

Revolution

January 2021

The official magazine of  motorsport uk

THREE YEARS OF CHANGE



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**A GUIDE TO TOWING
YOUR COMPETITION
VEHICLE**

INSIGHT:

**MOTORSPORT IN
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**WHY IT IS TIME
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CEO's MESSAGE

Hugh Chambers

WRC and Rallying in the UK: The future

The lack of a round of the world championship for the UK in 2021 has prompted a number of questions regarding the future of rallying in this country, and specifically forest stage rallying. The concerns stretch beyond the WRC right down to the grassroots of the sport. The fact is that forest stage rallying in the UK has faced a challenging environment for some time, with two main issues: the cost of stage miles largely derived from the estate owners' demands; and the threat of enforced restrictions on use of the land under pressure from lobby groups opposed to motorised sport. There are other factors, but these are of prime importance.

With regard to costs, in Wales, we have been a party in the relationship between Natural Resources Wales and the repair of roads with the independent firm, Rally4Wales. We have established a good working relationship that is affordable and beneficial to the natural environment. The impact a rally has on the forests is very minimal in terms of carbon footprint, and even less in regard to the state of the roads that are almost always repaired to a better condition than prior to the event.

Two major research studies are underway conducted by Forestry England and Natural Resources Wales – with independent research firms each conducting a wide stakeholder analysis. Motorsport UK has been closely involved with both consultations and has provided extensive information to demonstrate the positive social and economic impact, as well as highlighting the relatively minimal environmental impact of rallying. Through our communications channels, and specifically *Revolution* magazine, we invited the community to participate in the English Forestry survey. The good news is that these are thorough and well considered studies and discussions with stakeholders suggest that there is an appetite to work in partnership with us to create a sustainable future for motorsport in these environments. But clearly, we will need to evolve and change to make our sport part of the solution and not, as some would see it, a part of the problem.

We have worked consistently on these two aspects – but I think that the core of the concern lies much deeper, and that is in the changed relationship between rallying and the general public.

"We will need to evolve and change to make our sport part of the solution"

Back in 1995, when Prodrive was maximising the impact of the Subaru World Rally Team on the national consciousness, we enjoyed a purple patch for rallying with McRae and Burns splashed across not just the sports pages, but the front pages of the media year after year. None of this was by accident, as it was planned and pushed hard. This was at the end of a glorious period of rallying when international events would span the length of Great Britain, with mobile service crews and overnight stays in far-flung cities. The current era started around 20 years ago with a move to more compact itineraries with centralised service parks, driven largely by the FIA, to address growing concerns over safety and also to cater for the needs of manufacturers and sponsors. The new direction did not see any place for the amateur drivers that had made up the bulk of entries on events like the Monte, Tulip and RAC. This was a tipping point at which it was argued that the financial clout of the car makers would ensure an impact to attract new audiences and fans – but sadly that has not really happened. When the RAC Rally covered the UK map, then millions of people were exposed to the spectacle – whereas now we have less than 100,000 spectators, and pretty much all hardcore rally fans already, who make the pilgrimage to the forests of north Wales.

TV was to be the answer. But there ensued a perfect storm where the macro environment for sports footage began to stratify, with the top sports (football, rugby, F1) enjoying an ever-increasing bidding war from media outlets and with all other sports suffering a value erosion that saw them disappear behind a paywall. This problem was acute for WRC – from a logistical and technical point of view, it is a very expensive TV production, and the prospect of free-to-air evaporated. Technology and the internet have made it much easier to follow rallying, but there remains the perennial challenge of explaining to the uninitiated exactly how the competition is unfolding – versus the relative simplicity of a football match or even a 90-minute F1 race. It has always been true that live sport is massively more powerful at pulling in audiences and thus sponsors, but given the long



Credit

multi-day format of rallying, the majority of broadcasters opt to show highlights that struggle to capture anything more than the photogenic nature of the cars and landscape.

Why does all this matter? It does, because the economics of the WRC changed for the worse for traditional events like ours. The change to a 'clover leaf' format, meant that a rally had to be based in one place and in the immediate environment of the stages, not travelling across the country via cities and stately homes.

What is the future for the WRC in the UK? The good news is that we have had a brilliant and loyal partner in the form of the Welsh government, that has supported the rally for over 21 years now. This originally began with a Cardiff-based event, but in 2013 it was shifted to north Wales, as this was seen as the most productive arena to deliver a healthy return on their investment. The key metrics of success – that are assiduously monitored each year – are the economic impact of the event on the immediate area of the rally. The 2019 event delivered an audited net benefit of £9.87m to the region, counting only that expenditure that arose from visitors from beyond the Welsh borders. There are many

other positive metrics including the engagement with local schools (9,000 attended the Big Bang Tech show) and the impact on marketing for local Welsh businesses including Toyota and Airbus. But after so many years it is not surprising that the combination of pressure on the public purse and the natural competition from many other alternative sports and culture properties saw the Welsh government begin to reduce their commitment to the event.

At the same time, we saw the emergence of countries and cities backed by governments keen to attract a major sporting world championship. Well-funded rallies in Mexico and Chile produced spectacular and popular events – a new government backed Safari Rally re-emerged in Kenya, and Toyota was keen to see Rally Japan back on the calendar. With more demand around the world came greater rights fees and coupled with the decline in our own state sponsorship meant the event moved from being financially precarious to a significant loss maker.

In response, for the 2019 Wales Rally GB, there were multiple innovations: we took the start to Liverpool, with a new urban audience, and the first stage to Oulton Park, both of which



were popular and raised awareness of the rally in Merseyside and played their part in the ticket sell-out on the stages over the weekend. At the same time, the rally HQ and service park moved from the Deeside car park to the centre of Llandudno with a promise of more life and an atmosphere more akin to Ypres. Altogether it was a significant step forward in many ways, but in reality, there was not the huge leap needed in terms of financial viability.

Nonetheless, we were fully committed to the 2020 edition and the opportunity it presented to build on the learnings from the 2019 innovations. And then the pandemic struck. By June it was clear that any plan to run an event in late October was fraught with the risk of cancellation. Of course, we all now know that an event planned for the slated period of the rally would not have run, as Wales moved from restrictions to lockdowns.

From this disappointment we saw an opportunity to propose the consolidation of the budgets from the 2020 and 2021 Welsh government support. However, when the FIA published the WRC calendar in September, we were concerned that the slot given to the UK was in August, albeit provisionally. This presented major issues for a Wales based rally, as the major metrics of inward spending would be hampered by the normal summer season already providing full hotels and restaurants – if that wasn't all to be scuppered by COVID-19

anyway. By then it was made clear that it would not be possible to roll up contractual payments and even with a spectator sell-out we would be running the event at a very significant loss – all to be funded by our membership.

While all of this was going on there was the development of a proposed WRC event in Northern Ireland led by Bobby Willis. We provided all of the rationale for the economic and social impact, as well as the global coverage it would provide. The pitch was well received, but the financial analysis was only partially complete when the pandemic hit and changed the entire financial status of government bodies. Laid against the backdrop of COVID-19 there was no chance by then that we could obtain the additional funding for a 2021 NI event, so all efforts have turned to 2022.

At this point it is worth going back to the broader issue of the future of rallying and the existential threat of the move from the internal combustion engine (ICE). On the one hand it may appear to be a long way off that we will all be driving electric cars, and more specifically that we would be prevented from the use of ICE for motorsport. But for the WRC it is a much bigger issue as two of the three remaining teams, Toyota and Hyundai, are manufacturers in the eye of the storm with investment in electrification and a social conscience that no longer embraces the ICE. The costs of the WRC have escalated for the teams and the ROI that it

"The time is ripe for a radical rethink of what the WRC could and should be"

presents is a challenge – so the time is ripe for a radical rethink of what the WRC could and should be. And it follows so must any future round of the WRC in the UK.

For those of us who grew up in rallying, the DNA of the sport is very much about accessibility for competitors and spectators alike – the ability for the amateur to pit their skills against better funded competitors – and endurance and adventure. What we need to get back to is a much simpler and cost-effective format for rallying without the technical arms race that now extends down the hierarchy of the sport.

Realistically domestic rallying is really a driver/co-driver funded activity and as such we need to get the costs down and the accessibility up. The events that are massively over-subscribed are things like the Roger Albert Clark, the Mull Rally and even the single venue rallies at race circuits. These latter events may not all be the traditionalists' idea of a rally, but the market responds in saying they like these events – and we need to learn from that. We love forest stage rallying – but we cannot stick our heads in the sand and assume that everything can simply continue in the way it has done for years. This also extends to the issues of propulsion and the approach we take to the eventual phasing out of the ICE, and whatever it is replaced by in motorsport. Motorsport UK has already published rules and regulations for electric competition vehicles, including rally cars, so the basic framework is set for the adoption by those that want to be amongst the first to explore these technologies.

To address these fundamental issues, we are drawing together a group of people from the spectrum of stakeholders who can bring expert skills to the table, and a fresh set of ideas on how rallying in the UK can be reinvented for the new age. This is in addition to the ongoing work of the Rally Committee, chaired by Nicky Moffitt, which is also charged with these same challenges.

Undoubtedly, at the future pinnacle should sit a round of the WRC in the UK, albeit we cannot prejudge the outcome of what the format or location of that event will be. The existing format of Wales Rally GB presents fundamental challenges to its viability and we all need to be open-minded about seeking alternative locations and formats – but we cannot escape the fact that wherever it is such an event will need considerable external funding and that is most likely to come from local or regional governments. We have advanced



these discussions across the UK, but now is hardly the time for such institutions to be committing to new events however exciting. Although having a strong championship contender in Elfyn Evans has to help.

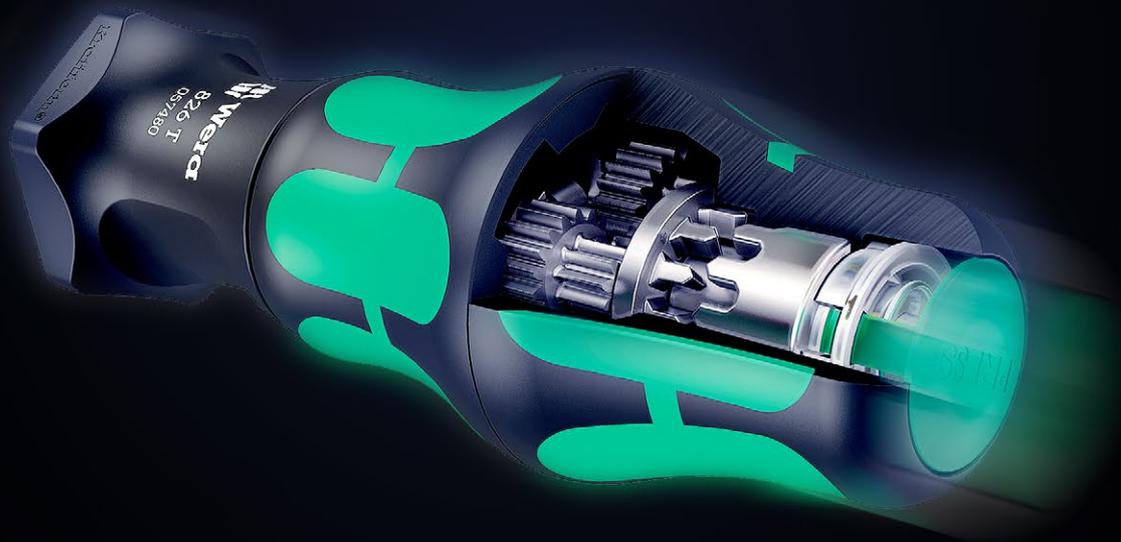
What is clear is that the UK presents a very good consumer market for the WRC, for the manufacturers and the series partners. It is also the very heartland of rallying, with a rich and extensive history second to none. In the same way that the British GP is a cornerstone of the F1 calendar, we need to fight to get a round of the WRC back in the UK every year. With the right format I have no doubt that the FIA and the WRC Promoter would welcome us back. But we need a model that is affordable, practical and attractive to domestic and international competitors – as well as all possible commercial partners.

We would like to hear from everyone with their ideas for how rallying should progress in the future. Tell us what specific ingredients will work so that everyone can be aligned behind a new future vision.

rally@motorsportuk.org

Kind regards,
Hugh Chambers
CEO, Motorsport UK

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In this month's *Revolution*, David Richards reviews the first three years of his chairmanship and looks ahead to his next tenure. We also share tips for transporting your car to events, as well as a bluffer's guide to Trials, a review of locked-down motorsport in Scotland and much more!



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THREE YEARS OF CHANGE

It's now three years since I took over as Chairman of Motorsport UK, or the MSA as it was then called. Lewis Hamilton had just secured his fourth world championship title and I took on the role in the full knowledge that we were about to embark on a period of rapid change throughout the entire motorsport world.

Little did I know what was ahead.

At the front of my mind was the question of relevance and how would car manufacturers view motorsport in the future. They have been such an important part of our history and yet marketing spend is now focused on environmental issues and engineering development on electrification.

I was concerned about the declining number of licence holders with a 10% drop over the previous decade and it was very clear that I was taking over an organisation that required a change of direction.

The MSA had been a very competent regulator of the sport but had failed in its duty to promote the sport to a wider audience, nor did it offer vision and leadership when it came to the technical challenges that our sport is facing.

I therefore set out a clear agenda with the objective of establishing a sustainable future for motorsport in the UK and an organisation that was fit for purpose in the 21st century.

We embarked on a fundamental restructuring of the governing body to ensure it was financially viable, forward thinking and most importantly accountable to its members.

We redrafted the entire Memorandum and Articles and changed the structure such that the Motorsport Council now plays a strong advisory role representing all aspects of the sport, whilst the Board itself is far more diverse and fully accountable for its actions. At the same time, we've complemented the existing executive team with additional talent that bring a new perspective to the role of sports governance.

The highest level of our sport has always been extremely strong with British competitors winning in almost every category, but it was very clear that as a governing body we needed to spend more of our time and attention on supporting the grassroots of the sport.

We had to make a number of difficult decisions such as increasing licence fees, as without a sensible financial model it would not be possible to deliver the governance and investment that our sport required.

An excellent demonstration of how this new management team has developed over the last few years is the manner in which they tackled the many challenges the COVID-19 pandemic threw at them. The fact that we were able to get motorsport up and running again before almost any other country in the world was a true credit to a far more dynamic executive team, led by Hugh Chambers, that are now at the heart of our organisation.

Our focus on the grassroots has resulted in a reduced burden of bureaucracy when it comes to medicals for licence holders and the life of certain safety equipment, which was not very popular with the suppliers. However, I have to admit we've still got a long way to go in reducing the overall financial and bureaucratic burden on the grassroots of our sport and that remains an ongoing task.

All of this had to be undertaken whilst respecting our primary responsibility to maintain the highest levels of safety, which is at the heart of everything we do.

We finally secured the Bill to close public roads for competition, which opens up so many new opportunities, and built far closer relationships with government and this continues with the newly formed All-Party Parliamentary Group for Motorsport.

At the same time, we've not shied away from engaging with a wide range of organisations to defend the motorsport community from the inevitable environmental challenges we face; the most recent being access to forests in Wales which lie at the very heart of rallying in this country. We've had our disappointments and none more so than the loss of the British round of the WRC, but I'm confident that with the right economic model we can encourage the Championship back to the UK in the coming years.

"Our focus on the grassroots has resulted in a reduced burden of bureaucracy when it comes to medicals for licence holders and the life of certain safety equipment"





It's easy to forget that when I took over we were facing the threat of the loss of the British Grand Prix but now with the benefit of a long-term contract we can look forward to many more years of F1 at Silverstone. The fact that we were able to accommodate two Grands Prix last year in the middle of a pandemic speaks volumes for the collaboration between Motorsport UK, Silverstone and the Formula One Promoter.

One of the most significant achievements of the last few years and something that I take great pride in is the fact that Motorsport UK is now fully compliant with Sport England's Codes of Practice and we meet the highest level of sport governance.

Our adoption of a diversity agenda has been at the centre of this, although I freely admit we have only just scratched the surface. Yet from a previous era, where we had little female representation on Council or our Board, this is starting to be addressed, whilst we've also witnessed the success of the W Series, the founder of which, Catherine Bond Muir, is one of our new Board members.

We have encouraged a number of disability initiatives and engaged with Lewis Hamilton's Foundation, yet I'd be the first to admit that we have a long way to go before we can truly claim our sport represents the demographic of the country at large. This must be our ultimate goal as we represent one of the few sports that should have no barriers to participation on an equal basis, yet access and cost remain a significant barrier for many.

Nigel Edwards

Race Director for the British Karting Championships and CIK-FIA

Over the last three years the governing body of Motorsport in the UK has seen big changes. Changes of leadership, organisation and direction are evident, while the efforts to reduce 'bureaucracy' have taken shape and these must continue as a driver towards a clear and direct path of administration which has the power to link with its customer base and club driven foundation.

David Richards has headed up this challenge and there have no doubt been some big 'wins' along the way, not least getting the organisation to function as a 'team', and overhauling and modernising its outlook. However upgrading many years of 'like for like' thinking is ongoing and hopefully the more direct, business-like approach of the organisation will take us into the next chapter of motorsport governance.

There are still challenges, not least the detailed communications with the various elements of UK motorsport, trying to understand their specific problems and help roll out some new thinking on customer involvement and encouraging newcomers into the sport, either as competitors or officials.

In my specific discipline of karting we have many challenges, with a plethora of non-regulated activities popping up to challenge the 'norm'. Our sport needs to work together to embrace all karting activities and understand what our customers want and how we can offer that in an orderly manner, offering a quality product which covers all aspects of safety and fairness under one unified body.

Challenges with new technology will also be key to the sustainability of our future, and aligning old with new is a big challenge for Mr Richards and his team in the coming years.

In summary, the new leadership has probably done what is always the most difficult part of any organisation upgrade – having the vision and guts to make changes. This will not always be perfect but it will encourage us all to get thinking about our sport and the power of working together to achieve our goals – whatever discipline we come from.





Most racing drivers started their career in karting so it was inevitable that we should focus a considerable amount of our attention on this grassroots activity. We've taken over the promotion of the British Karting Championships to considerable acclaim. We continue a drive to reduce costs in order to open up the opportunity for youngsters to take that first step on the motorsport ladder whilst using junior karting to demonstrate new technologies such as electric karts or renewable fuels, which are sure to be a mainstay of our sport in the future.

Like so many other activities, the pandemic has set us back with lots of our plans and it is unfortunate that in some areas we've lost 12 months of progress that we had planned. Our offices have been closed for much of this time and many of our staff have been furloughed to help minimise our losses, yet so much of the basic workload of the governing body remains.

The change of name to Motorsport UK was therefore symbolic of a fundamental change in culture and attitude throughout our organisation and this will be further demonstrated when we move to Bicester early this year.

In many ways this will be the final piece of the jigsaw of my first three years of tenure. It will position us centrally in the heart of the motorsport community and provide far better facilities at reduced cost where we can welcome our members to visit and host events within the Bicester Motion facility.

"We continue a drive to reduce costs in order to open up the opportunity for youngsters to take that first step on the motorsport ladder"



"We have significantly raised our profile not only with government, but also with car manufacturers and the FIA where we are now regarded as a proactive member who leads the way with many new initiatives"

Chris Aylett

Chief Executive, Motorsport Industry Association

The UK motorsport industry knew that following David Richards' appointment as Chairman of Motorsport UK in January 2018, there would be significant action and changes. In the years since, during a period of complex challenges, we can all see the positive effect his leadership has had on UK motorsport. The many years of outstanding success which his Prodrive group has enjoyed in international motorsport, already marked David down as one of the outstanding leaders of motorsport for many decades. He brought all that experience into the governing body of UK motorsport and his presence is already being felt.

Our industry needs a strong and healthy sport and undoubtedly, once we get through the challenge of this pandemic period, our national motorsport scene looks extremely healthy. We see Motorsport UK embracing with enthusiasm, the issues of diversity, championing the growth of women's motorsport, improving the administration, and the invaluable work of the marshals – so many new initiatives that reflect the energy created by the Motorsport UK rebrand.

David has always attracted the very best people to work alongside him and he continues in that vein, not only with his long-time colleague, Hugh Chambers, but in other senior appointments.

Members of the MIA are pleased to see that the future of UK motorsport is in safe, capable hands.



We have significantly raised our profile not only with government, but also with car manufacturers and the FIA where we are now regarded as a proactive member who leads the way with many new initiatives. At the end of the day if we are to represent you, our members, we must have a voice and be respected for our opinions well beyond the motorsport community into society as a whole.

As far as the motorsport industry is concerned, we managed to secure Elite Athlete status for professional racing teams last year. This allowed them to travel during the pandemic which was vital in maintaining Britain's position at the forefront of international motorsport.

Looking back over the last three years, it is very clear that change has accelerated even faster than I envisaged and the environment has taken a pre-eminent place in the minds and actions of governments and corporations around the world.



"I firmly believe we have the foundations of a very sound governing body that administers, trains, safeguards, develops and promotes motorsport in the UK very effectively"

Some might consider this as a threat. I would rather look at it as an opportunity for us to reposition our sport, embrace change and demonstrate how we can adapt and lead with technologies that will help define the transport of tomorrow, just as we did one hundred years ago, in the early days of motoring.

There is no denying that there is a long way to go before I'll be satisfied with the role that Motorsport UK plays as a governing body. It would be easy to make excuses and give a list of reasons why we still haven't achieved all that I'd hoped for and with so much more to be done I'm sure there will be those who believe that we haven't moved fast enough with our agenda of change.

Most importantly, we are now listening to your priorities and ideas and I firmly believe we have the foundations of a very sound governing body that administers, trains, safeguards, develops and promotes motorsport in the UK very effectively.

As we come out of this pandemic, we will ensure that motorsport gets back on track as quickly as possible and we are already planning for the year ahead.

Malcolm Wilson

Managing Director, M-Sport

The true impact of what David and the team at Motorsport UK have brought to the sport during the past three years was never more evident than in 2020, when they faced a Herculean task to get the sport restarted in such a difficult situation.

The support the rally community has received has been fantastic, and the speed with which the team reacted to the changing conditions was so critical. It is that kind of decisive leadership that we needed to get us through and be given the clear guidance to get our Return to Rally Stages up and running. The amount of entries we received within only an hour showed how much pent-up demand there was, so it was a real achievement in a challenging year.

Similarly, I know we can count on the Motorsport UK team to help us create our next event - they understand just how important rally is and they are firmly focused on its future. And with the World Rally Championship, I know that David will be doing everything possible to bring the event back to the UK in a way that is better, stronger and more sustainable.

I, for one, look forward to seeing what the next three years will bring, and the relocation to 'Motorsport Valley' is the right move at the right time and will leave the organisation better positioned for achieving its vision.





"Our move to Bicester will provide an ideal base and hub for the motorsport community where we will host training days, seminars, conferences and larger gatherings"

We will continue in our efforts to support clubs and grassroots motorsport. After all, this is where future generations of competitors and officials will come from and during the course of this year we'll be announcing further initiatives to support this end of the sport.

Our move to Bicester will provide an ideal base and hub for the motorsport community where we will host training days, seminars, conferences and larger gatherings.

When we take into account all our competition licence holders as well as our officials and volunteers, we represent a community of over 60,000. We will ensure that your voices are heard throughout government and within the media defending our rights to continue to participate in responsible motorsport against an environmental backdrop that will become increasingly challenging.

There is no getting away from the fact that we will have to be far more aware of our environmental responsibilities and I don't think any one of us would deny that this is appropriate and something we must all accept.

"One of the most significant achievements of the last few years and something that I take great pride in is the fact that Motorsport UK is now fully compliant with Sport England's Codes of Practice and we meet the highest level of sport governance"

Peter Bayer

Secretary General for Sport,
Federation Internationale de l'Automobile

We are delighted that David Richards will continue to bring his trademark rigour and creativity to the position of Chairman of Motorsport UK for a second term. During the past three years David has introduced a number of innovations to the role that Motorsport UK plays in supporting ASNs and clubs in a range of areas including training, toolkit creation, research and consultancy.

He has engendered a spirit of collaboration with the FIA and our Championship promoters and under his leadership members of Motorsport UK have been valued and constructive participants in FIA Commissions, particularly supporting initiatives such as Girls on Track and Purpose Driven. We look forward to a collaborative and productive future with David and his team.



Over the next few years we'll continue to improve the benefits we offer to all our members and ensure that membership is open to everyone, breaking down barriers and embracing diversity to ensure we appeal to the widest network of participants from all backgrounds.

When I set out my original agenda a little over three years ago, sustainability was at the heart of it and this remains the same today.

We need to continue on this journey of change and embrace all that this means to ensure Motorsport UK truly represents the interests of our membership, promoting a sustainable future for our sport and future generations of enthusiasts.

UP TO SPEED

LATEST NEWS

2020'S CHAMPIONS CELEBRATED

From the grassroots to the very highest levels of the sport, amid 2020's turmoil British drivers and officials gave us many reasons to be cheerful

Looking back at 2020, it may seem as if there was little to cheer as the impact of Coronavirus was felt on every aspect of our lives. It was an especially challenging time for the sporting world, given the need to balance its ability to provide a distraction from the gloom with the requirement to run events that were safe, responsible and appropriate to the wider situation.

Thankfully, through the efforts of governing bodies such as the FIA and Motorsport UK, and the tireless work of event organisers from the grassroots to the very top, we were, in the end, able to enjoy an incredible year of four-wheeled competition with plenty of British success along the way.

Chief among the many achievements were those of Lewis Hamilton; his record-equalling seventh Formula 1[®] World Championship title, and the fact that he surpassed Michael Schumacher's 91-victory tally along the way, rightfully earning the recognition he so richly deserves within the motorsport world and beyond. This of course included his knighthood, the New Year Honours list recording that Lewis Carl Davidson Hamilton MBE be awarded the title of Knight Bachelor for services to motorsport.

"These records place him amongst the greatest ever sportsmen that the United Kingdom has produced," said the official announcement, while recognising Hamilton's wider role as a figurehead for causes outside of motorsport, including Black Lives Matter and his environmental campaigning.

Hamilton also accepted a second BBC Sports Personality of the Year title with sincere thanks to the voting public who placed him above Liverpool captain Jordan

Henderson and jockey Hollie Doyle. "I want to say congratulations to all the incredible nominees," said Hamilton in a BBC press release. "I'm so proud of what they have achieved and I want to say thank you to everyone that has voted for me."

Despite 11 wins out of 17 races, the 2020 Formula One championship was anything but a walk in the park. And it would not have been 2020 without its dramas, those involved in one of the more shocking moments recognised with an FIA award for bravery and split-second judgement that prevented what could have been a tragic moment for the sport.

Romain Grosjean was able to escape serious injury from his crash at the Bahrain Grand Prix thanks to the intervention of Formula 1's Medical Rescue Coordinator and Motorsport UK licensed official Dr Ian Roberts, Medical Car Driver Alan van der Merwe and the attending marshals. The first-ever virtual FIA Prize Giving ceremony held in Geneva on 18th December honoured Roberts, van der Merwe and the circuit team for their actions with an FIA President Award. While nobody would wish to see such an incident play out on live TV, the recognition was a timely reminder of the bravery and commitment of medical crews, safety teams and marshals in keeping competitors safe at all levels and shone an important spotlight on how vital they are to the sport.

The FIA Prize Giving ceremony was also a successful night for British drivers across all disciplines, winning several notable FIA championship titles. Lewis Hamilton added to his haul of accolades for the year but there were also awards for Mike Conway, who won the World Endurance Championship drivers' title along with





**FIA KARTING
WORLD
CHAMPIONSHIP**
 JUNIOR



teammates Kamui Kobayashi and José María López. There was also British success in the FIA-certified F4 British Championship for Luke Browning, while Callum Bradshaw and 12-year-old Freddie Slater were also recognised for victories in the FIA Karting World Championship.

“The FIA Prize Giving is always a very special occasion, and a fitting season finale at which to recognise outstanding performances on the world stage,” said Motorsport UK CEO Hugh Chambers. “My congratulations to Lewis Hamilton, Mike Conway, Luke Browning, Callum Bradshaw and Freddie Slater for their incredible achievements during 2020.”

Further awards and recognition for success in 2020 are yet to come, too, with Motorsport UK’s own Night

of Champions. With circumstances such as they are, this annual prize-giving will be taking place virtually this year rather than at its usual home of the Royal Automobile Club. Success in all championships run by the governing body will be celebrated, with drivers from all disciplines recognised for their excellence in a year like no other. Hosted by esteemed commentator and the voice of BTCC Steve Rider, the ceremony will be broadcast live on Motorsport UK’s Facebook page on Sunday 21st February at 7pm.

Meanwhile, the Royal Automobile Club hosted its historic awards on Thursday 28th January. Visit: <https://royalautomobileclubhistoricawards.co.uk> for more information.

Motorsport UK's Official Racewear Partner



As the market leader in bespoke and custom racewear, HRX is represented at circuits, rally stages and kart tracks around the UK, and the world, by some of the industry's top teams and drivers. And now HRX is proud to be recognised as Motorsport UK's Official Racewear Partner to the UK market, ensuring racers everywhere have the opportunity to stand out from the crowd and use the safest and highest quality Italian racewear products available.



HRX's Callum McDougall explained why the relationship with Motorsport UK is so important: *"The partnership we have just agreed with Motorsport UK marks the end of our humble past at HRX and the beginning of our new, rightfully earned, place as a household name in the racewear marketplace. Having spread like wildfire through the heights of international motorsport, HRX turned its attention to resolving a difficult task; making bespoke racewear accessible to the more widespread forms of motorsport, and the drivers and teams who compete there. A feat I am proud to say we achieved in November 2019 with the launch of our industry leading online Custom Configurator."*

"Our new partnership with Motorsport UK is a fantastic testimonial of our quality and drive to better the industry, but also identifies HRX as one of the major brands in racewear. We will be working closely with Motorsport UK to be at the forefront of driver safety and to keep the competitors looking fantastic!"

Hugh Chambers, CEO of Motorsport UK commented on the partnership with HRX in 2021. *"We're looking forward to working with HRX in 2021. They offer a great range of custom and standard racewear and I'm sure our members will be excited about the great offers that will be available to them".*

The beauty of HRX racewear is that alongside a fantastic

selection of standard products, they are also able to offer both bespoke and custom designs to a race team or individual's unique style. From a team point of view HRX's designers can work with you to create your own unique, recognisable image across both racewear and teamwear, making sure you stand out both on and off the track.

From an individual perspective the choices available are almost endless! The configurator allows you to create your own boots, gloves and suits in a range of materials, designs and colour options, and even more products and designs will be added to the configurator in 2021.

HRX work with a number of top drivers in their field to ensure they are 'race fit' when it comes to their racewear. Ash Sutton, current BTCC Champion, (pictured top and left) is just one long-standing fan of HRX products and said: *"I have been working with HRX since the back end of 2014 and been able to watch the brand grow. Their products have come on a long way and are now one of the most recognisable motorsport racewear brands out there. The quality and finish of the bespoke tailored race suits are second to none, which is now complete with their gloves and new boots."*

To start configuring your new 2021 racewear, head over to www.hrxracewear.co.uk.



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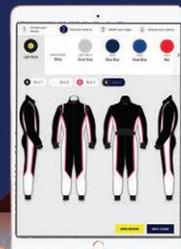
OUR CUSTOM RACE SUITS FOR MOTORSPORT UK MEMBERS

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7 NEW SUIT DESIGNS NOW ADDED FOR 2021

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"HRX is really well made, lightweight and comfortable. Everything a racing driver wants."
Tom Clifton

MOTORSPORT UK SEARCHES FOR YOUNG KARTING TALENT

Motorsport UK is seeking applications to represent the UK in the 2021 FIA Karting Academy Trophy – a prestigious international championship for those aged 12-14

The FIA Karting Academy Trophy is a unique competition designed to pit the best young karters from around the world against each other on equal terms. The young drivers represent their country driving randomly assigned karts with OTK chassis equipped with Vortex engines from the OK-Junior category, and a controlled tyre.

Last year Theo Micouris representing Motorsport UK finished as championship runner-up, and for 2021 Motorsport UK will once again support and guide the chosen driver in their preparations as they fly the Union Jack in international competition.

FIA Karting Academy Calendar 2021:

- 29th April-2nd May 2021 – Adria (Italy)
- 17th-20th June 2021 – Wackersdorf (Germany)
- 2nd-5th September 2021 – Kristianstad (Sweden)

Motorsport UK will consider applications from competitors who have experience in participating in the British Kart Championships and must not be participating in any non-Motorsport UK licensed championships in the UK for 2021. Competitors must also hold a valid UK passport, hold (or are eligible to hold) a valid International Entrant Licence, and must be able to commit financially to the entire competition (entry fee, travel, accommodation, and any other associated costs).

Eligible drivers should be born in 2007, 2008 or 2009 and be at least 12 years old (or reach their 12th birthday in 2021) and not be older than 14 years of age as a maximum (not reaching their 15th birthday before 31st December 2021).

Please note that a driver who has been classified among the top 15 in a previous FIA Karting Championship in a Junior category is not eligible to apply.

To apply, drivers should fill in the online application at: <http://bit.ly/2NupnMT> by Friday 5th February 2021. Following the closing date, the applications will be reviewed by Motorsport UK and shortlisted karters will be invited to attend an assessment day* where the successful driver will be selected.

By applying, competitors agree to the Trophy Regulations available at: <https://bit.ly/2NrXOUu>

**The assessment day may be held virtually*





ULTIMATE GUIDE TO SEASON PREPARATION

The last in the current series of competitor webinars to help you get race-ready for 2021

The 'Ultimate Guide' to Season Preparation with Scott Mansell – how to get on the podium in 2021 – will take place on Wednesday 3rd February at 7:30pm.

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

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

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

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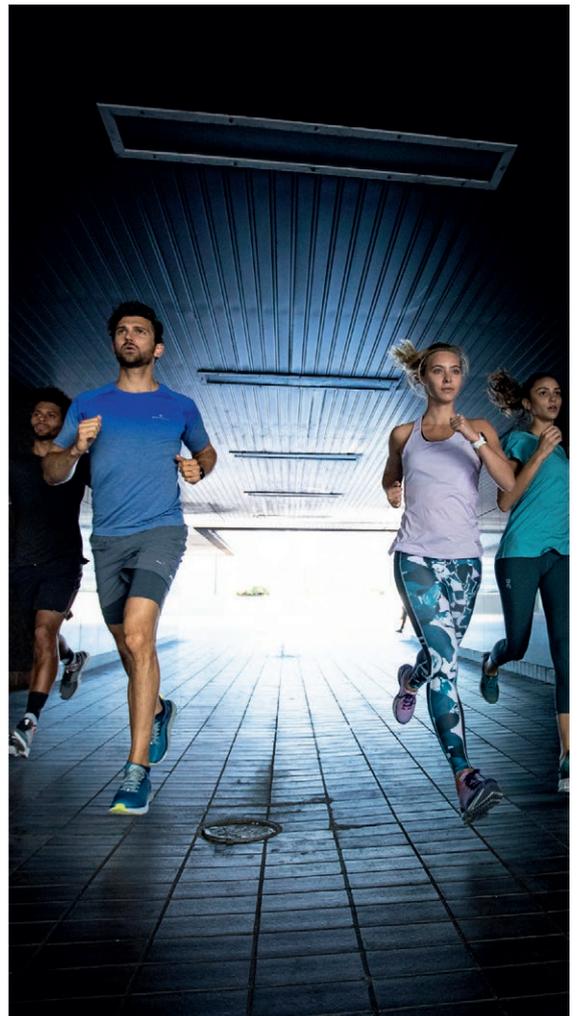


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GIRLS ON TRACK



Meet the Women of Formula 1[®]

Join us for a Zoom Call
like no other

How would you like the chance to meet the women behind the world's greatest racing spectacle? Motorsport UK's Girls on Track Programme and F1 are hosting a series of inspirational Zoom webinars with women who work in the pinnacle of motorsport.

We'd love you to join us.

The webinars will cover almost every area of F1. You can register for up to 11 different sessions in February 2021 with women working in everything from Race Promotion to TV Production, Studio Management to Legal Counsel.

Once you've registered, you'll be able to propose questions for the speakers, and find out everything you've always wanted to know about working in F1.

Don't miss this. Register today.



ONLINE ENVIRONMENTAL SUSTAINABILITY WORKSHOP CONFIRMED

Advice for clubs seeking to create an Environmental Management System available via a virtual workshop

Sustainability is a growing consideration for motorsport and as detailed in Inside HQ in the September issue of *Revolution*, Motorsport UK is implementing the policies of the FIA Environment and Sustainability Commission at a local level through its club accreditation programme.

Clearly, the goal of developing common sense policies and an effective Environmental Management System (EMS) to reduce the impact of motorsport activity is one we should all be working towards. For volunteer-run clubs with a lot on their plates, it can however appear an intimidating topic to address.

With that in mind, all Motorsport UK registered clubs who wish to consider developing an EMS are invited to join a Zoom-based online workshop featuring expert

speakers including motorsport engineer and academic Dr Cristiana Pace, club members who are currently working through the workbook and members of the governing body's Learning and Development Team.

This 90-minute session will provide context and guidance as to the purpose of environmental sustainability training, the commitment required to develop an EMS, how to access the material and complete the module and the associated benefits of having an EMS. The session will finish with a live Q&A.

The workshop will take place (via Zoom) on Tuesday 16th February 2021 at 7pm. To register, please visit: <http://bit.ly/3ooHoP1>





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EXCLUSIVE VIRTUAL PIRELLI EVENT

Pirelli would like to invite Motorsport UK members to join them for an exclusive virtual event

Join Pirelli on Wednesday 10th February from 7pm-8pm for a Zoom-hosted virtual tour of the Pirelli Performance Centre depot and a talk from a Pirelli Technical Expert on Pirelli's 'Perfect Fit' philosophy. There will also be a chance for a Q&A at the end of the session for members to ask any questions they may have.

To register for the event, simply click on the link below and complete the short form, making sure you state the date as 10th February and select Motorsport UK from the club list. You will then be sent all the joining details.

Register at: <https://partner.pirelli.com/tyres/en-gb/car/events-club-2020/contest>

MOTORSPORT UK ANNOUNCES YOUNG MEDIA AWARD WINNERS

Motorsport UK is delighted to announce that Alex Kalinauckas and Jack Clayden are the latest recipients of the Young Journalist and Young Photographer of the Year Awards

The Motorsport UK judges were impressed by the high standard of submissions from 2020 applicants. And after much deliberation from the judging panel, comprising media professionals and past winners, Alex Kalinauckas from *Autosport* scooped the journalist title, while freelance photographer Jack Clayden claimed the photographic honour.

Both Alex and Jack will each receive a prestigious Motorsport UK trophy and a cheque for £1,000 to put towards their respective careers. They will also receive a year's membership to the Guild of Motoring Writers (GoMW) – the world's largest association of automotive media professionals.

London-based journalist Alex Kalinauckas, aged 29, was chosen by the judges for his wide range of features, and his news gathering credentials. The judges determined that the *Autosport* writer displayed a comprehensive level of analysis, context, balance of opinion as well as depth and detail in his stories.



Alex Kalinauckas,
Young Journalist
of the Year

Jack Clayden received a unanimous vote from the photography panel, as the 21-year-old from Jersey showcased originality and creativity – with an impressive portfolio that captivated the judges. The Channel Islander's work has been used in outlets around the world, as well as numerous front covers of *Revolution*.

In addition to the two main awards, journalists Elliott Wood and Georgia Allen both gained a 'Highly Commended' from the judges, with the pair receiving a year's membership to the Guild of Motoring Writers. Georgia will also receive the Motorsport News Award for the best emerging talent and will receive the prestigious title at an event in 2021.

Hugh Chambers, CEO Motorsport UK commented: "I would like to congratulate Alex and Jack, as well as all the other candidates who took part in the Young Media Awards. Each year, the quality of entries is so impressive, and it is a privilege for Motorsport UK to award these talented young professionals. This competition has been a Motorsport UK tradition for nearly 20 years, and we hope our 2020 winners will join our past alumni, and go on to achieve great things in the industry and promote the sport we all love to the highest of standards."



Jack Clayden, Young Photographer of the Year

IAME CADET UPDATES FOR 2021

Newly approved carburettor and exhaust restrictor packages mandatory for 2021 and available at reduced pre-season cost for competitors

Introduced in 2013, the IAME Cadet class has become an established rung on the karting ladder for many young competitors. New engine components for the 2021 season are the first major technical changes for the category in that time and are intended to improve usability for teams while ensuring a level playing field where the most talented drivers can prove themselves.

Comprising a new carburettor and exhaust restrictor, the Motorsport UK-approved package will be mandatory from 1st March 2021 for all competitors taking part in the 2021 British Kart Championship IAME Cadet season but costs have been subsidised for the introductory period to help those preparing for the year ahead with components available for purchase from 5th February. This offer extends until 30th April 2021 and represents a significant and welcome saving.

The new HW-47 carburettor, designed in partnership with Tillotson, is an evolution of the carburettor used successfully for years in the IAME X30 classes and includes a number of features that will assist in optimising setting and improve consistency. Meanwhile, the new restrictor is incorporated into one-piece machined exhaust manifold, evolved from a

design used previously on the KF family of IAME engines and will not only provide a small power increase, but will also result in much greater equalisation of power across the field for closer racing. The resultant performance benefit should see an approximate reduction in lap times of six tenths of a second, according to IAME.

The kit including the new carburettor, the exhaust restrictor kit, thermal spacer, mounting studs and all the necessary gaskets is available at the introductory price of £99 plus VAT, down from the £185 plus VAT RRP. A limit of two kits per competitor at the reduced rate will be observed. The exhaust restrictor is available as a separate component at £39 plus VAT, as compared to the full RRP of £80 plus VAT. The subsidised introductory rate has been made possible thanks to the support of Tillotson, IAME and John Mills Engineering and will no doubt be welcomed by competitors budgeting for the season ahead. A valid 2021 Motorsport UK licence will be required at point of purchase to qualify for the discounted rate, the full RRP pricing fixed until the end of 2021.

For more information contact IAME UK on **01636 626424** or: sales@iame.co.uk



MOVEMENT OF MOTORSPORT VEHICLES POST-BREXIT

On 31st December 2020, the temporary transition arrangements in place between the EU and the UK expired, affecting the movement of motorsport vehicles and equipment to the EU

Following advice, Motorsport UK understands that an ATA Carnet will be required to temporarily move motorsport vehicles and equipment across the border.

An ATA Carnet is an international Customs document that operates like a passport for your goods. It allows the temporary importation of goods into countries that are part of the ATA Carnet system (the EU and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties.

ATA Carnets cover all goods that are leaving the UK and returning within a 12-month period. They do not cover disposable goods (oil, fluids) that will be used while out of the country or items that will not be returning to the UK.

The ATA Carnet simplifies the customs procedure into a single document and makes the importation process much quicker and easier to handle. To avoid unnecessary border delays and customs checks the carnet should be acquired in advance of travel.

There are two parts to the carnet:

1. The processing/arrangement fee of the paperwork (VATable)
2. The premium (non-VATable)

Motorsport UK has secured a special deal with the Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK members of a fixed price processing/arrangement fee of £240+VAT. This is discounted from the standard fee of £330+VAT that non-members of the GBCC would pay.

Greater Birmingham Chambers of Commerce is appointed as part of a network of Chambers around the country to issue ATA Carnets.

The second part of the fee is the Premium. This can either be a refundable deposit of 40% of the vehicle's value or a non-refundable insurance premium to cover the 40% proportion of the premium.

As an example, if selecting the latter, the insurance premium pricing for £100,000 of a classic car cover would be a calculation based on 40% of the value and the duration of the carnet.

- 2 months – £288
- 6 months – £484
- 12 months – £624

The vehicle can be transported back and forth regularly throughout the duration of that one carnet.

The calculations behind the premium are based on 40% of the vehicle value, however it is not a sliding scale and is not as simple that a £50,000 carnet would cost half that of a £100,000 carnet nor that a £200,000 carnet would be twice the amount.

Applying for ATA Carnets:

Carnets are applied for through an electronic portal called 'E-cert' and processed and posted out next day delivery or made ready for same day collection.

A walkthrough of the process for Motorsport UK members is available at:

<https://www.greaterbirminghamchambers.com/international-business-hub/export-documentation/ata-carnets/#4>

Greater Birmingham Chambers of Commerce Carnet Specialist, Jonathan Crosbie, can be contacted by Motorsport UK members on 0121 274 3217.

GBCC also offers an express ATA Carnet service for Motorsport UK members for a £35+VAT premium (normally £75+VAT), and if all the information is available and correct an express Carnet can be turned around in as little as one hour (Monday-Friday 8am-4pm).

To access the Motorsport UK ATA Carnet discount with Greater Birmingham Chambers of Commerce, please reference your 2021 Motorsport UK competition or entrants licence number and the name in which it is registered when applying.

Information correct as of 7th January 2021



Greater Birmingham
Chambers
of Commerce

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greaterbirminghamchambers.com/carnets

DISCOVER YOUR CHAMBER.

*Other fees do apply

ENVISION VIRGIN RACING PARTNERS WITH UK GOVERNMENT TO INSPIRE EV REVOLUTION

Leading British motorsport team Envision Virgin Racing has partnered with the UK Government's COP26 Together for Our Planet campaign to encourage global action against climate change

The team, currently the only carbon neutral team in the electric Formula E race series, are also aiming to encourage the acceleration to zero emission vehicles for all road users. The team's two fully-electric race cars – capable of speeds of more than 150mph – will carry the 'Together for Our Planet' and UK Government branding as it competes this season, beginning next month in Diriyah and scheduled to conclude in London later this year.

The Silverstone-based outfit, owned by world leading greentech company Envision Group, will be working with the government campaign in the run up to the COP26 UN Climate Change Conference in November.

The UK is hosting COP26 in partnership with Italy, bringing together world leaders to commit to urgent climate action. One of the key themes of this year's COP conference, held in Glasgow from November 1-12, is to accelerate the transition to electric vehicles (EVs) and the UK Government's own pledge to decarbonise transport and reach net zero carbon emissions by 2050. Central to this is the phase out date for new petrol and diesel cars and vans, which the government has brought forward from 2040 to 2030. This will ultimately see all new cars and vans being fully zero emission at the tailpipe from 2030.



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FOR OUR
PLANET



UK Government





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R5.1 is the next evolution of the R5 fuel from VP Racing Fuels. It is an FIA-compliant high specification fuel suitable for smaller engine turbo competition cars, including, but not limited to the R5 class and provides more top-end power and enhanced drivability through the rev range. This fuel has been developed in close consultation with the engine department of M-Sport and every R5 Fiesta manufactured by M-Sport will be readily-mapped to VP R5.1, with a full fuel tank ready for the stage.

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LKY7 SPORTS TO POWER THE MOTORSPORT UK ACADEMY

Motorsport UK is pleased to announce Lky7 Sports as its new Official Nutrition Partner for the Motorsport UK Academy for 2021 and 2022



Run by avid racing driver, ARDS instructor and Ironman athlete Elliott Cole, Lky7 Sports are a successful online and in-store cycling and nutrition retailer offering sport certified nutrition products and the latest Merida Bikes.

The two-year partnership will see the Surrey-based outfit work side-by-side with the governing body for UK motorsport, as they provide support to all Academy athletes with nutritional guidance and advice, as well as tailored nutrition products to the elite level Team UK Members. Lky7 will be on hand at key Academy gatherings as the collaboration is set to help improve the performance some of the best British drivers to maximise their performance on the world stage.

As well as its involvement with the development of the Academy, Lky7 will also join the Motorsport UK Member Benefits programme, with all members of the Motorsport UK community having access to discounted rates on nutrition products as well as their range of bicycles and cycling accessories.



Motorsport UK Member Benefits Programme updates

Member Update



WEX Europe Services Fuel Card

A refresh for the UK Fuels card means even more Motorsport UK members can save at the pump with fuel discounts extended from diesel to also include unleaded and premium fuels.

Members can benefit from the following savings with immediate effect:

- 3p per litre off pump price on diesel (standard and premium)
- 2p per litre off pump price on unleaded (standard and premium)
- 0.5p per litre off pump price on all fuels at Tesco and Morrisons*

Currently there are 3,031 participating sites across the UK, including those run by leading fuel brands, such as BP and Esso, and Morrisons and Tesco supermarkets. A new

agreement with Sainsbury's means that its fuel stations across the country will soon be joining the UK Fuels card network so there will be even more places where members can save.

Wex Europe Services has created an e-route app, a quick and easy way to find a nearest participating site. Its user-friendly maps will provide the most direct route, meaning members will save time, fuel and money.

Motorsport UK business fuel card users with an Esso Card™ can carry on using their cards in exactly the same way and receive the same benefits as before.

If you wish to apply for a UK Fuels card, visit:

www.essocard.com/motorsportuk

*Terms and conditions apply. For full details, visit

www.essocard.com/motorsportuk



Member Update

Halfords

A new voucher is now available for members wishing to take advantage of the 10% saving available in-store at Halfords. To redeem the discount, simply log in to your member benefits portal, download the voucher and present the voucher and your Motorsport UK membership card in-store.

halfords

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

LYDDEN HILL BRINGS SEASONAL CHEER TO TRUCKERS



As travel chaos hit Channel ports in the run up to Christmas, the Kent circuit hosted stranded drivers on its site

The combined impact of pre-Brexit uncertainty and the sudden decision by French authorities to halt cross-Channel traffic before Christmas placed unprecedented demands on local infrastructure in Kent, one that Lydden Hill's staff responded to with great generosity of spirit.

With truckers stranded and facing a lonely Christmas in their cabs, Lydden Hill opened its doors to provide safe parking, food, drinks, showers and COVID-19 testing to help drivers get on their way. Speaking to www.kentonline.co.uk, Lydden Hill's Hannah Rynston joked "They all wanted to have a go round the circuit!" while celebrating the willingness of circuit staff to give up their Christmas breaks to come and help.

In a Facebook post on its page, the circuit thanked its staff and partners for their support, Lydden Hill's prompt action sparing many stranded truckers an otherwise miserable festive period.



FIND YOUR ROLE

Register with St John Ambulance to receive world-class training and help vaccinate the nation

St John Ambulance has plans to train more than 30,000 volunteers in the coming few months and needs your help!

All volunteers will be carefully trained using St John Ambulance expertise with Volunteer Vaccinators able to give vaccinations and Care Volunteers and Patient Advocates empowered to support people as they go through the process of receiving a vaccination.

Motorsport UK members are invited to volunteer for one of the three roles specific to the St John Ambulance vaccination programme:

St John Ambulance is only accepting individual volunteers so Motorsport UK members who chose to volunteer need to apply in their own right.

- Vaccination Care Volunteer
- Volunteer Patient Advocate
- Volunteer Vaccinator



For more information and to register, visit: <https://vaccinationvolunteers.sja.org.uk/roles>

GIVING COMMUNITIES A SHOT IN THE ARM

Motorsport UK community opens its doors to Coronavirus testing and vaccination drive



In a further example of motorsport resources and volunteers being put to work in the nationwide response to the Coronavirus crisis, the team running Superkarting-UK has been helping health services in their local area with both testing and vaccinations.

Early in the pandemic, Darley Moor circuit's paddock area was used by army teams conducting drive-through COVID-19 testing, with the large hardstanding in an otherwise rural area being a great benefit for all concerned. Now under NHS control, testing has continued at Darley Moor over the winter months while racing has shut down for the off-season period.

Superkarting-UK's Terry Bateman has also been coordinating support at his local surgery through his other role as chair of the Patient Participation Group. While vaccinations have been proceeding apace, Terry has made use of an awning and all-important hot water urn borrowed from Superkarting-UK to provide some shelter and comfort for those waiting in the wintry weather for their jabs.

Meanwhile Steve Perez, international rally licence holder and former board member of International Motor Sports Ltd, has confirmed that his Casa Hotel in Chesterfield will host a mass vaccination centre from 1st February until the end of June. The hotel staff will support PCT Healthcare with the aim of vaccinating 300 people per day against COVID-19.

INTERNATIONAL TRAVEL IN RELATION TO ELITE SPORT



Motorsport UK has published updated guidance, applicable to England, from the Department for Digital, Culture, Media and Sport (DCMS) in relation to international travel and elite sports.

The information is a reminder to competitors attending elite motorsport events overseas and returning to the UK.

The updated guidance can be found at:

<https://www.motorsportuk.org/wp-content/uploads/2021/01/2021-01-19-motorsport-uk-international-travel-elite-sport.pdf>

MENTAL HEALTH MATTERS

It has never been more important to look after your mental health, as working from home, self-isolation and social distancing can all take their toll

TOP TIPS FOR DEALING WITH ANXIETY **NHS**

TIP 01
Try a short breathing exercise

TIP 02
Learn how to manage anxious thoughts

TIP 03
Keep a mood diary

WHEN THINGS AREN'T SO GOOD OUT THERE... MAKE INSIDE FEEL BETTER.
Visit **Every Mind Matters** for more tips and advice

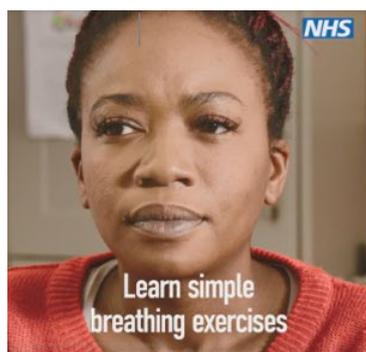
Better Health every mind matters

The Scottish Government has created a dedicated website with a wide range of advice on how to clear your head and connect with others at: <https://clearyourhead.scot>. The resource also provides contact details of organisations that can offer ideas and practical assistance as well as tips to help brighten these shorter winter days and keep active.

Public Health Wales has a comprehensive range of resources available at: <https://phw.nhs.wales/topics/latest-information-on-novel-coronavirus-covid-19/how-are-you-doing/> including advice on looking after yourself and your loved ones during this difficult time. Available in multiple languages, contents include mental and physical health ideas with specific guidance for parents and carers, older people, children and young people and pregnant women and new parents.

In Northern Ireland, www.nidirect.gov.uk has hints and tips for staying at home and talking to children about the pandemic, with links to freephone helplines complementing their resources. There is also a library of apps to support health and social wellbeing during this challenging time.

Public Health England has launched the 'Better Health - Every Mind Matters' campaign to support the nation's mental wellbeing with the encouragement that "When things aren't so good out there, make inside feel better". The campaign encourages people to create a free NHS-approved 'Mind Plan' with tips to help deal with stress and anxiety, improve sleep, boost your mood and feel more in control. Visit: <https://www.nhs.uk/oneyou/every-mind-matters/> for more information



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MY FAVOURITE CORNER

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

Maggotts/Becketts, Silverstone



Name: Charlie Hollings

Currently racing: FIA World Endurance Championship (2019) and Le Mans 24 Hour in a Ferrari 488 GTE (2020), McLaren Automotive Senior Driver Coach; previously Formula Ford, Formula Renault, Formula 3, British GT and endurance events including Bathurst 12 Hour, 24H Dubai

My favourite corner on a British race track is: "The Maggotts/Becketts complex. I have a few reasons to enjoy Silverstone, foremost being it's a mega Formula One circuit with such an enjoyable flow. I also won my first car race there in a Formula First Winter Series in 1999. I then started working at Silverstone Race School in 2002, and in 2007 became a full member of the British Racing Drivers' Club. Suffice to say, I have a special connection with the circuit!"

Why I love it: "When you get this whole section of the circuit hooked up it is a great feeling as it normally means the car balance is good, which allows you to have confidence to carry high speeds."

How to drive it like a pro: "Arriving at Maggotts/Becketts you should have carried good speed through the high-speed Copse corner. In most cars you turn into the left/right of Maggotts flat out, then have a small lift or soft brake through the right. When you know you have got the maximum through here, you should be all the way over to the left and the car will have felt totally on the limit. As you then turn into the Becketts left, you need to control your speed a little more as this is the part of the corner where you need to be very disciplined. It's so important you don't let the car run too wide as your focus is to then get it turned well through the right part of Becketts and pick up full throttle as early as possible. It's such a rewarding feeling when the car grips as you carry the momentum out all the way through Chapel Curve onto the Hangar Straight."





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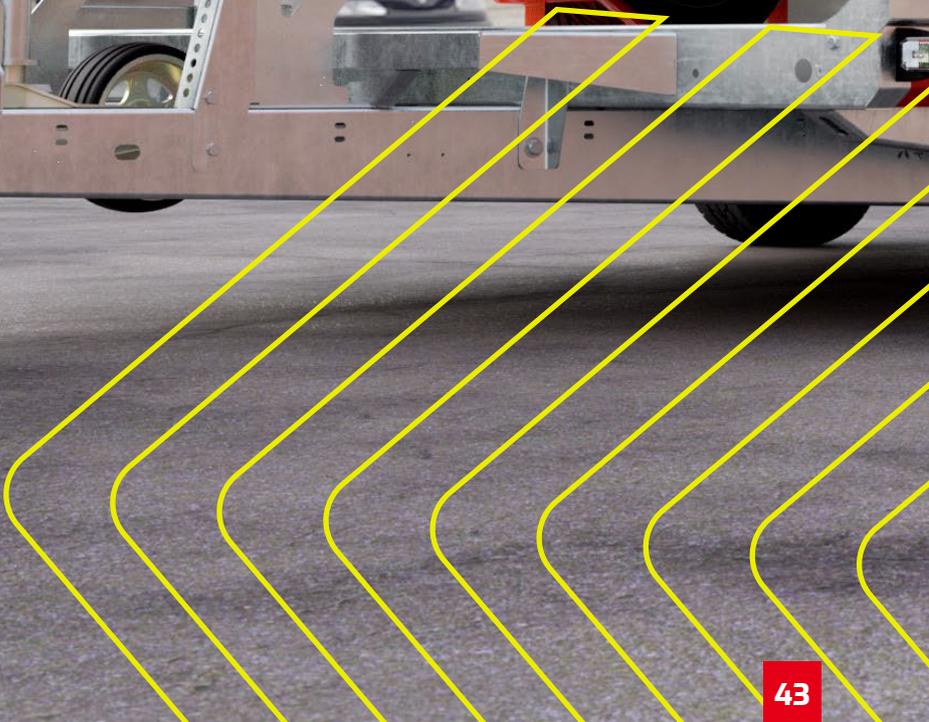
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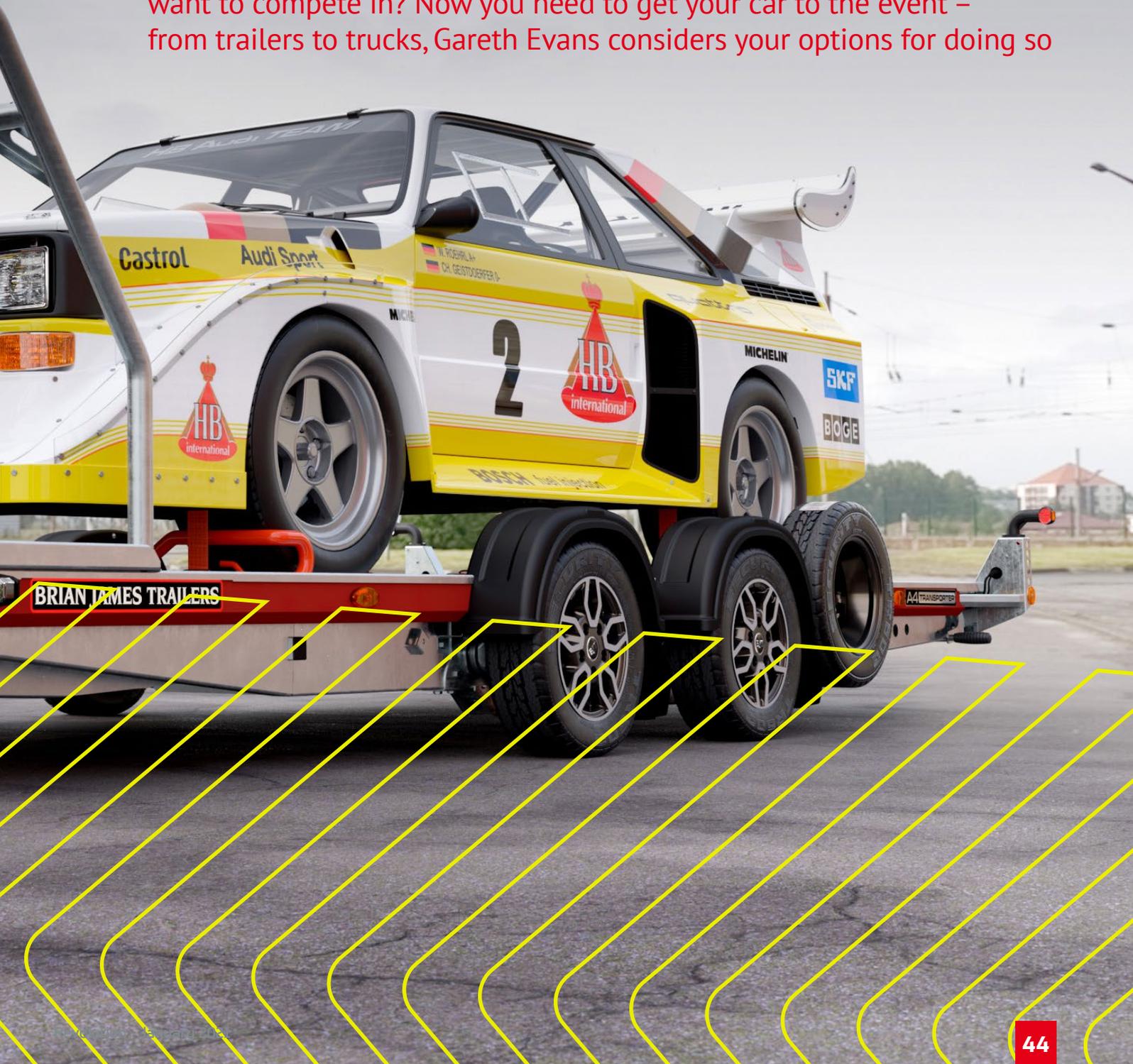
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GET ME TO THE RACE ON TIME

Got your licence, bought your kit and chosen the championship you want to compete in? Now you need to get your car to the event – from trailers to trucks, Gareth Evans considers your options for doing so



It is one of the unspoken realities of motorsport but, as a competitor, there is every chance that you will have to consider the options for transporting your vehicle to an event. On the assumption that the budget will not stretch to a custom, high-speed flatbed such as the legendary Renntransporter Mercedes built for its race team in the 1950s, learning the ins and outs of towing your own race or rally car are as much a rite of passage as doing your ARDS test.

There are, of course, many disciplines where road-legal cars can compete and it is perfectly feasible to drive yourself there. But there comes a point, especially for circuit and rally events, where swapping over wheels or other modifications to prepare the car for competition are neither practical nor convenient. And if you damage the car in the heat of battle you may be stuck for getting home. Or you might simply need to carry more kit with you than you can pack into the car. With these thoughts in mind, the attractions of transporting your competition vehicle to the event become more apparent.

In fact, the prevalence of towing within motorsport circles has spawned a sub-culture all of its own. A properly prepared, expertly parked rig will elicit nods of approval from the old hands in the paddock, and it is common to compare your setup with your neighbour's over a drink at the end of the day. You may even find some clubs adding a towing category to autotests to really demonstrate your reversing skills and further indulge that competitive spirit.

That may be a bit much for most people, but for the purposes of this article we are going to look at three typical types of towing rig, and explain a little about the pros and cons of each. There are, of course, many ways you can do it but these should help you evaluate some of the common options.

Car with uncovered trailer

At the cheapest end of the spectrum, you have got a towing-ready car pulling a basic one or two-axle trailer. This has many advantages – it is relatively simple to operate, you have access to the car while it is loaded, and it takes up a far smaller footprint in storage terms than a larger covered trailer. The obvious disadvantages are security on overnight stops and lack of protection from the elements.

Depending on the type of car and trailer, it is sometimes possible to carry a spare set of wheels and limited additional kit but it is clear you cannot carry as much this way as you might in a covered trailer.

Trailers over 750kg need to have their own braking system fitted and you obviously need an illuminated

number plate corresponding to that of the towing vehicle. Prices start at well under £1,000 for the most rudimentary rig, but ensure it is in good working order. You will want it serviced by a specialist to ensure all is as it should be.

“Servicing trailers is important, particularly the adjustment of the brakes,” affirms Nick Fulford, Head of Marketing at Brian James Trailers. “We have had some issues with people doing it themselves and not doing it properly. All our dealers have been trained to do that and it is quite an important maintenance function.”

What about towing with an A-frame? While the towing laws apply in the same way as any other trailers, there is also the requirement for the towed car's brakes to function, which is going to mean mechanical changes to your lovingly prepared competition vehicle. This is possible purely through electrical systems on newer cars, however.

Your maximum length of a sub-3.5-tonne vehicle is 7.0 metres, although that does not include the A-frame itself. Total permissible width for a trailer is 2.55 metres.

Incredible custom Citroën SM trailer rig currently up for auction demonstrates a cost-no-object approach but it can be done cheaper!



Photo: Mike Maez/Gooding & Company

“There comes a point, especially for circuit and rally events, where swapping over wheels or other modifications to prepare the car for competition are neither practical nor convenient”



A covered trailer is a popular option for security, weather protection and practicality

Van or motorhome with covered trailer

This represents the most practical combination for most types of motorsport, allowing decent rest and proper practicality, and it does not have to break the bank. It means you are pretty much self-sufficient at the venue, and secure when you travel to and from it. And you can often carry far more kit. A decently maintained van can be found for a few thousand pounds, and covered trailers for around the same amount.

Sleeping in the back of a Transit is not for everyone and that is where the myriad options for slightly more expensive campers come in. Depending on spec, you have got the option to enjoy hot and cold running water, kitchen facilities and some even have their own private toilets and showers.

Factory-built campers such as the popular VW California are expensive to buy but versatile, viable for holidays beyond your racing and hold their value well. Motorhomes based on van chassis are another popular option, the Fiat Ducato a popular basis for this type of vehicle. This option is cheaper, but more fraught with risk, particularly when buying used.

In terms of what you tow behind it, the dominant player in the covered market is Daventry-based Brian James, whose trailers fill the paddocks of meetings up and down the country. “That’s how we made our name really,” says Nick Fulford. “The company evolved from making open car transporters into producing trailers specifically for motorsport.”

Need to know

The laws governing what you are allowed to tow on your UK car driving licence depend on when you passed your test, but in all cases it is based on the Maximum Authorised Mass (MAM). This is also known as the Gross Vehicle Weight and is the weight of the vehicle or trailer, plus the maximum load it can carry safely on the road. This figure is listed in the owners’ manual and often on a plate or a sticker somewhere on the vehicle.

This is how you can calculate what you can tow with a particular vehicle, or alternatively work out what vehicle you need to tow the car(s) and trailer you have got.

If you passed your test before January 1997, you are usually allowed a car (or van) and trailer combination of up to 8,250kg MAM.

However, if you passed after 1st January 1997, it is a little more complicated. You are allowed to drive a car or van up to 3,500kg MAM, towing a trailer up to 750kg MAM as long as the total rig (towing vehicle, trailer and load) does not exceed 3,500kg MAM. You will need to pass the car and trailer driving test (also known as the B+E test) if you want to tow anything heavier. This costs £115 from the DVSA, but most people take some training with an instructor before taking the test.

The next stage from here is a C1+E medium-sized lorry and trailer licence, which allows you to tow up to 12,000kg MAM.

You will also want to keep an eye on that speedo, because the limits are lower when you are towing. It is a maximum of 50mph on a single carriageway, and 60mph on both dual carriageways and motorways.

Additional insurance is not necessarily required when towing behind a car or van, but it is always best to check the small print on your particular policy and take out additional cover if required.



If you take your towing skills really seriously there are even specific events where you can compete with a trailer

Truck

You might scoff at the mere idea of using a truck simply because it sounds prohibitively expensive but, in some instances, it can prove a more cost-effective and even affordable option for the privateer competitor.

For starters, it means several cars can be transported to a meeting in one hit, and once an awning or marquee is erected you are looking at a huge amount of covered, useable paddock space and even places to lay camp beds or sleeping bags for your overnight accommodation. It means you do not need garage facilities for each car, you share running costs, and it is easier to keep secure than a fleet of single-vehicle trailers.

As your correspondent can attest, this works even at grassroots level with personal experience of competing in Formula Vee with Alan Harding's AHS operation. The whole point of Formula Vee is keeping costs to a minimum and using a truck may sound like an extravagance but Alan factors transport costs into arrive-and-drive or owner-driver packages he operates with his customers. And it can be cost efficient for all concerned.

"We chose a truck because we regularly transport six cars, plus the truck can carry 10 Vees," says Harding. "These trucks can do 12 to a gallon. A Transit and a trailer would do about 25mpg, and we would need four of them and four drivers. Plus, we have unlimited space for tyres, fuel, tools, welding gear, generators and compressors."

It might be a stretch for privateers to club together, find someone willing to take the appropriate licence and store such a rig, but it is not beyond the imagination and could be a cost-effective solution if circumstances permit.

Top towing tips

- The suitable types of vehicle for towing depend on what you are planning to pull, but in general you will need an EU type-approved towbar fitted, either when the car was built or installed retrospectively by an expert. This does not apply to vehicles first used before 1st August 1998
- Take your time – leave extra space for braking and cornering. Practice low-speed manoeuvres in the safety of a quiet car park before dragging your car to a meet. The last thing you want is parking pressure on top of your everyday racing worries
- Check trailer tyres very carefully, both for correct pressure and condition
- All lights on the trailer should also be confirmed as fully functional before setting off
- It sounds obvious, but do not carry passengers in your trailer
- Does the length of your load mean you should consider wing mirror extensions in order to see vehicles behind you? This is a legal requirement so check carefully to avoid a fine
- Plan your route carefully, and make sure you are aware of, and capable of navigating, low bridges or narrow streets on your journey. Getting stuck can be a tough one to get out of, not to mention embarrassing

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MUDDY FUNSTERS

Motor vehicle trials is one of the oldest and most accessible forms of motorsport there is, as Ben Barry explains in our guide to the various events taking place all over the UK



Trials is unique in motorsport in judging its winner based on inches travelled off-road, rather than tenths saved on track. The challenge encourages seasoned competitors to return year after year, but it is also easy to get involved, thanks to the comparatively low costs, and because club training days and pool vehicles are often laid on to bring in new members.

Tackled on off-road terrain, trials competitions usually involve threading through a series of 12 gates rather like a reverse ski slalom with a passenger onboard. The aim is to get your front wheels past the top marker to make a perfect climb (and score a zero), with the lowest overall score winning, then repeat over different 'sections' for a fun and affordable day out.

Give it a go and you are joining an extremely enjoyable sport that ranks camaraderie as highly as competition and is one of the most cost-

effective forms of all motorsport; entry fees are usually around £35 per event, tyre wear and fuel use are modest, and some cars can be picked up for hundreds rather than thousands of pounds. Better still, you will only need the free of charge RS Clubman licence to compete, and low speeds mean protective clothing is often not required.

Trials are split into various sub-disciplines, so to learn more from a beginner's perspective, we have picked the brains of those best-placed to tell you more - the competitors themselves.





Car Trials

Like all trials (with the exception of Cross-Country Trials), Car Trials vehicles are two-wheel drive and run road-biased tyres, but the discipline of Car Trials is arguably more accessible, with entrants able to use completely unmodified road-legal cars that can be picked up for a few hundred pounds. Popular choices include Clios, Saxos and Corsas.

While the terrain is generally slightly easier and the gates wider than other trials, the principles remain the same. There are three classes. Class 1 is for road-legal, unmodified cars registered on or after 1st January 1998. Class 2 caters for front-wheel drive cars not eligible for Class 1 that can be modified or ballasted to improve weight distribution. Class 3 is reserved for rear-wheel drive machinery not eligible for Class 1, plus kit cars too.

Duncan Stephens bought his Vauxhall Nova 13 years ago for £300, modified it with ballast, uprated front suspension and electric power steering and has won two British championships contesting Class 2.

“Entry fees are typically £30-£35 at national level and can be as low as £20 at local level,” he explains. “Taster days have also proved very popular. The Woolbridge Motor Club offers them with club pool cars. The competition can be very tight at the top of the British championships, but equally it’s all very friendly and everyone is willing to help and advise when you are starting out.”

www.BTRDA.com



Sporting Trials

While most trials cars are clearly related to production models, Sporting Trials cars are specialist vehicles in their own right.

Looking much like a Caterham 7 with motorcycle tyres on the front axle, there are two classes. One is for the more affordable live-axle cars such as a Sherpa, Concord, Facsimile or CAP that were produced until around 1990, and another catering for the more advanced machines that followed, with independent rear suspension, such as a Crosslé or Sherpa Indy.

John Fack has been competing since the 1960s. “Driving a Sporting Trials car is unlike anything else because they have fiddle brakes [two levers operated by hand that act individually on the rear wheels] and they’re essential to aid traction and steering as well as stopping,” he explains. “You use all four limbs all the time and you need to develop a feel for the ground every metre of the way.”

Despite the technical challenge, third-generation competitor Josh Veale is keen to underline the sport’s accessibility. “It’s a friendly sport with real camaraderie and everyone will help you if you are new,” he enthuses. “You can have a cracking time on a budget. The best beginner option is to spend £3,000-£5,000 on a live-axle car from a well-known make.”

BTRDA training days are a great way in, and Josh Veale happily hires cars to curious newcomers for no more than £250 a day. “It’ll be full of fuel and transported to the event,” he sums up. Ask if your local club runs a similar initiative.

www.BTRDA.com



Historic Trials

Despite its name and close relation to Sporting Trials, Historic Trials has come from almost nowhere to become incredibly popular in recent years. Martyn Halliday was instrumental in establishing the discipline in 2011. "I'd trialled in everything, then went historic racing and met a chap who'd bought an old car and didn't know what it was," Halliday recalls. "We took him to a site, he loved it and I said we could do something for historic cars."

The first Historic Trial was held in May 2012 and attracted 26 entries, and today a turnout of at least 55 is normal. While a sizeable number of original cars do compete, there simply are not enough, leading Halliday's friend Ian Wright to produce continuation cars.

There are two classes, as Halliday explains. "The historic class goes up to 1970 with Cannon trials cars – they use 1,172cc side-valve engines from the Ford Popular, they're quite basic. The post-historic cars are 1970-1978, when people fitted Hillman Imp, Crossflow and Renault engines and generally improved them. Post-historic cars are also eligible for Sporting Trials. To level them up we run the historic class on 5psi tyre pressures and the post-historic at 10psi."

Really, though, Historic Trials is about having a great day out. "It's a complete antidote to historic racing, which I also enjoy, but is very intense," Halliday reflects. "The key is it's a social day out with some trials – there's no championship, and the banter is amazing!"

www.historicsportingtrials.com



Classic Trials

Where other trials events are held on one site off-road, Classic Trials use a selection of locations that competitors connect via public roads, usually with one slope to climb per site.

Classic Trials are not simply for classic cars – it is the event format that is classic, rather than the vehicles themselves. Give it a go and you are tapping into motorsport history that dates back to the first decade of the 1900s.

Events typically cover 70 to 100 miles as drivers attempt to climb anywhere from 12 to 18 observed sections, usually during a day, but long-established events such as the Edinburgh Trial, Exeter Trial and Land's End Trial extend overnight. For most events, bank on an entry fee of £40-£50.

Popular vehicles tend to be rear-wheel drive, and include Volkswagen Beetles, Mk1 and Mk2 Ford Escorts and Mazda MX-5s, but Micras and Minis are used, and last year a new class was introduced purely for front-wheel-drive variants of the Suzuki X90.

Duncan Stephens campaigns a Dutton Melos kit car (and has also used the Nova he enters in Car Trials), but describes the X90 as a brilliant beginner's choice. "That's a really accessible way into the sport," he enthuses. "They're virtually bulletproof, you can get one for £1,000 and just use it."

Before taking the plunge, many people either spectate, marshal or get a passenger ride first. Classic Trials are organised by the 23 clubs that comprise the Association of Classic Trials Clubs (ACTC), so have a look at its website to learn more.

actc.org.uk



Cross-Country Trials

If there is overlap between all forms of trials covered in this article, Cross-Country Trials is the most distinct. Vehicles are almost exclusively all-wheel drive and typically Land Rover-based – the brand from which the sport grew – although competitor Adam Barker says Suzuki Jimnys and a Fiat Panda 4x4 have also entered his local events. You do not need to be an off-road expert to give it a go.

Entrants still have to pass through 12 gates and they do climb hills, explains Adam, but some of the most challenging topography can also be largely flat – an old quarry site or woodland, for instance, with undulations, mounds and muddy ground to navigate.

The main classes are split between Road-Tax Vehicles, which can be driven to and from events, and Cross-Country Vehicles, which are modified to tackle harder terrain and are generally trailered. Within these classes are sub-divisions based on vehicle length, engine and suspension.

A Tyro Trial is for beginners. Andrew Flanders is vice chairman of the Association of Land Rover Clubs and organises these grassroots events for those aged 13 and over. Predominantly active with the Anglian club area, Andrew can provide shared club vehicles for anyone wanting to have a go.

“It’s a great way to try out an event before either using your existing vehicle or buying one,” he comments. “We usually use Land Rover Freelander 1s or second-generation Range Rovers. They’re very standard and road-legal with an MoT, if sometimes with all-terrain tyres.”

If the Cross-Country bug bites, a suitable Freelander or Range Rover starts from £500 (although Andrew recommends £1,500-£2,000), while club membership is around £20 and the typical event entry fee of £25 is often reduced for junior entrants.

www.alrc.co.uk

Conclusion

Trials might cover a surprisingly diverse number of off-road disciplines, but as we have seen, a common thread runs through them all; affordable budgets, fun that keeps families coming back for generations, and a friendly community keen to introduce newcomers to one of the most storied motorsport disciplines of all.

Whether you want to spectate, be a passenger or get behind the wheel, visit your local club’s website, drop them an email or give them a call to find out how you can get involved.

Thanks to Nick Pollitt, Chairman of the Trials Committee for his help compiling this article

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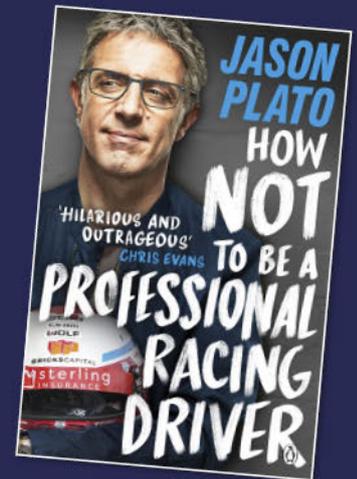
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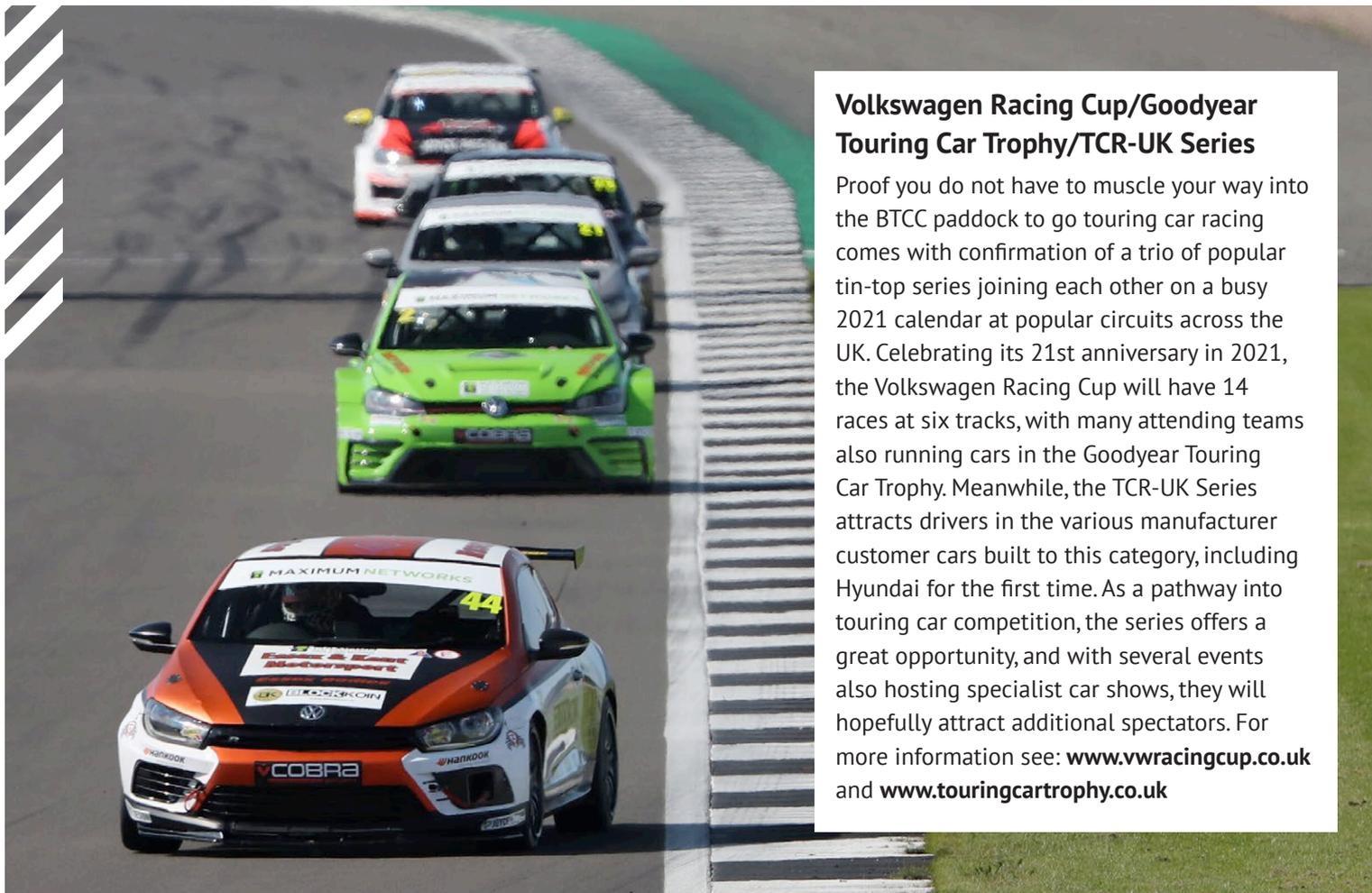


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WHAT'S COMING

A selection of confirmed championships and events for 2021



Volkswagen Racing Cup/Goodyear Touring Car Trophy/TCR-UK Series

Proof you do not have to muscle your way into the BTCC paddock to go touring car racing comes with confirmation of a trio of popular tin-top series joining each other on a busy 2021 calendar at popular circuits across the UK. Celebrating its 21st anniversary in 2021, the Volkswagen Racing Cup will have 14 races at six tracks, with many attending teams also running cars in the Goodyear Touring Car Trophy. Meanwhile, the TCR-UK Series attracts drivers in the various manufacturer customer cars built to this category, including Hyundai for the first time. As a pathway into touring car competition, the series offers a great opportunity, and with several events also hosting specialist car shows, they will hopefully attract additional spectators. For more information see: www.vwrcup.co.uk and www.touringcartrophy.co.uk



Milltek Sport Civic Cup

Serious touring car racing on an accessible club budget has been the major selling point for the popular Milltek Sport Civic Cup, which has confirmed a full calendar for 2021 with seven weekends of racing at circuits such as Anglesey, Cadwell Park, Brands Hatch, Oulton Park, Donington Park, and Snetterton with attendant car shows at several of the rounds. Open to Honda Civic Type Rs manufactured between 2001 and 2011 fitted with the 2.0-litre K-Series engine, only limited modifications from standard road specification are permitted in an effort to keep costs down and racing affordable. With more track time, entry fees frozen at 2020 prices and live-streaming coverage, the series is more attractive than ever. Running as part of the Time Attack UK package increases the appeal further. Details at: www.civic-cup.co.uk

Information correct at time of publication, all events subject to Government restrictions in place at the time, please check with event organisers and local Government information



Motorsport UK British Kart Championships (Formula TKM, Rotax and IAME)

The first classes of the British Kart Championships have confirmed dates for 2021, with the Junior TKM and TKM Extreme categories set to compete across four dates, subject to Government lockdown restrictions at the time. The TKM series kicks off on 8th-9th May at Shenington, with subsequent rounds at Kimbolton, Whilton Mill and the world-renowned PFI in October. Rotax teams and drivers will launch their 2021 season in late April at the popular Glan-y-Gors circuit in north Wales, before making their way to Devon and the Mansell Raceway for round two in June. Rounds three and four will be held at Whilton Mill and Warden Law respectively before the grand finale at PFI in October. The IAME classes will fight for their coveted titles at five events starting in May at Shenington before heading to Kimbolton, Larkhall and Rowrah ahead of the season finale at PFI in October. Visit: www.britishkartchampionships.org for more information



HERO-ERA Virtual Table Top Rally Championship

While many motorsport competitors turned to Esports and gaming as a way to keep racing during the first lockdown last year, other options for competing from the safety of home were developed, including the HERO-ERA Virtual Table Top Rally Championship. The opportunity for drivers and navigators to keep their map reading and problem-solving skills sharp has proved a popular distraction, the winning team of sisters Elise and Seren Whyte charged with compiling the virtual tests. "We really enjoy the challenge of putting together these routes for you to explore the UK from the comfort of your own home," says Seren. "We are on hand for help and advice throughout so give it a go!" For more details visit: <https://heroevents.eu>

Santa Pod Raceway

Following cancellation of a swathe of events in 2020, Santa Pod Raceway successfully implemented new policies to allow events to run after the July restart. "Santa Pod worked hard to become a truly COVID-19 secure venue and successfully operated many events throughout the continuous changes in government guidelines," says Santa Pod's CEO, Keith Bartlett. "This year we are pushing ahead with a full season of events and adding some new ones too." A full calendar has been announced, ranging from accessible Run What Ya Brung all the way up to the FIA/FIM European Drag Racing Championships and every level between. Events are scheduled to start with the Festival of Power and first round of the national championships on 2nd-4th April. For more details and the full calendar see: www.santapod.co.uk



Watergate Sprint

With the current uncertainty surrounding early season motorsport, it is important to have things to look forward to, September's Watergate Sprint hopefully sufficiently late in the year to consider itself a secure fixture after the cancellation of its hill climb namesake in 2020. First running in 2018, the Watergate Bay Speed Hillclimb benefitted from closed-road legislation and has been a popular part of Cornwall Motorsport Month, raising over £11,000 for Cornish charities. Relocation to a different – and flatter – section of the B3276 coast road between Padstow and Newquay for 2021 has resulted in the rebranding from hill climb to sprint but the appeal remains the same and the trio of organising clubs – Truro and District Motor Club, Plymouth Motor Club and Newquay Auto Club – are promising a fast and flowing course to delight competitors and spectators alike.

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MY MOTORSPORT

Chair of the Motorsport UK Regional Committee Pete Weall typifies the passionate, dedicated volunteers who have worked tirelessly to keep motorsport going through lockdown



PETE WEALL

Every motorsport discipline and region has faced its own particular challenges over the last year, the situation further complicated by the different rules in each of the devolved nations. We reviewed this in detail in last month's *Revolution* but, to shed further light on the specific issues facing clubs and competitors in Scotland, we speak with long-time competitor, steward and member of several motorsport organisations Pete Weall. Variations on his story will be playing out in clubs across the UK and stand as testament to how the governing body has worked hand in hand with those on the ground to develop and enact guidance to enable events to proceed safely, and in accordance with local and national regulations. It has not been easy. But, like so many others on the frontline, Pete's passion and dedication demonstrate that the sport is in safe hands.

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

Pete Weall: "It was as a spectator at a race meeting at Ingliston in the mid-1970s but, around the same time, I also went to spectate with some friends on the Burmah Rally. Within our group were two who had already started competing on navigational rallies and I was persuaded to give it a go. My first ever event was in 1976 as a navigator in a Mk1 Escort 1300GT with my friend Paul. I have lost count of how many drivers I have sat with in the intervening years but, interestingly, the last event I did before the COVID-19 lockdown was the 2019 Jim Clark Rally as co-driver for Paul's brother Martin in a Mk2 Escort. So, perhaps I have not moved on much!"

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

PW: "I had some involvement with my club committee from quite early on and I also organised events, but a combination of family and career took priority. I even took a complete break for almost 10 years. But I describe motorsport as being like an addiction and, in 2003, I moved back to where it all started and some of the same group of friends tempted me back into competing and club management. In 2013 I was invited to stand as vice-chair of the Scottish Association of Motor Sport Clubs [SAMSC], which I guess is when the more intense phase of my involvement began."

R: "Tell us about the various positions you have held and what you do now."

PW: "I have held Club Secretary and Club Treasurer roles in the past but I am now chair of the SAMSC, which keeps me involved with motorsport clubs all around Scotland. This role also requires contact with sportscotland. As a member of the Motorsport UK Regional Committee, my role as chair gives me a UK-wide involvement. Somewhat late in my motorsport 'career', I completed the training to become a Licensed Steward and I also act as Event Steward as often as I can. Thankfully I am now retired, otherwise I would never have found time to fit it all in."

R: "Obviously we have all had to get used to remote working, meetings online and organising without face-to-face discussions – how have you adapted to that?"

PW: "I am to some extent fortunate in that over the last few years of my working life I was already very familiar, and thus comfortable, with both teleconference and online meeting formats. But these are no substitute for the important 'offline' discussions that happen around formal meetings, whether before, after, over lunch or even in the taxi back to the airport."



R: “What has the situation on the ground been like for motorsport in Scotland?”

PW: “We’ve not fared particularly well, I have to say. There have been some events at Knockhill [see *Revolution*, December 2020] but a lot of others just didn’t happen. As I speak, Scottish Government rules mean that we can’t have two people in a car. That means no Stage Rallies, no Twelve Car Rallies, no Road Rallies, no Touring Assemblies, none of that. Some of the cross-country off-road stuff is two in a car and that hasn’t happened. So that’s been a problem.”

R: “Has it been any easier for disciplines with only one person in the car?”

PW: “With Sprint and Hill Climb events, the organising clubs have not managed to get any of them going, even if they could under the rules. Given the age profile of the competitors and officials, clubs were being understandably cautious, which meant reducing entries and the events simply weren’t economically viable.”

R: “It sounds like it has been a particularly tough situation – have there been any exceptions to the rule?”

PW: “It’s obviously very grassroots but a few clubs have had Autotests and some off-road events, principally Trials.”

R: “What kind of support have Scottish Clubs had from the governing body?”

PW: “Motorsport UK has been issuing permits and I know some have applied for - and received - support from the governing body’s Club Continuity Fund. I know early on clubs had to cancel Rallies at the last minute and lost out on some money. So they’ve been appreciative of that, certainly. The clubs that have run events are definitely grateful for the support from Motorsport UK with PPE, hand sanitiser and signage, so they’ve managed to put on the events.”

R: “Obviously there is still a great deal of uncertainty but what can you say about the coming year?”

PW: “There’s a full calendar of events but whether we get them off the ground still remains to be seen. The local association here and Motorsport UK are working with the Scottish Government but it’s hard going. It’s all very well saying there’s an event like the Jim Clark Rally in May but they need to get boots on the ground now doing PR and that kind of stuff. But lockdown makes that more difficult. It’s easy enough for Knockhill or any race circuit to keep spectators out if you’re competing behind closed doors but how do you keep spectators away on a stage event? These are the challenges we have. Everybody is up for trying to address them.”



R: “How does it work balancing the requirements of a national governing body such as Motorsport UK with the local authorities in Scotland?”

PW: “Negotiations between the sport and Scottish Government are done through sportscotland, which acts as an intermediary and has been very supportive. On its website, you’ll find four-wheeled and two-wheeled motorsport, and a link through to Motorsport UK protocols. Motorsport UK is very supportive, too. We’ve got the generic guidance, but the fact there is a specific section for Scotland demonstrates how much they’re into this.”

R: “How do you see your role as chair of the SAMSC fit in with this?”

PW: “I’m keen as the Association Chairman to shout for the clubs that really have worked hard to get something going. Putting on an event at any time is hard enough for volunteers, but going this extra mile really is great.”

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

PW: “I could list countless people who are due some acknowledgement. If not perhaps ‘thanks’ I always ‘blame’ Graham Millar as the person who first got me involved as a competitor in the 1970s! And I have to mention Harry Merry, who nominated me to the SAMSC role which led to what I do now.”

R: “So, what is on your personal to-do list in motorsport?”

PW: “I am probably now too old to have much in the way of long-term ambition but if any WRC team is really stuck for a co-driver, I could perhaps be available! More realistically, I am really looking forward to being able to chair a Regional Committee meeting with people in the room because, since I took over, we have only managed by Zoom.”

R: “More generally what is the greatest opportunity in motorsport from your perspective?”

PW: “Adapting to the world beyond the internal combustion engine. While it will be with us for some time to come there is no doubt that, if motorsport is to thrive into the future, alternative propulsion must be accepted and embraced.”

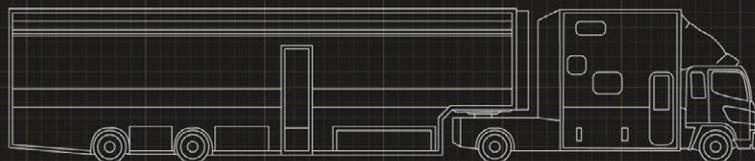
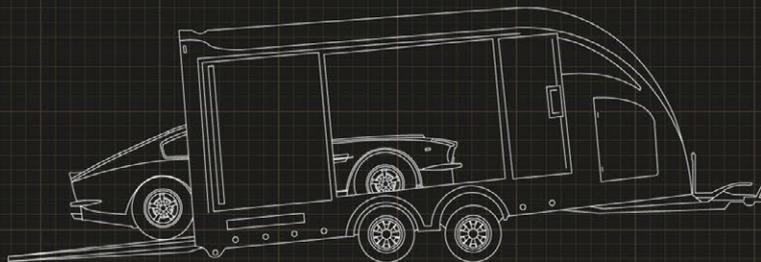
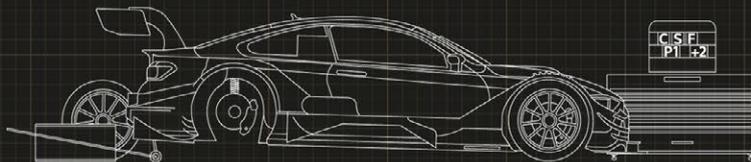
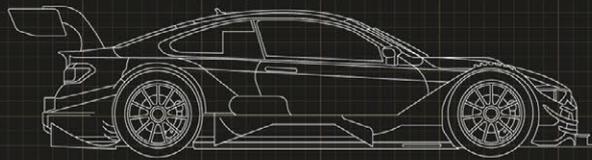


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CLUB CORNER



Isle of Wight Car Club

How dedication, determination and the hard work of volunteers is helping to turn the Isle of Wight into a motorsport destination for competitors on both four wheels and two

Sharp-eyed readers will note that this is the second appearance in Club Corner for the Isle of Wight Car Club (IoWCC), the first occasion having looked at the club's history, which stretches back to the late 1940s and includes autotest and other grassroots events popular with the island's small but passionate motorsport community.

The return 'visit' and second chance to chat with club chair and competition secretary Malcolm Smith is inspired by the club's role in a motorsport revolution on the Isle of Wight, given the island has secured clearance to run not one but two closed-road events. The opportunity to stage such meetings has been made possible by Motorsport UK's successful campaign resulting in a change to the Road Traffic Act in 2017, and we decided to see how this popular holiday destination has gone about adding motorsport to its many existing attractions.

The IoWCC's success in its bid to hold a closed-road speed event, called the Sandown Sprint, has established the vital proof of concept that even a relatively small organisation can make something like this happen. This is no mean feat, and Malcolm is keen to share his experiences to help any other club with aspirations to do something similar.

The downside is that Coronavirus forced the cancellation of the first Sandown Sprint and, as just confirmed by the club, postponement of the 2021 event, which had been slated for the last weekend in March. While this is a bitter blow for the club, the local community and the many competitors who had signed up, Malcolm takes heart from the fact that it has at least demonstrated huge enthusiasm for a closed-road event of this type, and the benefits it can bring to the community hosting it.

This comes as motorsport on the island is gathering momentum, with confirmation that an all-new closed-road motorcycle event called the Diamond Races will run later in the year. With the Isle of Man TT sadly cancelled for 2021, the Diamond Races is attracting a great deal of attention and, along with the Sandown Sprint, will hopefully establish the Isle of Wight as an equally attractive destination for motorsport fans on two wheels and four alike.

Without wishing to dwell any further on what might have been, it is instead better to draw comfort from the fact that there is clearly a willingness among residents, businesses and councils in England to stage motorsport events on their local roads, and a recognition of the wider benefits this can bring. So what advice does Malcolm have for other clubs looking to do the same, based on his own experiences?

“Obviously it helps that we’re an island so everyone knows everyone,” he admits. “But the real secret was we went to the local businesses and got them onboard before approaching the town council and Isle of Wight Council. Specifically in Sandown, holiday traffic has waned somewhat so the hotel owners and other businesses are keen, and the town council supports them so it all helps with regeneration. For any other club looking to do the same I’d advise getting the businesses and other locals onboard and, once you’ve got them, you can approach the authorities.”

The expertise and connections of locally-based promoter Tim Addison has also been a great boon in terms of coordinating local authorities, ferry companies and other partners vital to make it all work. Teaming up with Farnborough and District Motor Club on the mainland has helped share some of the organisational load, too. And, while there is no formal partnership between the Sandown Sprint and Diamond Races, a mutual love of motorsport in all its forms means that there is a spirit of cooperation that Malcolm predicts will see them helping out at each other’s events in terms of marshalling and other voluntary support.

The March date was chosen for the Sandown Sprint deliberately so as not to intrude on the regular holiday season and attract people to the island when they might not otherwise consider visiting. As the summer is an important time of year for regular holidaymakers and the Diamond Races is scheduled for September, the opportunities to



reschedule the Sandown Sprint for later in the year are limited. However, the plan for an event attracting a significant number of visitors to the island, all of whom would be putting money into the local economy in an otherwise quiet time of year, remains a sound one and it is a question of ‘when’ and not ‘if’ the Sandown Sprint can finally take place.

So, what other tips does Malcolm have that may be useful for other clubs inspired to try to set up their own closed-road events? “Don’t underestimate what you will need in terms of barriers and safety equipment,” says Malcolm, decisively. “One of our sponsors is a local developer – John Peck Construction – and John is himself a rally man and providing us with the concrete barriers from his company. That’s not an easy task and was nearly a game-stopper.”

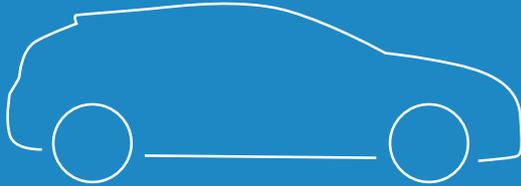
Practical issues aside, it is clear that the IoWCC’s simple advice would be for engagement with everyone from local residents to businesses and authorities, and presenting a positive case for what the wider community has to gain from hosting motorsport on its roads. In Sandown’s case, that is attracting business from the mainland at an otherwise quiet time of the year. It is a lot of work for a small club but, when the pay-off is the potential for the Isle of Wight to create a motorsport legacy capable of equalling that on the Isle of Man, the rewards make it worthwhile. Frustratingly we may have to wait just that little bit longer before we see cars competing on the streets of Sandown. But for Malcolm and all the other motorsport fans on the Isle of Wight, it will be worth the effort.

For more information visit: <https://iowcc.co.uk> and www.isleofwightspeedtrials.co.uk

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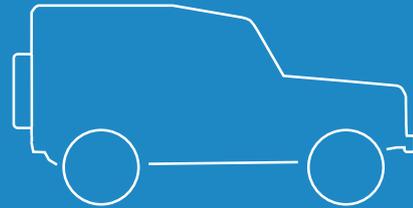
Standard Cars



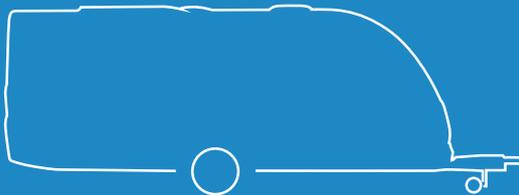
Classic Cars



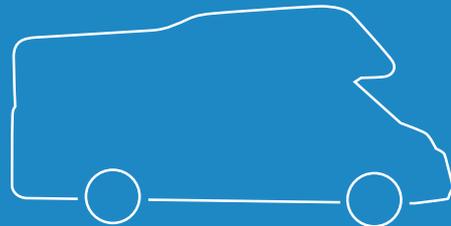
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Results

Latest results from Motorsport UK Championships



Motorsport UK British Kart Championships (Rotax and Honda)

18th-20th December, Whilton Mill

Racing in the British Kart Championships continued right up to the weekend before Christmas with the Rotax and Honda classes running their concluding rounds at Whilton Mill in challenging conditions. In the Honda Cadet class, Ewan Charman took the race victory, Zac Drummond scoring enough to seal the championship. With a dominant points lead, Harry Linden elected not to take to the track in the final of the Mini Max, this tactical decision securing him the title. An epic fight in the Junior Rotax class saw a race and championship win for Matthew Higgins, while Katherine White stormed from the back of the field for a win in Senior Rotax, with Morgan Porter taking the series crown. With three drivers separated by just 10 points it was all to play for in the Rotax 177 class, Henry Ayres sealing a strong weekend to take the race and championship.

WHAT'S
YOUR
STORY?

Revolution is your magazine, so if you have an idea for an interesting feature or topic you would like covered in a future edition of *Revolution*, please get in touch with us at: revolution@motorsportuk.org



NATIONAL COURT

The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals.

**Sitting Tuesday
15th December 2020**

**John Felix, Mike Harris, David
Munro (Chairman)**

J2020/07 Eligibility Appeal

The National Court sitting as an Eligibility Appeal Panel has considered the appeal of Joe Wiggin which was before the Court pursuant to the procedure specified in General Regulation C7.2.

Mr Wiggin was a competitor at a race meeting held on the National Circuit at Silverstone on 12th September 2020. He was the driver of a Mazda MX5, competition no. 41 in Race 1, which was a Mazda MX5 Championship Group B & C race.

Following the conclusion of the race at around 1330 hours the cars were directed into parc ferme. They were then released to the outer paddock at around 1350 hours. The Appellant returned to his awning. It appears that the first 3 finishers had been selected for eligibility checks.

The Scrutineers then came to the outer paddock to inspect the flywheels of the top 3 finishers. The Appellant states that all the inspections were completed between circa 1400 hours and 1500 hours.

It is common ground that his car was the second vehicle to be inspected. The flywheel was removed from the car by his mechanic and he maintains that it was left unattended on the

ground by the engine bay of the car. The scrutineering team were seen to be examining the flywheel of the 3rd placed finisher during this time.

He asserts that they then returned to his awning with the flywheel from the 3rd placed car. He is clear that there were 4 officials present, including Mr Morse, the Chief Scrutineer and Mr Affleck, the Eligibility Scrutineer. He maintains that the flywheel from his car was compared with the component from the 3rd placed car and that the flywheels were not marked at that point.

According to the Appellant at about 1515 hours both flywheels were taken back to the main paddock. He asserts that neither were marked in any way at this point.

The Appellant believes that thereafter a number of other flywheels were taken from other MX5 competitors for comparison purposes.

He was subsequently informed by the Clerk of the Course that a Non-Compliance Report had been issued in respect of the flywheel from his car and that as a consequence he was to be disqualified from the results and that the penalties pursuant to General Regulation C3.5.1 (a) and (b) were to be imposed.

The main burden of his appeal is that the Appellant does not accept that the flywheel that was found to contravene the technical regulations due to having been machined to the rear was, in fact, his flywheel.

Whilst he was not present when seals were applied to the flywheel in question, there was no requirement for him to be there as General Regulation C5.3.2 only applies to the sealing of components following a protest and the present case does not involve any such protest.

The Court has given very careful consideration to the submissions made by both the Appellant and by Mr Morse, the Chief Scrutineer and Mr Affleck, the Eligibility Scrutineer.

The continuity of the procedures undertaken is a key issue in this appeal. The Court notes the following matters:

1. It is common ground that the flywheels from the cars of the first 3 finishers were examined. Mr Affleck states in his report on non-compliance that “the top three finishers were selected for eligibility checks”.
2. In his first submission Mr Morse states that “random selection of other competitors were also subject to inspection of the flywheel”. He refers to the flywheel in the possession of the Eligibility Scrutineer being marked with the competitors no (41) but he does not say when he first saw this or where the component was when he saw that it was identified in this way, or how the component came to be in his possession.
3. The Appellant believed that other flywheels had been examined

- and that some had been taken for comparison purposes.
4. It is obvious from Mr Morse's first submission that there must therefore have been other MX5 flywheels removed from cars in the outer paddock following race 1. Whilst both Mr Morse and Mr Affleck appear to consider this an irrelevance the Court is not minded to agree. It is incumbent on the scrutineering personnel to establish a clear chronology of events in order to ensure the integrity of continuity in the examination of components.
 5. At some point the flywheel which was subsequently found to be ineligible was marked with the competitor's car number (41). Mr Morse states that he was called to the paddock by Mr Affleck to consider the examination of a flywheel removed from the Appellant's car. He does not suggest that he saw it being removed. The contrary appears to be the case. He does not claim to know when it was so marked. He states that he took it to the scrutineering office where it remained in his sight until it was later sealed by Mr Affleck.
 6. This flywheel was later compared with another Mazda flywheel with the "same cast part number as the subject flywheel". The origins of this flywheel are unclear. The inference is that it may have been one of those collected from the outer paddock that day. Mr Morse states that he was satisfied that it was a valid comparative part.
 7. There was a visible difference between the two flywheels and the subject flywheel had machining to the engine side of the component which would have rendered it ineligible.
 8. Mr Affleck had compiled a Non-Compliance Report on 12th September. In this he states that the flywheel presented during the examination of car 41 in the outer paddock "did not resemble what was expected". He said that the Chief Scrutineer was informed, and the flywheel impounded for further checks and taken to the scrutineering bay. He did not say if it was marked to identify it, who marked it, when it was marked or who took it. He does not indicate where it was when it was impounded, who impounded it or how this was done. He later refers to the subsequent comparison with another "comparative part" and then states that a Rotoseal was attached through the bolt holes.
 9. The Appellant states that the 2 flywheels that were looked at in his awning were not marked in any way. He describes 4 officials as being present and passing the components between each other. In his second submission he identifies the key points of his appeal. The Court considers that the most relevant are as being:
 - Multiple flywheels were handled in a similar unsecured way
 - Being instructed by the scrutineers to leave the flywheel unattended on the floor in the paddock for approximately 20 minutes
 - The flywheel being out of his line of sight for at least an hour and 10 minutes.
 10. The second submission of the Chief Scrutineer does not take the evidence much further, he simply states that "the Appellant's flywheel was not transposed with another competitor's flywheel" but does not provide any further detail about the transmission of the component to his custody or introduce any further evidence about the integrity of the procedure.
 11. Mr Affleck's second submission assists to the extent of establishing the procedures undertaken in fixing of seals to the component and confirms that the Appellant's flywheel was removed from the Mazda by his mechanic, but it does not assist in identifying what then happened to it prior to its removal from the outer paddock. He refers to a photograph taken at 15.56 hours which he says was taken immediately after the removal of the flywheel by the mechanic. (The Appellant's case being that the flywheel from his car was removed from his awning by about 15.15 hours). In fact, Mr Affleck produces 4 photographs. They all show a bagged flywheel, and the bags show a seal number (0018766). As the seals were not affixed to anything until the components were examined at the scrutineering bay after removal from the outer paddock (per his first submission) these photographs cannot originate from the Appellant's awning as he suggests. It is true to say that there is some marking on the component, but it does not show any visible car number.
 12. In Mr Affleck's third submission to the Court, he states that "as I did not have a wire seal in my possession at the time the flywheel was removed from the outer paddock, I applied a paint mark (Car 41) to ensure the identity and source of the flywheel whilst returning to the scrutineering office"
 13. The Court is in some doubt about how this statement is to

be interpreted. Where was the component when the paint mark was applied? Was the paint mark made “at the time” the flywheel was removed from the outer paddock? At what point did this occur? Who took the component back to the Scrutineering office? Were others taken back at the same time?

For the reasons set out above the Court considers that the evidence of continuity is clouded and unsatisfactory in the present case and as a consequence it is unsafe to draw the conclusion that the flywheel that was found to be ineligible was the component that was removed from car 41. Accordingly, this appeal succeeds and the Court orders that:

- (1) The appeal fee is to be returned, and
- (2) The results of Race 1 are to be amended accordingly

Sitting Tuesday 15th December 2020

John Felix, Mike Harris, David Munro (Chairman)

J2020/10 Eligibility Appeal

The National Court sitting as an Eligibility Appeal Panel has considered the appeal of Jeff Smith which was brought before the Court pursuant to the procedure specified in General Regulation C 7.2.

Mr Smith was a competitor at Thruxton on 25th October 2020. He was the driver of a Mini 7 car, competition no. 1 in Race 9 of the meeting. After the race he was directed to the scrutineering bay where the Eligibility Scrutineer, Stephen Wood, intended to seal the engine. Mr Wood examined the car but found that he could not affix seals as the requisite holes required to fit the seals had not been drilled in the bellhousing or rocker cover fixings as required by the Mini 7

technical regulations at TR 5.4.3.

The Appellant had left the car in the scrutineering bay with the agreement of Mr Wood whilst he watched a friend racing in the next race. On his return there was a conversation with Mr Wood, the outcome of which was that it was agreed that the car should remain in parc ferme whilst 2 clutch housing bolts were replaced with drilled bolts and whilst the Appellant drilled out 2 rocker cover fixings. Mr Wood then affixed 3 seals and completed a sealing report.

The car was then allowed to leave parc ferme.

A Scrutineer’s Non-Compliance Report was completed and timed at 13:05 hours. There is a dispute between Mr Wood and Mr Smith about whether or not he was actually made aware of the existence of the Non-Compliance Report on 25th October, but he was plainly aware that the seals could not be fixed to the car as work was undertaken there and then to enable the sealing to take place.

It is worth noting that the need to comply with COVID-19 safety measures would have meant that in any event a paper copy would not have been given to the Appellant. He should however have been sent a copy via email.

It is the Appellant’s case that he was unaware that the Non-Compliance Report had been issued until 28th October and the panel has not been provided with any evidence that an email was sent to him.

What is clear is that the Non-Compliance Report was subsequently delivered to David Wheadon, who was apparently the Secretary of the Meeting. Regrettably, he then failed to send this on to the Clerk of the Course, Andrew Outterside. The evidence placed before the court does not reveal when the documentation was finally sent to the Clerk.

Mr Outterside seems to have considered the matter on 28th October and issued a “Meeting Form” to the Appellant at 12:20 that day. The relevant part of the document states that:

“Following receipt of a report from a ScrutineerI find that you are guilty of contravening ...Technical Regulation 5.4.3- a specified number of pre-drilled bolts and studs for the affixing of MSUK C3.1.1 Eligibility.”

The Appellant was then disqualified from the results of the race under General Regulation C3.5.1 and was penalised under regulation C53.5.1(a) and (b). He was allowed 7 days in which to appeal. The relevant procedure was then followed.

The panel has noted the provisions of General Regulation C 3.1.1 which provides that the ineligibility of a vehicle or component will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will disqualify the vehicle from the relevant results unless there are exceptional reasons why this should not be done.

General Regulation C3.1.1 was not sufficiently complied with in the present case. There was no meeting with the Clerk of the Course and there is no evidence that the Appellant was ever given the opportunity to be heard. His case is that the first that he knew of the issue of a Non- Compliance Report was on 28th October and his contention is that he should have been offered the opportunity to put his case across before the decision to disqualify the vehicle was made.

The panel is mindful of the particular circumstances of this case in that the Appellant was asked to rectify the apparent non-conformity whilst the car remained in parc ferme and that the work was then undertaken, and the

relevant seals were affixed prior to the release of the vehicle.

Bearing in mind the proviso in C3.1.1 concerning “exceptional circumstances” and the gross delays in communication which are self-evident in this matter linked the fact that the Appellant was seemingly unable to make any representations to the Clerk of the Course, this appeal must succeed and the Court therefore orders that:

- (1) The Appeal Fee should be returned, and
- (2) The results of Race 9 should be amended accordingly.

Sitting Tuesday 15th December 2020

John Felix, Mike Harris, David Munro (Chairman)

J2020/11 Appeal

The National Court has considered the appeal of Louis Foster who was a competitor in the British F3 Championship races held at Silverstone on Sunday 8th November 2020. On that date the Appellant was the driver of car 26 in the BRDC Formula 3 Championship.

There was an incident in Race 2 of that championship which led to the Appellant being required to appear before the Clerk of the Course (CoC), who, after conducting a hearing which commenced at circa 13:00 hours imposed a 60 second time penalty on the Appellant for breach of GR Q14.4.4 and C 1.1.5.

The Appellant then sought to appeal that decision to the Stewards of the Meeting.

There was no significant argument concerning the approximate time at which the Appellant was verbally informed of the CoC’s decision, but a “WhatsApp” message was subsequently

sent to Louis Foster by Gemma Mole, who was then acting as the Championship Co-Ordinator. A copy of the CoC’s written decision was attached to this message in the form of a PDF file. It shows the time of issue as being 13:20 hours. It further states that the decision had been verbally delivered to the driver at 13:20 hours.

The decision form bore the following endorsement:

“Due to the restrictions of Covid-19 judicial forms will no longer be signed and paper copies will not be distributed and will instead be e-mailed to the recipient, for judicial and appeal purposes the time of issue will be deemed to be the time the email was sent”.

There was no e-mail transmission in this instance, instead the decision was sent via a messaging app. The Court does not however base its decision simply on that discrepancy. There was no challenge to evidence produced on behalf of the Appellant which shows that the message itself was not actually sent by Gemma Mole until 13:23 hours.

The Appellant also competed in Race 3 and was involved in a further incident during that race which led to a second appearance before the CoC. This second appearance occurred during the 30 minutes following the delivery of the WhatsApp message.

The Appellant’s team manager, Mr. Willet, submitted an appeal against the CoC’s decision via email at 13.52 hours. This email was sent to an address which had been notified to all F3 teams prior to the event as being the address which was to be used for all appeals and protests. In the event this was not an address specified in the final instructions. Unfortunately, the Final Instructions had failed to provide clear information about which email address was to be used for the submission of appeals.

The Appeal Form bore the time of 13:45 hours.

The Appellant’s team manager, Mr. Willet, was then asked to meet with the Stewards of the Meeting and he was told by them that they believed that the appeal was out of time. He was then asked to leave the room, and, on his return, he was informed that the appeal was out of time and that it would not be considered.

An appeal to the Stewards of the Meeting against a decision of the Clerk of the Course must comply with General Regulation C6.3(g) in that it must be submitted in writing within 30 minutes of the first communication of the decision to the competitor.

However, the necessity of complying with Covid-19 restrictions means that this regulation had been varied to the extent stated in the above endorsement in that:

“... judicial forms will no longer be signed and paper copies will not be distributed and will instead be e-mailed to the recipient, for judicial and appeal purposes the time of issue will be deemed to be the time the email was sent”.

The Stewards apparently accepted that there had been service of the Appeal as they were seized of it and had therefore asked Mr. Willet to appear before them but in their written decision, timed at 1518 hours, they considered the appeal inadmissible as it had been lodged outside the prescribed time. They found that there was no basis for extending the 30-minute time limit.

They gave the following reasons for this decision:

“The Clerk of the Course decision which is the subject of the appeal was timed at 13:20hrs and it is accepted that the driver and the entrant’s representative received verbal notification at that time. It is also stated clearly on the

decision form that for judicial and appeals purposes the time of issue (13:20hrs) will be deemed to be the time that e-mail communication of the decision was sent. This appeal was then submitted by e-mail at 13:52hrs (to an incorrect address) which is outside the 30-minute time limit stipulated in General Regulation C6.3(g). The Stewards have heard from the entrant's representative who refers to actual receipt of the e-mailed decision at 13:23 hrs and to other judicial matters which required his attention. He also apologised for the error made in sending the appeal to the wrong person, acknowledging that the correct recipient was clearly given in the Final Instructions. The Stewards do not consider that there were circumstances in this case that made the lodging of the appeal physically impossible within the time limit such as to justify extending the time limit as permitted by GR C6.3.1. As the appeal is not being considered further, the appeal fee is returned".

The Appellant's case was, inter alia, that this decision was wrong insofar that the appeal had, in fact, been lodged within the 30-minute time allowed by CR C 6.3(g). This, it was averred, has led to a gross miscarriage of justice in that he was denied his right to have his appeal against the CoC's decision heard by the Stewards.

The National Court finds that the appeal was plainly lodged within the 30-minute time limit and that therefore the Stewards erred by declining to hear the matter.

In these circumstances the Court then proceeded to consider the incident which had led to the initial hearing before the CoC.

Race 2 was clearly run in difficult conditions. It had been raining and the track was drying, but circa half the grid were running on slick tyres

and half were on wets. There was only one green flag lap when 2 had been expected. During Lap 1 there was contact at Luffield Corner between car 26, driven by the Appellant, and car 22 driven by Piers Prior. This resulted in car 22 rotating and losing places as a consequence.

Piers Prior had been notified of the National Court hearing and had been invited to attend as a witness but had not replied to correspondence and was not present at the hearing.

The Court viewed the moving images contained in the on-board video recordings from both cars and finds that the incident in question was, in fact, a racing incident which occurred in circumstances where driving would have been particularly difficult due to the prevailing weather conditions. It does not find that the Appellant was responsible for causing a collision contrary to General Regulation Q14.4.4 nor does it consider that the Appellant drove in a manner incompatible with general safety or that he departed from the standard of a reasonably competent driver contrary to General Regulation C 1.1.5.

This appeal therefore succeeds and the Court orders that the appeal fee should be returned and that the results of the race should be amended accordingly.

**Sitting Tuesday
15th December 2020**

**John Felix, Mike Harris, David
Munro (Chairman)**

J2020/13 Inquiry

This matter had been referred to the National Court under General Regulation C9.1 by Motorsport UK in that it was considered that the results of the event may have been incorrectly declared.

Accordingly, the Court has investigated the matter and the findings are set out as follows:

1. The organising club was the Classic Sports Car Club and the meeting in question took place at Donington Park Circuit on 26th and 27th September 2020.
2. On 27th September during the "Swinging Sixties" Race (race 10), the driver of a Ford Mustang, competition No 561 was Chris Pearson.
3. Mr Pearson was found to have contravened General Regulation Q15.1.2 in that he had failed to comply with Yellow Flag signals during that race.
4. Following a hearing before the Clerk of the Course Mr Pearson was disqualified from the meeting at 15.13 hours.
5. The vehicle, bearing competition No 561 was driven in race 11 by Steven Brown. That race started at 14.47 and ended by 15.10 hours.
6. Amended results for race 11 were published at 15.59 hours. These stated: "Car 561-Disqualified from meeting for failure to comply with Yellow Flag signals ref Reg Q15.1.2". Accordingly, it was not classified in the published results.
7. It is therefore plain that the results of race 11 were incorrectly declared. This error was not discovered until after the meeting. The Clerk of the Course and the Club Secretary therefore contacted Motorsport UK to explain what had occurred.

The Court therefore orders that the results of Race 11 are to be corrected to reinstate car 561 in the Final Result and that the amended results should then be published without delay.



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