount online	Available online
Nutt Travel with Stena Line	Discount on Irish Sea crossings	Business as usual
Opentrack	10% off trackdays	Taking bookings online
Pirelli	Up to £120 cash back on road tyres	Business as usual
Playseat	20% discount on selected items	Business as usual
Porter Press	10% discount	Business as usual
Power Maxed	50% discount on car care range online	Business as usual
Protyre	Discounts on competition and car tyres and MOTs	Business as usual
RAC	Breakdown cover from £6 per month	Business as usual
Readly	Two months free	Business as usual
Reis	15% off motorsport insurance policies	Business as usual
Runners Need	15% discount online and in-store	Business as usual
Silverstone Experience	Save 1/3 off on-the-gate ticket prices	Business as usual
Snow + Rock	15% online and in-store	Business as usual
TeamSport	10% off online bookings	Business as usual
Wera Tools	Discounts online via Tool Maniac	Taking orders online
WRC Shop	15% off a dedicated range	Business as usual
WRC+	15% off subscriptions	Business as usual





MYMOTORSPORT



Revolution: "What is your earliest motorsport memory?"

Phil Mason: "I guess it would have been BriSCA F1 stock cars when I was about nine or ten. My dad, my mum and I would all go down to the Belle Vue track in Manchester on a Saturday night. My hero was world champion Stu Smith, who raced under number 391 and became a bit of an idol for his style of racing. Sometimes he was a bit of a bad boy and I thought 'I like him, he knows how to flirt with the grey area of the rules!'

"I also used to watch random stuff like rallycross when it occasionally came on BBC Grandstand on a Saturday afternoon. My dad was more into football but sometimes they'd cut to Lydden Hill and I'd enjoy watching that. In terms of F1, the first race I can remember was probably Mansell winning the European Grand Prix at Brands Hatch in 1985."

R: "Stock car racing aside what was the first circuit race you went to?"

PM: "That would have been with my now father-in-law Mike Wright, who is a scrutineer himself. He used to race a Honda S800 in the John Lelliott Post-Historics. I'd got to know his daughter and we'd join them at races in places like Donington or Mallory Park. Mike would prepare the car and I used to help out."

PHIL MASON

Chief Scrutineer for the British Grand Prix/70th
Anniversary Grand Prix

Phil grew up in Manchester, where he studied for an HND in Mechanical Engineering. This led to a job as project manager for a manufacturer of steam turbines and other heavy industrial machinery. His father-in-law's club racing fuelled Phil's interest in motorsport and together they joined the ranks of motorsport scrutineers.

R: "Which motorsport personality do you consider to be an unsung hero and why do you feel they deserve greater recognition?"

PM: "Martin Brundle springs to mind. He was successful in his sports car career of course, but like others at that time he went between various teams and seemed this typical British type, you know, just go and do it."

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

PM: "Well, it's not technically a full-time job as I still have a career outside of motorsport which I do during the week, before coming to the track at weekends. But the scrutineering came about after Mike had gone from racing the S800 and into Slick 50 Road Saloons, which we did for a few years. It was getting a little expensive to carry on, but we really enjoyed the paddock atmosphere, so we asked around and found out about the Motor Sports Association's (as it was then) scrutineering training programme which Mike and I signed up for. Back then, it was based on attendance and hands-on learning and we were signed off within a year – kind of poachers turned gamekeepers!"

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

PM: "As I've got to know Peter Riches (Chief Scrutineer for the British Grand Prix and British Touring Car Championship), he's had a lot of influence and pointed me in the right direction on occasions. His commitments with the BTCC clash with the two Grands Prix at Silverstone which has meant that I've had to hold the fort this year. That's a great honour."



R: "Scrutineering at events of this level must be an amazing way of getting up close to the sport. How does it actually work out over a Grand Prix weekend at Silverstone?"

PM: "We'll have 37 scrutineers at a Grand Prix, with 25 working with me at the Wing on the F1 and the other 12 working on the support races. For F1, we become the local eyes of the FIA. Because of the current situation with COVID-19, we have two scrutineers per team at the doorway to the garage when traditionally they would have been in the back of the garage working with the teams. We also have another team of five scrutineers, of which I am one, working with the FIA at the top of the pitlane in what we call garage zero, where we do all the cars on the flat patch, check wing profiles and deflection and that sort of thing."

R: "What is the relationship like with the teams? You are spending all weekend with them, but do you interact or have to maintain a professional distance?"

PM: "The teams know they are going to have scrutineers and Jo Bauer (FIA Chief Technical Delegate) warns them they are going to have us doing these checks and it's part of the job. But from my perspective, we have an expert team of scrutineers here, and it's helped by the fact that so many of the teams are based in the UK so there is no language barrier. There is also a great deal of mutual respect. I had two scrutineers with Williams, for example, and they were doing a thank you NHS promo shot around the car and they insisted the scrutineers join them for the photo."

R: "Being a scrutineer obviously requires a level of technical expertise, especially at this level. Does that come from the day job?"

PM: "My qualification is in mechanical engineering and I'm a project manager in the construction industry, so I'm doing that during the week and then I spend the weekend up close with cars that go at incredible speeds. When you look at one of these things with the cover off, the engineering is something to behold. I tell the guys in the office what I've been doing at the weekend and they can't believe it!"

R: "How has the job changed in recent years?"

PM: "From a scrutineering perspective it's become more interesting; the technology has evolved, which adds another challenge for the scrutineer with the electronics. But it rubs off on other championships – they're testing the hybrid car for BTCC and that's going to affect other series with electric cars, which Motorsport UK is supporting with its new technical guidelines."

R: "Where does the role go from here?"

PM: "I can't get much higher than where I am now and the fact that Peter Riches had his commitments with the BTCC allowed me to step into his shoes for this year at least. We'll see what happens down the line."

CORNER

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Bath Motor Club

A traditional club with an eye to the future, Bath Motor Club is leading the way in making grassroots motorsport more environmentally friendly.

The challenge of running motorsport events attractive to both long-standing members and newcomers alike is one faced by clubs across the country. Couple that with the need to plan for the long term, present a responsible face to the wider community, and consider broader issues such as the environment and sustainability, and you realise just how dedicated, resourceful and hard-working the volunteers running these organisations must be.

It also reveals why the motorsport community is so appreciative of their efforts. Look no further than Bath Motor Club, which has recently embraced some simple measures to help reduce the environmental impact of the events it organises.

Created in 1963 by a plucky band of road rally enthusiasts, the club now has nearly 200 members participating in everything from quizzes, visits to motorsport teams, treasure hunts, classic car runs and other social events, alongside the 'bread and butter' autosolos, 12-car road rallies, single venue targa events and signature Festival Rally. But it is the appointment of an 'Environmental Champion' that makes Bath Motor Club a particularly strong examplar, as the club's Chairman Dave Whittock, former co-driver for Per Eklund, explains.

Dave has been looking at ways to make the club's activities more sympathetic to modern attitudes, as well as to attract new members while simultaneously catering to its existing ones. "When this topic came up, I said we need to think of a new way of doing things, so we advertised a new post," he explains. It turned out they had just the expertise

Grassroots events are Bath Motor Club's bread and butter



they needed within their ranks in the shape of former motor industry environmental auditor Andy Cross, who has since helped shape the club's environmental policy.

"As recently as 15 years ago you could do a deal with a landowner without too much trouble," says Dave, "but now there is increased pressure and you have to present a risk assessment, safety plan and things like that. This new environmental policy complements that and demonstrates we can hold these events responsibly."

The headline initiative is a £1 levy on every entry fee to plant a tree for each participant, which builds credibility with the likes of the National Trust and other landowners who have to be able to justify holding a motorsport event to their wider stakeholders. This is backed up by simple, common sense measures to reduce environmental impact.

"When we're organising something and creating a carbon output, we have to think how we can cut down on the plastics and make sure everything is recyclable," says Dave. "It is now our policy to provide the correct bins, we recycle properly, and we just



want to think about reducing the plastic and non-recyclable material from start to finish. We even take the wire bindings out of the roadbooks! Most of it is just common sense really; after all, we've all been putting our rubbish in separate bins at home for years."

Small steps, perhaps. But evidence of how a little lateral thinking can contribute to a sustainable future for the sport we love.

Hand cleaning stations and dedicated recycling bins underline the club's responsible credentials

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Kwik Fit British Touring Car Championship

Donington 1st-2nd and Brands Hatch 8th-9th August

The BTCC is packing an awful lot of racing into a short space of time, the first two of four events in August hosting rounds one, two and three at Donington over the first weekend of August and four, five and six at Brands Hatch just seven days later.

294 days since the championship last saw action, Dan Cammish of Halfords Yuasa Racing took the first win of 2020, with Colin Turkington for Team BMW and Ash Sutton of Laser Tools Racing also bagging a win each. A week later at Brands Hatch Cammish again took the first race and Turkington the second, the latter's teammate Tom Oliphant claiming the final win of the day in a strong outing for the BMWs. Turkington's consistency across both weekends has given him an early championship lead.



British Autotest Championship

Nic Ayre Memorial Autotest, Acaster Airfield, 9th August

With the support of Motorsport UK's COVID-19 guidance, local clubs and competitors are once again back in action in grassroots disciplines across the UK. One such event was Alwoodley Motor Club's Nic Ayre Memorial Autotest, held at Acaster Airfield on 9th August in glorious sunshine.

14 competitors challenged themselves with tricky courses testing the best autotesters in the country. Stunt driving supremo Paul Swift guided his Mini around the cones in fine style to clinch maximum points, putting himself into a joint lead with Malcolm Livingston. Livingston won the opening round but couldn't match an on-form Swift. Chris Chapman and Dave Mosey enjoyed a day-long dual with the pair finishing in third and fourth while Charlie Lower rounded out the top five and claimed the Junior honours.



BRDC British F3 Championship

Oulton Park, 1st-2nd August

A hectic opener to the BRDC British F3 championship saw a total of four races at Oulton Park, all of them packed with drama. A number of penalties for false starts perhaps demonstrated a little too much enthusiasm to get the series underway, original winner Kaylen Frederick among those demoted. Kiern Dewiss was the eventual winner. The reverse grid for race two worked in the favour of winner Piers Prior, with two further races left to run on the Sunday. In the end the day belonged to Kaylen Frederick, with two wins out of two and the championship lead to his name, Piers Prior taking his second podium of the weekend with a third place in the final race.





Motorsport UK iRacing Esports Series powered by iZone

Round 5, Montreal

Jump starts are a relatively common occurrence in motor racing. Esports put an unusual digital twist on the phenomenon when the original Montreal round of the Motorsport UK iRacing Esports
Series accidentally kicked off an hour earlier than scheduled, meaning many drivers missed the start. The round was declared null and rescheduled for the following week, thankfully passing off more successfully this time. Congratulations go to winners Gordon Mutch (League 1), McKenzy Cresswell (League 2), James Montgomery (League 3), Jamil Hasanli Rogers (League 4), Michael Maguinness (League 5) and Giles Thompson (League 6). For full championship standings see: www.izoneperformance.com/standings



Vintage VSCC and Reg Phillips Trophy

Shelsley Walsh, 8th-9th August

The world's oldest original race venue held the second of its 2020 events under sunny blue skies, only the lack of spectators taking the shine off an otherwise stellar weekend of competition. On Saturday it was the Vintage VSCC, James Baxster's Riley TT Sprite showing incredible consistency to take the win with two identical 31.8-second runs. Various 'Shelsley specials' also ran, including the Spider Basil Davenport drove to victory in 1926. On Sunday it was the turn of the modern racers, David and Allan Warburton scoring a family one-two, chased hard by Harry Pick. But it was the Mini van of Adele and Ian Hunt that seemingly won hearts and minds with its run in the new Commercial Vehicles class, underscoring just how vibrant and diverse hill climbing really is.



Formula 1® Aramco Grand Prix of Spain

14th-16th August

If Max Verstappen's victory in the 70th Anniversary Grand Prix offered a hint that Lewis Hamilton would have to work for his seventh Formula 1 title, the utter dominance of his victory ahead of the Dutchman in Spain suggests otherwise. There is no doubt that the Mercedes is the car to beat, but Hamilton's pole to flag drive was a masterclass and proof, yet again, that he is on another level as a driver, not just in possession of the best car. With his 156th podium, he has now beaten another Schumacher record and is only three wins and a championship title away from equalling the German legend. Few would reckon against both happening before the year is out.





Motorsport UK British Kart Championship (IAME, KZ2 and Bambino)

Rowrah, 14th-16th August

With 142 drivers across six classes, Cumbria's Rowrah circuit hosted a suitably hectic and close-fought opener for the Motorsport UK British Kart Championships, competitors adapting to new COVID-19 safety measures such as restricted team members in attendance and digital signing-on, scrutineering and briefings to aid social distancing. Congratulations due to all who attended, but most of all to winners Luca Holmes-Balac (Bambino), Nathan Tye (IAME Cadet), Vinnie Phillips (Mini X30), Joshua Rowledge and Oliver Greenall (Junior X30), Callum Bradshaw and Danny Keirle (Senior X30) and Joe Charlton (KZ2).



Intelligent Money British GT Championship

Oulton Park, 1st-2nd August and Donington 15th-16th August

British GT's grid of racing supercars makes for a stunning spectacle, the first of two races at Oulton Park over the weekend of 1st-2nd August seeing a win for Esports star James Baldwin and Michael O'Brien's McLaren, while the second witnessed a dominant one-two for the Barwell Motorsports Lamborghini of Phil Keen and Adam Balon. Rounds three and four took place at Donington, in changeable conditions. The first race of the weekend was another Lamborghini victory, this time for Michael Igoe and Andrea Calderelli of WPI Motorsport. There were two new winners in the 60-minute sprint race that followed, Team Parker Racing's gamble of putting slicks on the Bentley of Nick Jones and Scott Malvern paying off handsomely for both.

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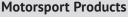
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The Parting Shot

It is 70 years since the very first race of the FIA Formula One® World Championship took place at Silverstone, an event celebrated this month with the 70th Anniversary Grand Prix at the same track. Here is a flavour of that famous day, with Giuseppe 'Nino' Farina taking the chequered flag in his Alfa Romeo Tipo 158 Alfetta, its 1.5-litre, supercharged engine delivering 350hp at 8,600rpm, demonstrating that cutting-edge technology has been at the heart of Formula One from the beginning. Photo: Alfa Romeo

