

Revolution

January 2020

The official magazine of  motorsport uk

THE
KARTING
ISSUE

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CEO's MESSAGE

Hugh Chambers



“The term 20/20 vision is doubly apt in this year, as we now have a very clear view of where the sport needs to be heading and how we will achieve that”

20/20 Vision

2020 is now well underway; and bringing with it all of the hopes and expectations of a wonderful season ahead. May I thank everyone that plays a part in making motorsport safe, fair and fun – the volunteers and officials that keep our sport running, and that are the envy of the motorsport world. And to our competitors, I would like to thank you for the investment you make in the sport and for creating thousands of thrilling competitions throughout the year.

The term 20/20 vision is doubly apt in this year, first and foremost as we now have a very clear view of where the sport needs to be heading and how we will achieve that. But also, on a more literal level, we have changed the regulations in regard to our medicals and introduced new vision tests for drivers. Our medical panel holds the view that the most important

medically-related test for drivers is that of eyesight, and as a result we have now dropped the annual medicals for those under the age of 60 with national circuit racing licences; and implemented a new regime for eye tests (more details are available on the Motorsport UK website). But the good news is that your eye test will be free courtesy of SpecSavers, who have joined in partnership with Motorsport UK. And for around 55% of our circuit racing driver community you have just saved the considerable cost of that medical.

No sooner than Christmas is over, January kicks off with the Autosport Show at the NEC. This year, in partnership with Autosport themselves, we had a great presence in the main stage area. With a new style open-plan format stand, we invited hundreds of our members to join us to chat and debate all aspects of the sport. The

overwhelming feedback we got was the support that our members have for the new direction of travel, and the desire to protect our future.

The key feature that we had on our stand at the show was “The Karting Pathway Redefined”, which was a bold statement, but with real substance behind it. As I have stated before, karting is a wonderful sport, but it faces some real challenges – and driver numbers have been impacted. We now have half the number than we did 15 years ago, but the good news is that in 2019 the number actually went up, which gives great cause for optimism. We were very keen to give karting a clear focus in this issue of Revolution.

We are taking bold steps to broaden the entry points into karting by creating alliances with elements of the sport that have not historically been engaged. Starting with TeamSport, who are the

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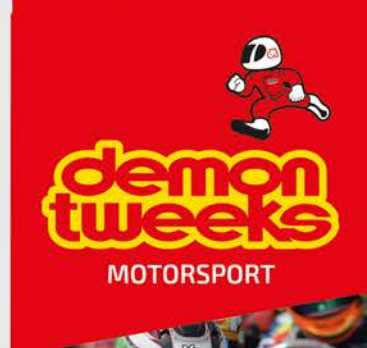


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CEO's MESSAGE

“Perhaps the most interesting kart we had on the stand at the Autosport Show was a concept electric kart for the Bambino and Cadet class levels”

UK's number one operator of indoor tracks, with a total of 35 around the country. They have over half a million unique customers every year, and although for most participants karting is simply light entertainment, around 15% of their customers want to take it more seriously and join their own leagues and competitions. From now on this community will be directly connected to Motorsport UK with the issue of a new K-I licence from us that brings them firmly into our broader world. There are new Arrive and Drive options, with Club 100, and a tightly cost-controlled series in The Daniel Riccardo Race Series.

But perhaps the most interesting kart we had on the stand at the Autosport Show was a concept electric kart for the Bambino and Cadet class levels, that has been developed by former Ferrari F1 engineer, Rob Smedley. We see this as a major breakthrough, especially as this will impact the children who are growing up in a new world order where the internal combustion engine is viewed as a relic of the past. That is not a view we share, but we do need to recognise the challenge, and

the development of our specification e-Kart is a priority. Aside from the environmental benefits, there are a host of other benefits from electric karts, not least the containment of costs, the identical performance, reliability, potential ownership models, and something that is simple enough to be run by people with limited technical knowledge. For 2020 we will be running a series of showcase events across the country, in order to gain the right level of insight for what works in the real world, and how we should structure any future deployment of this type of kart.

As everyone is no doubt aware, at the end of last year we made some significant changes to the licences and permits of Motorsport UK. This was very much part of that 2020 vision I referred to earlier; and formed an essential part of the strategy. As I write this, nearly 50% of licence holders have already renewed their membership (members renew at various times across the year according to their event plans), which is very much in line with previous years.

We also now have 8,800 new RS Clubman licence holders – our new

free of charge licence for grass roots events, where the emphasis is on pay-as-you-play. We will now be able to engage with these licence holders and give them a closer relationship with Motorsport UK. Most importantly, these are competitors that we historically covered under our permit, but with whom we did not have any engagement. Now we will build on the new relationship.

Finally, we have just completed The Night of Champions at the RAC Pall Mall in London. It was universally applauded for the fun atmosphere that successfully reflects our commitment to the community. The Champions came and collected their well-earned awards, demonstrating the sheer breadth and depth of our sport; and not only the drivers, but also Officials, Volunteers and the clubs themselves.

Wishing everyone a great season in 2020.

Kind regards,

Hugh Chambers
CEO, Motorsport UK

“It was universally applauded for the fun atmosphere that successfully reflects our commitment to the community”

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UP TO SPEED

LATEST NEWS



BEST OF BRITISH CROWNED AT MOTORSPORT UK'S NIGHT OF CHAMPIONS

FIA Deputy President (Sport) Graham Stoker was one of the high profile figures crowning the 2019 British Champions during Motorsport UK's prestigious Night of Champions ceremony in London last night (25 January).

David Richards CBE, Chairman of Motorsport UK, hosted the winners of British motorsport's most prestigious titles for the annual awards evening at the Royal Automobile Club. They were joined by a series of special award winners, each recognised for outstanding achievement in their areas of contribution to the sport. Steve Rider and Hannah White co-presented the evening.

David Richards said: "Motorsport UK British Championships represent the highest level of competition in this country and the Night of Champions recognises the achievements of British drivers across a wide range of motorsport disciplines.

"Tonight is also an opportunity to thank those that organize the sport, our Club and Volunteers of the year as well as special awards for Young Journalists and Photographers."

"It's a true celebration for all those that make our sport the great success it is in this country"

While the evening crowns Champions who are regularly in the spotlight, it also gives equal recognition to other forms of motorsport which have British Championships and whose winners demonstrate a huge amount of dedication and skill.

The special awards recognise and celebrate excellence in the wider motorsport community.

The Champions honoured on the night were:

- **Motorsport UK British Car Trial Championship:** Mark Hoppe
- **Motorsport UK British Sporting Trial Championship:** Simon Kingsley
- **Motorsport UK British Autotest Championship:** Alastair Moffatt
- **SBD Motorsport British Sprint Championship:** John Graham
- **Motorsport UK British Drag Racing Championship:** Marck Harteveld
- **Avon Tyres/TTC Group Motorsport UK British Hill Climb Championship:** Wallace Menzies
- **Britpart Motorsport UK British Cross Country Championship:** Justin Birchall & Jonny Koonja
- **Toyo Tires Motorsport UK British Rallycross Championship:** Julian Godfrey
- **FUCHS Lubricants Motorsport UK British Historic Rally Championship:** Simon Webster and Jez Rogers
- **Motorsport UK Junior British Rally Championship:** Josh McErlean & Liam Regan
- **Motorsport UK British Rally Championship:** Matt Edwards and Patrick Walsh
- **FIA European Rally Championship:** Chris Ingram and Ross Whittock
- **British GT Championship:** Jonny Adam and Graham Davidson
- **F4 British Championship - Certified by FIA, Powered by Ford EcoBoost:** Zane Maloney
- **BRDC British F3 Championship:** Clement Novalak
- **Kwik Fit Motorsport UK British Touring Car Championship – Manufacturers:** BMW
- **Kwik Fit Motorsport UK British Touring Car Championship:** Colin Turkington

The special award winners were:

- **JLT Motorsport UK Club of the Year:** Clitheroe and District Motor Club
- **JLT Motorsport UK Volunteer of the Year – Clerks & Stewards:** Colin Prest
- **JLT Motorsport UK Volunteer of the Year – Marshals:** Jackie Spencer
- **JLT Motorsport UK Volunteer of the Year – Other:** Niall McConigle
- **JLT Motorsport UK Volunteer of the Year – Overall:** Dave Read
- **Motorsport UK Young Journalist of the Year:** Matt Kew
- **Motorsport UK Young Photographer of the Year:** Lou Johnson
- **iZone Motorsport UK Young Driver of the Year:** Sam Neary
- **BWRDC Lord Wakefield Trophy:** Catherine Bond Muir

For details of all the award winners, please click [HERE](#).



British Indoor Karting Championship

NEW BRITISH INDOOR KARTING CHAMPIONSHIP (BIKC) LAUNCHED BY MOTORSPORT UK

Indoor karting burst onto the sporting and entertainment scene in the mid-eighties and has continued to thrive ever since. For the first time, in 2020 there will be a British Indoor Karting Championship supported by Motorsport UK – with drivers from across the UK pitting themselves against each other to lift a coveted British National title.

Aspiring drivers from as young as eight-years-old can take part at their local TeamSport track with 35 venues around the country to choose from. TeamSport Elite Members hold a Motorsport UK K-I licence making them eligible to enter the BIKC.

Qualifying starts in June with entrants submitting their three best lap times, followed by Local Finals. From there, the best will progress to one of seven regional finals, culminating in the BIKC Grand Final in November.

The series will be open to all TeamSport #Grid Elite Members with cadet, junior and teen categories plus four adult weight class titles up for grabs. All those who join the TeamSport

Elite member program will also receive a K-I Motorsport UK licence, allowing indoor karters to become part of the Motorsport UK community.

The BIKC will importantly form the first step on the Motorsport UK Karting Pathway as it becomes one of the most accessible and cost-effective motorsport series in Britain. Drivers who enjoy the thrill of racing in the BIKC can then look to progress through the ranks into arrive and drive formats such as Club100, owner/driver racing series such as Daniel Ricciardo Series, affordable local club racing



categories and ultimately the British Kart Championships – the premier karting series in the UK.

Hugh Chambers: CEO, Motorsport UK said: “We are delighted to be launching the 2020 British Indoor Karting Championship with TeamSport. Indoor karting has a massive appeal and is consistently growing in popularity. For many it is their first introduction to motorsport. The BIKC will offer accessible and affordable motorsport to a wide audience as families and friends can compete at the same meetings in the different categories at TeamSport’s fantastic facilities across the UK. Motorsport UK are strong advocates for supporting new motorsport initiatives and the BIKC provides an exciting grassroots proposition for those wanting to have fun, challenge for a British Championship title or to use it as a stepping stone to outdoor karting, all the way through to our premier series – the British Kart Championships.”

Dominic Gaynor: CEO, TeamSport Indoor Karting said: “All of us here at TeamSport are thrilled to announce the launch of the British Indoor Karting Championship (BIKC). We see many

talented and skilled drivers take to our tracks every year, and thanks to TeamSport’s partnership with Motorsport UK, there will now be a National and recognised title for which they can compete. Motorsport UK’s commitment to indoor karting and the BIKC is very exciting and we look forward to seeing our #Grid Elite Members compete to be crowned British Indoor Karting Champions.”

Further details for the British Indoor Karting Championship will be shared in due course, however in the meantime, you can keep up to speed with all the developments and register your interest in the series at www.bikc.co.uk

Indoor karting has a massive appeal and is consistently growing in popularity. For many it is their first introduction to motorsport.

For all the latest news and to register your interest in the series at www.bikc.co.uk



BRITISH GRAND PRIX TEAM NAMED FIA BEST TEAM OF OFFICIALS 2019

The volunteer team of marshals and officials behind the Formula One British Grand Prix have been named the FIA Best Team of Officials 2019.

The British Formula One Grand Prix has been running since 1950. Since then, the volunteer marshals who work on the event have developed into a team that is highly regarded around the world.

The team of 953 people cover 19 different roles on the event including course, flag and paddock marshals, medical and rescue personnel, scrutineers, race admin and more. The Grand Prix Marshal team are personally selected by Motorsport UK and each individual must be accredited in line with the Grading Scheme for the role they are due to perform.

Clerk of the Course for the British Grand Prix, Ian Watson, said: "It is always pleasing to see the hard work of our volunteer officials at the Grand Prix recognised in some way, such as this FIA award. The whole team spend a lot of free time training in order to fulfil the demands of each role, honing their skills at UK race events before we bring representatives from all of the UK clubs together, making all of that effort and dedication worthwhile."

Hugh Chambers, Motorsport UK Chief Executive, said: "The British Grand Prix Marshal team are passionate about providing an exemplary service to competitors, team personnel and fans, and benefit from a wonderful camaraderie. We're incredibly proud of the team and the fact that 15% of our marshals are female. Our marshals

are world renowned, with some of the British GP Marshal team travelling abroad to work at other events in the F1 calendar."

"The team spend a lot of free time training, honing their skills at UK race events before we bring representatives from all of the UK clubs together"



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MOTORSPORT UK ENJOYS FRESH APPROACH AT AUTOSPORT SHOW

Motorsport UK enjoyed a successful four days at the Autosport International Show at the NEC in Birmingham (9-12 January).

The two-day trade and two-day public show kick-starts the UK motorsport calendar, and the annual event provides the entire motorsport community the chance to discuss and announce plans for the forthcoming season.

Motorsport UK became a hub for show goers in 2020 with a packed schedule of events, including stage interviews, driver visits, membership renewals, a new meeting and membership lounge and driver and series launches.

“Lots of fresh energy about the the Motorsport UK area at the Autosport Show. I wasn't there for long but could feel the change and enthusiasm.” – Colin Turkington

The proceedings began with George Lepley unveiling his brand-new WD-40-backed Ford Fiesta R2 which he will use in the British Rally Championship. With the sport's media gathered, further news came in the form of the brand-new British Indoor Karting Championship in association with TeamSport – announced for the first time on the Motorsport UK stage. The exciting series now forms a part of the redefined Karting Pathway.

Further driver question and answer sessions followed throughout the four days with W Series stars Alice Powell, Abbie Eaton and Championship CEO and Motorsport UK board member Catherine Bond-Muir joined throughout the weekend by 2019 BTCC

Champion Colin Turkington, 2019 British GT Champion Jonny Adam and European Rally Champion Chris Ingram to name but a few.

Thousands of members of Motorsport UK visited the stand in Hall 1 with hundreds renewing their competition and official licences while many took advantage of the special show offer to join the fan-based membership – Trackside.

Motorsport UK also organised an Electric Vehicle Conference on Friday morning as well as visit by F1 driver Charles Leclerc on Sunday. The Ferrari driver passed on his racing knowledge and advice to some of the AASE Academy students.

Registrations swelled for the British Kart and Rally championships, while staff were on hand to discuss technical, safety and commercial opportunities for the year ahead.

Members of the public were shown just how easy it was to get started in the sport and they had the opportunity to win Wales Rally GB prizes and iZone Performance experiences after having a go on the BATAK and race simulator.





“Renewed my Motorsport UK Licence, all ready for an exciting year ahead!” – Olly Turner

 motorsport UK





W SERIES TO STAGE ALL-NEW RACES ALONGSIDE FORMULA 1 IN USA AND MEXICO IN 2020

W Series' 2020 USA race will take place at Circuit of the Americas in Austin, Texas, on Saturday October 24th, while the Mexico round will take place at Autódromo Hermanos Rodríguez in the capital, Mexico City, on Saturday October 31st.

The two all-new W Series races will form an exciting championship-deciding 'double header', held on consecutive weekends, and will be rounds seven and eight of the eight-race 2020 W Series championship.

Catherine Bond Muir (Chief Executive Officer, W Series) said: "We at W Series are absolutely delighted that, in only our second season, our championship has been welcomed by Formula 1, and we're utterly thrilled that

the final two races of the 2020 W Series season will therefore take place as part of the Formula 1 platform.

"Our two all-new races will follow six races on the DTM platform, making a very varied, extremely exciting and truly international eight-race championship, in eight countries across the globe. I'm particularly pleased that W Series will now stage races outside Europe, and the USA and Mexico are of course both very important new territories for us."

Race	Location	Date
1	St Petersburg, Russia	May 30th
2	Anderstorp, Sweden	June 13th
3	Monza, Italy	June 27th
4	Norisring, Germany	July 11th
5	Brands Hatch, UK	August 23rd
6	Assen, Netherlands	September 5th
7	Austin, USA	October 24th
8	Mexico City, Mexico	October 31st

W SERIES



FIA Motorsport Games

The FIA has announced that the FIA Motorsport Games will return for its second edition later this year (23-25 October) with Marseille acting as host city and Circuit Paul Ricard providing the racing venue, subject to World Motor Sport Council approval.



British Rally Championship

For the first time in its illustrious history, the British Rally Championship will descend upon West Sussex for the Goodwood Festival of Speed presented by Mastercard this summer (9-12 July).

The overarching theme for the festival this year is 'The Maestros: Motorsport's Great All-Rounders' and makes a fitting backdrop to the BRC, a series that boasts some of the greatest all-rounders in its 62-year history.

The stars and cars from Britain's premier rally series will join the world's largest motoring garden party, where more than 200,000 members of the public will be in attendance over the four-day celebration of our automotive past, present and future. The BRC will join stars from Formula 1, Le Mans, NASCAR, the Isle of Man TT and Dakar in a new addition to the season schedule, which is set to get underway on the Visit Conwy Cambrian Rally (8 February).

EVANS STARS ON RALLYE MONTE CARLO

Elfyn Evans and Scott Martin celebrated their Toyota Gazoo Racing World Rally Team debut with an impressive podium finish on this weekend's Monte Carlo Rally – a thrilling curtain-raiser for the 2020 FIA World Rally Championship which arrives in Wales at the end of October.

Despite lining up alongside six-time world champion Sébastien Ogier at Toyota and having limited pre-event testing time in his new Yaris WRC, Evans twice led and came agonisingly close to becoming the first British winner of the notoriously challenging Alpine classic for more than 50 years.



BRITISH KART CHAMPIONSHIPS AWARDS

Motorsport UK CEO Hugh Chambers and former F1 engineer Rob Smedley presented over 70 awards to Britain's kart champions earlier this month at the first ever dedicated British Kart Championship awards dinner.

Held over the Autosport International weekend, 400 guests attended the inaugural event to recognise the success of all British and Motorsport UK titled championships for 2019.

Relaunched and brought in-house for 2019, the Motorsport UK British Kart Championships attracted the highest grids seen for 30 years. Entries for the 2020 championship are now open and the team are looking forward to a successful season in 2020

Click [HERE](#) to register for the 2020 championships.



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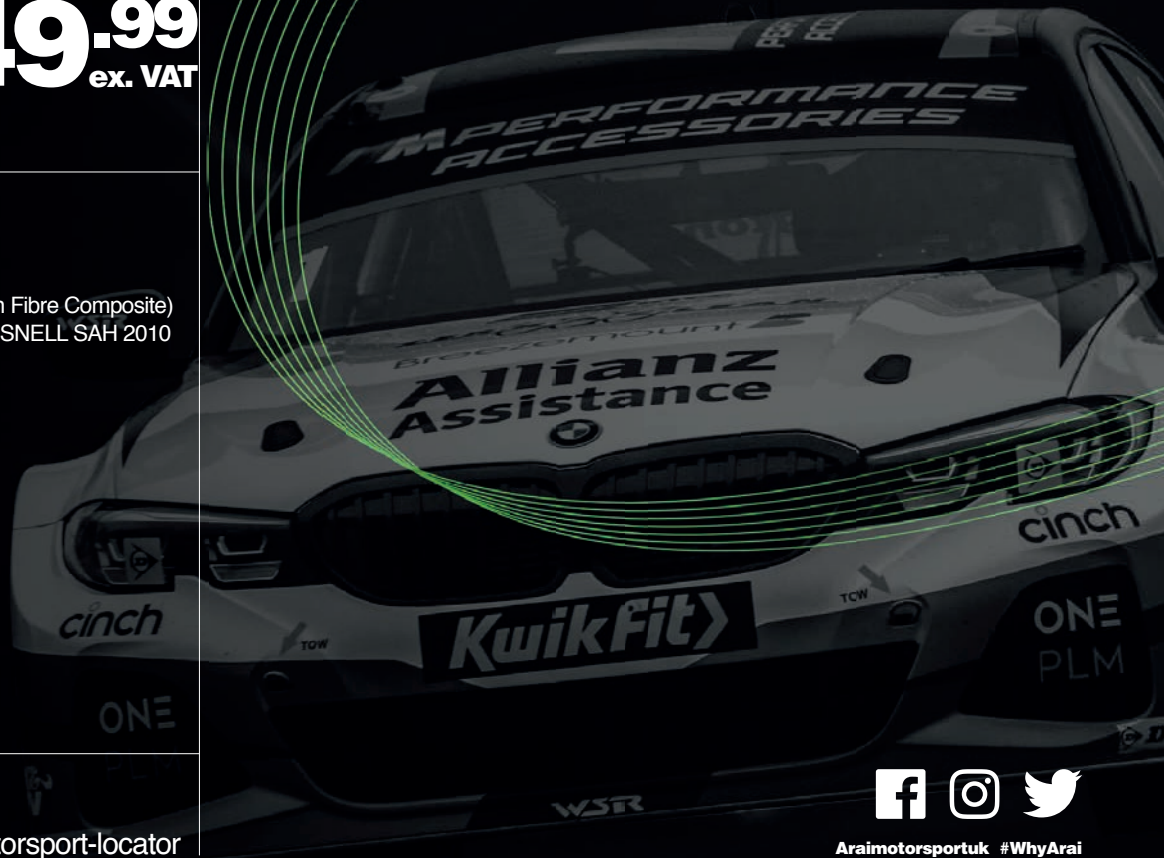
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MARSHAL
OF THE
YEAR

IAN EVANS NAMED INAUGURAL BRMC 2020 MARSHAL OF THE YEAR

Reigning British Rally Champion Matt Edwards presented Ian Evans with the inaugural British Rally Marshals Club Jimmy McRae Award at Autosport International show earlier this month.

Ian has been a stage commander on Wales Rally GB for the last 15 years. As well as running stages on other national events around the country, he is also Chief Marshal on the Nicky Grist Stages.

Ian said: "I was speechless when Matt handed the trophy to me. The award is not only for me but everyone who helps on the many events I am involved in. Thank you to all of you."

The BRMC have introduced the award to recognise their Marshal of the Year. The trophy will be presented annually to a club member whose contribution was above and beyond the normal duties expected of a marshal.

Nominations for the 2021 award will open soon.



BRITISH RALLY MARSHALS CLUB LAUNCH NEW LOOK TO MARK ITS 40TH ANNIVERSARY

The British Rally Marshals Club (BRMC) unveiled a new identity at Autosport International earlier this month (9 January) in celebration of its 40th Anniversary this year.

The new look logo has been designed by club member Kim Durose following a competition open to all members to create a design that reflected a fresh, new, innovate and modern look for the BRMC.

Joining BRMC Chair John Jones for the official unveiling was Malcom Wilson, Managing Director of M-Sport, who helped formally reveal the new club logo.

Speaking after the launch BRMC Chair John Jones said: "We were delighted with both the response we received from club members to the competition and the quality of entries.

"Motorsport at every level relies heavily on the support of the volunteer marshals so it's important we present a modern, innovative and forward-looking image to the wider public at events such as this when our key objective is recruiting new members.

"We look forward to celebrating the rest of the BRMC's 40th Anniversary year and welcoming others to our club."



APPLY FOR FIA KARTING ACADEMY TROPHY 2020

Motorsport UK is seeking applications from the best young karting talent wishing to represent the UK in the 2020 FIA Karting Academy Trophy, an international championship for 12-14-year olds. The FIA invites national governing bodies to nominate their top competitor to represent their country in the yearly championship.

The FIA Karting Academy Trophy is a unique competition designed to pit the best hopes of the world against each other on equal terms. The young drivers represent their country driving randomly selected one-design karts, OTK chassis equipped with Vortex engines from the OK-Junior category, and Bridgestone tyres. The successful competitor is required to pay their own entry fee of €2,095 as detailed within the regulations.

This year's championship schedule is as follows;

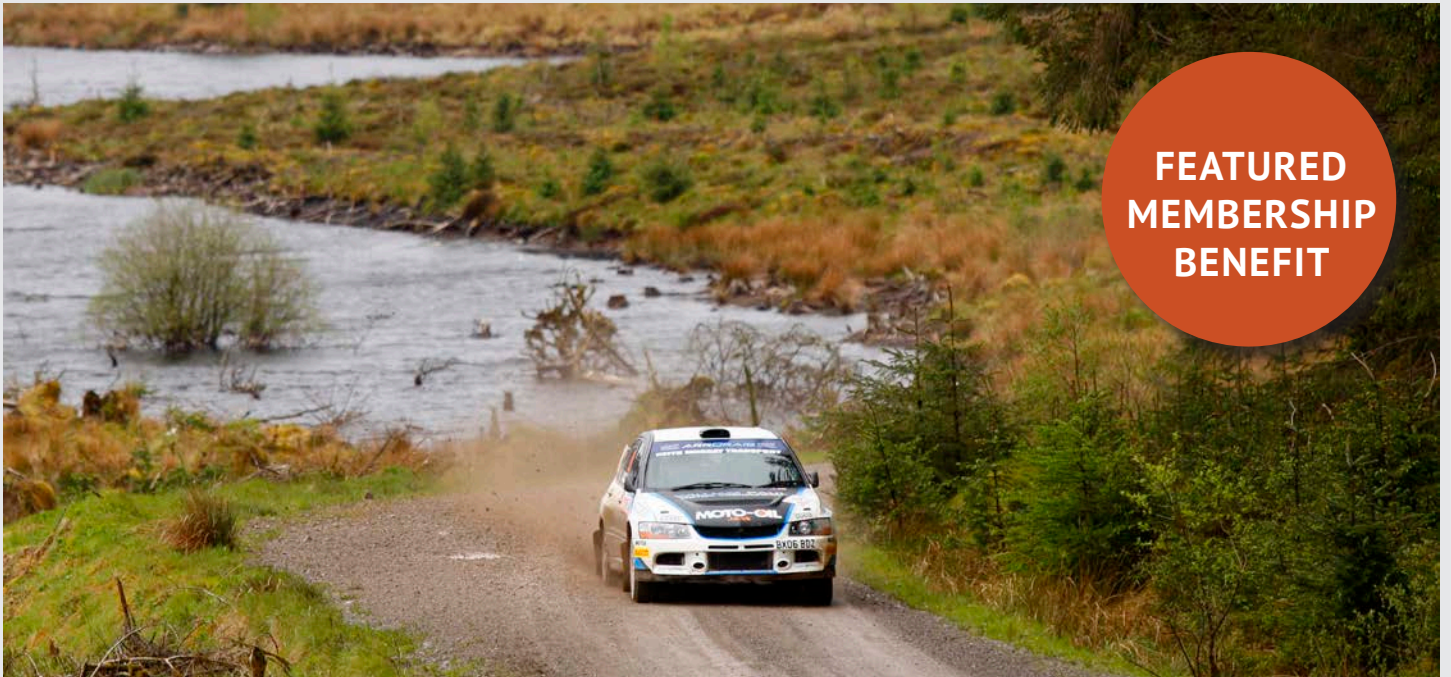
- 30th April to 3rd May 2020 - Lonato (ITA)
- 18th to 21st June 2020 - Genk (BEL)
- 10th to 13th September 2020 - Le Mans (FRA)

Eligible competitors should be born in 2006, 2007 or 2008, who are at least 12 years old (or who reach their 12th birthday during the year) and 14 years old as a maximum (not reaching their 15th birthday before 31 December of the year concerned).

To apply, karters should fill in the online application by clicking [HERE](#) by the 3rd February 2020. Following the closing date, the applications will be reviewed by Motorsport UK and shortlisted karters will be invited to attend a selection day where the successful karter will be selected.

By applying, competitors agree to the Trophy Regulations available [HERE](#).

Please be aware that travel, accommodation and any other costs associated with this competition are the entrants' own financial responsibility.



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Sharing our passion, Reis supports the industry by sponsoring drivers, established teams and organisations such as the British Rally Marshals Club to help make the sport more accessible. Reis also attends and sponsors a number of events, such as Race Retro at Stoneleigh this February – they hope to see you there.

Motorsport UK offer:

Reis is offering members a 15% discount* on policies for competition, performance and modified vehicles including support and motorsport multivehicle polices. Quote 'MSUKCL' when speaking to Reis to get a quote. T&Cs apply.

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**15% discount applies to the insurer's premium when you purchase a new policy from Reis Motorsport Insurance (excluding Commercial and Accidental Damage policies) subject to the insurers minimum premium which will apply. Offer closes 31.12.2020. For more information including full T&Cs, please speak to the Reis team.*



Member Benefit



MOTORSPORT UK ANNOUNCES NEW BENEFITS FOR 2020

Motorsport UK is pleased to announce five new benefits for its members.

Reis Motorsport Insurance

Reis Motorsport Insurance offer Motorsport UK members a 15% discount on policies for competition, performance and modified vehicles including support and motorsport multivehicle policies.

They can arrange cover for competitors, teams and enthusiasts at all levels from hobby through to professional for competition, classic, kit and sports cars, as well as commercial schemes for business and event organisers.



Airport Parking and Hotels

Airport Parking and Hotels are offering members 10% off parking at all participating airport car parks, plus all participating Meet and Greet services. You can also save 10% on No 1 airport lounges to escape from the crowded departure terminal and relax in an executive style airport lounge.



Airport Parking & Hotels

Cirrus Research

Cirrus Research are Motorsport UK's exclusive partner for noise measurement, vehicle noise testing and environmental noise monitoring and are proud to offer scrutineers and other affiliates, preferential rates on a range of acoustic measurement equipment. All Cirrus equipment is backed by our industry-leading 15-year warranty and is designed to make noise monitoring as easy and accessible as possible.





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Based at Silverstone, iZone Driver Performance is a motorsport centre of excellence that provides drivers with the resources they need to succeed. Motorsport UK members can save on pre and post ARDS and ARKS training courses.



Motorsport UK WRC+ All Live

Finally, just in time for the start of the 2020 season, Motorsport UK is pleased to offer its members 15% off WRC+ All Live, the official video platform of the FIA World Rally Championship.

Experience the WRC like never before, with more than 25 hours of live coverage from every rally including continuous Live TV Studio with expert analysis and behind-the-scenes stories in the service park. Experience rallying through the eyes of the drivers with various on-boards from all WRC cars on every stage, plus enjoy a vast library of rally content from every event in recent years including all highlight shows, Power Stage broadcasts and additional special content.



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A quick look on Truspilot, where they have gathered over 3000 reviews and an average score of 4.8 out of 5, will show you what D4Drivers' existing customers think of the service.

For international licence holders, they can provide resting ECGs from their private GP surgeries in Shrewsbury and Wolverhampton.





Exploring superkarting

Colin Goodwin has been writing about cars and motorsport for three decades. Having raced on four wheels and two, he delves into the world of superkarting – and finds there's no bigger bang for your buck

Photos Sim Mainey

Several of us had spins, but the others had the good sense to do so around the back of the circuit, whereas I managed to do it right in front of the pits and in full view of my fellow students. I know what happened: I changed down a gear instead of going up one and locked the rear wheels. A novice's error.

We're at Darley Moor near Ashbourne, Derbyshire. It's a classic ex-RAF airfield circuit that's been used for motorcycle racing since 1965. The circuit is still the home of an eponymous bike racing club but it's also the home of Superkarting-UK and its racing school. Not just any karting school. The clue is in the first paragraph: 'I changed down a gear'. Welcome to the amazing world of gearbox karting, otherwise known as superkarting.

Terry Bateman is quite a character. He played in bands in the 1960s with some success, has been a pilot, has made money and lost it and been married quite a few times. He's also spent most of his adult life racing and being absorbed in gearbox karting with multiple successes as a driver including wins at the legendary Peel GP in the Isle of Man. Today Bateman runs the only gearbox kart school in Europe.

"We get people coming from all over to attend our school," Bateman explains, "many of them regularly coming back for more fun. We have a member of Bahrain's ruling family who flies into Heathrow and then comes up to Ashbourne in a

chauffeur driven Rolls-Royce, spends the morning karting and then goes home to Bahrain. He's been many times."

I'm no newcomer to karting. In the 1990s I spent a couple of seasons short circuit karting in the senior TKM class. After a year with a fifth-hand kart that rarely completed a lap let alone a full race, I took the plunge and bought a brand new TKM chassis. Unfortunately, as good as karting is for showing up great talent, it also does the opposite.

The flip side is that even if you're not very good it is still enormous fun. It does teach you racecraft and, equally as important, you get very used to being in extremely busy and action-packed situations. After karting I did a year in Formula Ford (in the Kent championship) and the karting experience was extremely useful because although I wasn't very quick, I at least didn't mind getting properly stuck in and on occasions taking advantage of a melee of spinning cars ahead of me.

There was usually a gearbox class on the bill when I was racing my kart but I didn't know that much about them. That should change today. What I do remember about the gearbox machines is that they looked very restricted on our classic short kart circuits. There's another name for gearbox karting and that's long circuit karting. This opportunity to race on a big circuit in a very quick machine is the big appeal and one of the main reasons for coming to Darley Moor today. I want to know not just what a gearbox kart feels like, but what it's like to drive a 1.5-mile lap in one.

Soon I will find out. Darley Moor is triangular in shape with a hairpin at the top, a chicane at the bottom edge, some esses at the right-hand side of the triangle and on the other a long straight with a quick right at the end of it. Not too difficult to learn, in other words.

Four things you won't have seen before if you've only driven direct-drive karts like my old TKM: a clutch, a gear lever, front

"We have a member of Bahrain's ruling family who's been many times" - Terry Bateman



disc brakes and aerodynamic bodywork that makes them look like mini Le Mans racers. The clutch is a hand lever mounted behind the steering wheel. We'll only be using it for starting and then coming back into the pits – while out on the track you simply lift off the throttle for an instant and bang the next gear in using the lever to the right of the steering wheel.

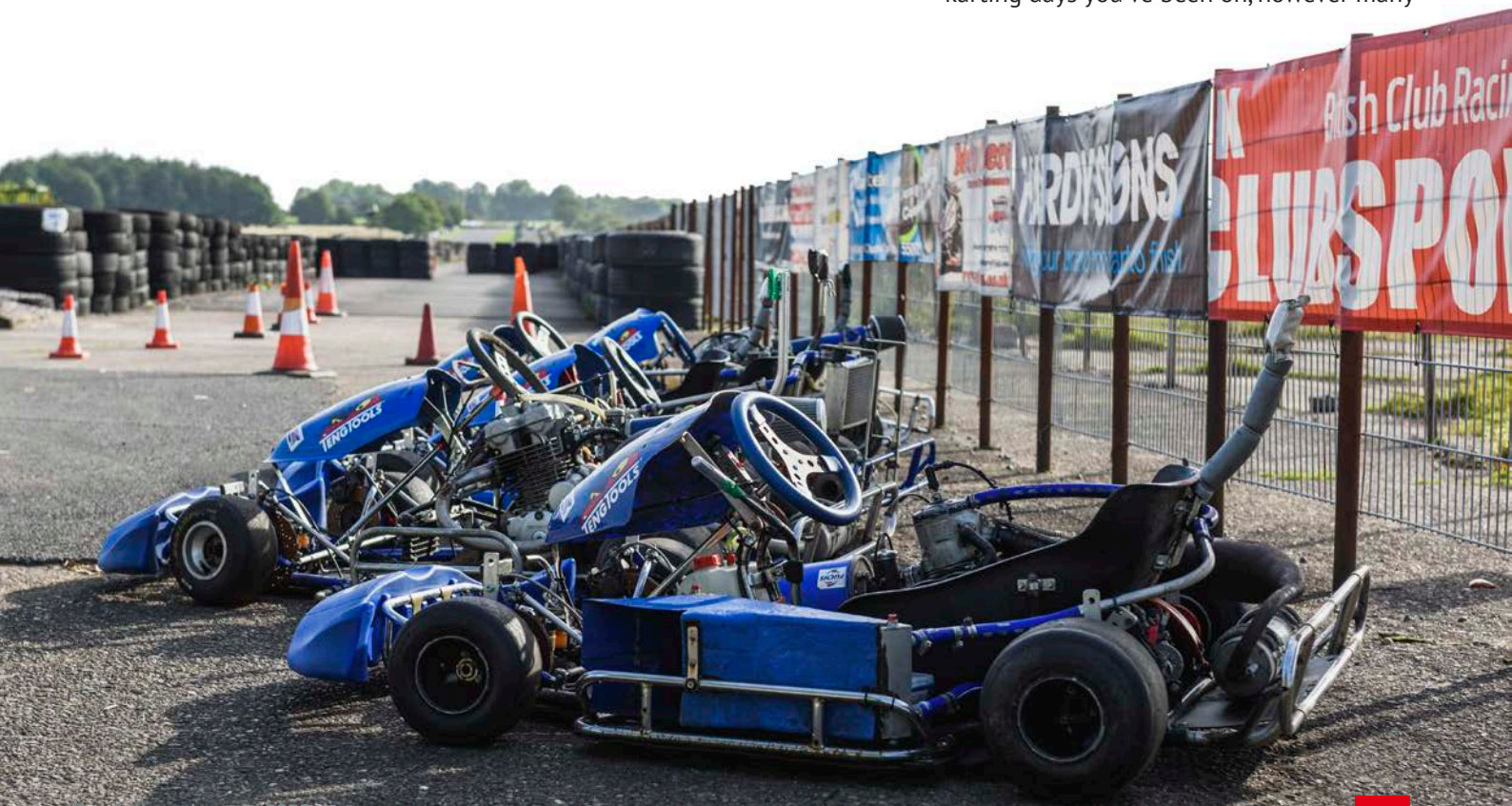
In direct drive karts you only have brakes on the rear axle which allows you to 'back the kart' into a corner. "Don't try that in these karts," warns Bateman, "because you'll spin instantly."

We set off individually, literally bumped into life by a quad bike that pushes us along – with the engine already running – until we're going fast enough to engage a gear and then sprint off. The quad rider gives a shout to let us know when we're going quickly enough.

The first surprise is that even after a lifetime's riding motorcycles the gearchange doesn't seem to come naturally. Hence the spin mentioned at the beginning. And that was on my second batch of three laps in the 250cc gearbox kart. Perhaps it was because with better knowledge of the circuit I was going quicker and had less time to think about the gears. It wouldn't take long for the pull back for first and then forwards for the other five gears to become second nature. It'd need to be.

The carrot dangling in front of all our eyes are the two-stroke 125cc karts that have been sitting in the pits. These are what it's all about. Far lighter than the 250cc gearbox machines, and more powerful, these watercooled karts are the real deal. "You'll be hitting around 120mph on the long straight," promises Bateman.

What an experience. However many corporate karting days you've been on, however many





“The apexes come at you so fast it’s difficult to place the kart accurately and be as smooth as these machines require you to be”

summer holiday karting centres you’ve visited, you haven’t driven a proper kart until you’ve tried one with a two-stroke engine. Bateman has warned us of the very narrow powerband and the importance of being in the right gear. If you’re in third and the motor is bogging you can’t try and drive through it, you’ve got to downshift. But when you’ve got it right the sensation is wonderful.

There’s no rev counter, but you don’t need one because it’s obvious by the sound of the engine when you’re in the power band. The sensation of speed is intense, not so much on the main straight but through the esses and chicane. The apexes come at you so fast that it’s difficult to place the kart accurately and be as smooth as these machines require you to be. I can see why you’d come back again.

That said, in my experience there’s nothing to beat actually getting stuck in and racing, whether it’s karts or cars. There’s a limit to what you can get out of tuition. Bateman runs not only this morning-long superkart beginners experience but also runs ARKS courses through which you can attain your first karting licence. Once that’s in the bag you’ll be ready to compete.

Jumping straight into the British championship might be a bit scary for the novice so a good start is the clubmans’

championship that Bateman and the school runs. Three out of the six rounds that make up the championship will be held at Darley Moor in the 2020 season but there will also be rounds at Anglesey, Cadwell Park and Oulton Park. That’s three of the UK’s most scenic and exciting circuits. Cadwell Park in particular must be absolutely ideal for a gearbox kart.

For me there’s still nothing that beats karting for simple, affordable fun on a circuit and for years I’ve been banging the drum for the sport to friends and in print. Instead of risking an expensive road car doing track days, at which you never really find out how good you are, why not give superkarting a go? Certainly if I ever dust off the racing kit it’ll be karting that I’ll return to. And after this experience at Darley Moor, it’ll have a gearbox and front brakes.



“Snetterton has the fastest straight we use. My kart will hit 131mph” Gareth James



Gareth James – British F250 Champion

The current British F250 Superkart champion started his motorsport career in more sideways avenues than karting, a discipline that requires smoothness and in which dramatic exhibitions of oversteer mastery rob valuable tenths.

Thirty-nine year-old Gareth James started in motocross and then graduated to onto four wheels in autograss, at which he was national champion.

“Gearbox karting was extremely popular in West Wales in the ‘70s and ‘80s,” explains James, “and it always appealed to me so I bought a Super 4 kart powered by a Honda CR250 motocross engine.”

There’s a sport more deeply ingrained in Welsh blood than superkarting and that, of course, is rallying. “I competed in rallying from 2004, the highlight being second place in the British historic rally championship in 2013. I was driving a Mk2 Escort powered by a Cosworth BDG. Brilliant car and a great sport but also expensive.”

Although James had raced gearbox karts he’d never competed on long circuits. “I loved it straight away,” enthuses James, “and was sixth in my first race in 2014. The circuits that the British Championship visits are fantastic and the people in this sport are wonderful: friendly and extremely supportive. It’s what motorsport should be.”

James’s F250 kart is powered by a 250cc two-stroke single-cylinder engine with a five-speed gearbox. “People either use Honda or Gas Gas engines, which both come from motocross, or an engine made by a company called DEA which is a bespoke kart engine. I use the latter because it has the advantage of having a forward facing intake which gives you a ram-air effect. My kart is about 12 months old with an engine that’s virtually new. Because it’s a championship winning machine I’d be able to get a top price: probably around £12,000.”

Twelve grand. Let’s run a few numbers: An F250 kart will lap Donington’s National circuit in around 1min 5s. To put that into context, a McLaren 650S GT3 race car will lap in about

1m 7s and a Porsche Carrera Cup racer in 1m 16s. “Snetterton has the fastest straight that we use,” says James, “and my kart will hit 131mph along it.” That’s seriously quick. Find me a racing car for £12,000 that will get anything near that performance. “You have to rigorously maintain the kart if you want to win, but even so I’m spending far less than I was on rallying. One new tyre on the Escort was £180 whereas a set for the kart is £200. I’ll use two sets per weekend.”

Next season James intends to move up into the Division 1 class (which he’s been competing alongside in the mix-grid British Championship). “A Division 1 kart is powered by a tandem two-cylinder two-stroke engine,” explains James, “with a six-speed gearbox. They’re generally no faster in corners but have a lot more straight line speed. When I logged 131mph at Snetterton the fastest Division 1 kart was hitting 148mph.”

What on earth does close on 150mph feel like with your backside no more than a couple of inches off the race track? I get the impression that Gareth James, after a lifetime of sampling other options, has found one of the greatest thrill-per-dollar motorsports in the world. I doubt he’ll be moving on until he’s at least bagged a championship in Division 1.



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THIS IS BUSINESS



As a driver aspiring to achieve big things in motorsport, you can easily fall for the 'Hollywood Storyline' and believe that you are the hero of the story who is chasing their dream. This romantic viewpoint may be good for fans of the sport but when you are a driver competing your way through the sport, you quickly learn that the reality is often different to the dream.

You realise that, like every sport, motorsport is a business.

Not just a business for the teams, circuits, championships, suppliers and sponsors involved, but for the drivers as well.

If you are to succeed as a driver in motorsport then you must be just as good off track as you are on it. That means on the business side, at selling, at raising sponsorship and above all

you must be good at creating value to others in the industry in order for you to earn your place on the grid.

Top drivers like Ayrton Senna realised the importance of business in motorsport. Most of us regard Senna as being one of the greatest ever drivers but all we focus on is the driving itself and the way he was.

What we overlook is how good he was at business. He was very good at getting himself in the right car at the right time, this was due to his business skills as much as his speed.

Sir Frank Williams was once asked for his opinion on Ayrton Senna, Sir Frank said "My abiding memory of Ayrton is not his world class ability as a race driver but as an intellectually unbeatable businessman. He was gifted with a propensity for extraordinarily clear thinking and an outstanding ability to outguess, outthink and outmanoeuvre his business opponent".

Bills & Dreams

Something to remember is that everybody who is in motorsport (you, the teams, the championship organisers, the sponsors and the circuits) are competing with one of two priorities in mind, they either want to pay their bills or they want to reach their dreams.

Race teams have to pay for their cars, their suppliers, staff, workshop rates, overheads, cleaners, etc. Everybody needs to be paid in a race team so a team may have dreams of winning the title but before that can happen they need to pay the bills, hence why they need drivers to pay their budgets.

You as a driver have a simple job to do if you want to join a team, you must supply one of these two reasons. First you have to determine what's more important for that team that you're speaking to, are they interested in paying their bills or reaching their dreams?

Once you know the answer it is then your job to provide that for them, this will help you get the drive you want and will help you get sponsors.

If they want to pay the bills then you must supply them with that money, if they want to achieve their dreams then you need to be the person that helps them do that. In return you get what you want from them, this is business in its simplest form.

To get a head in motorsport (and in life), always remember 'Bills and Dreams'.

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Twenty unmissable events in

This month we welcome in a new year and with it an entirely new decade, but in 2020 one thing stays the same: the British motorsport calendar is stuffed full of unmissable events, from club-level racing to world championship rallying. Dan Prosser is your guide to the 20 motorsport gatherings that deserve a spot in your diary in 2020.



MARCH

British Touring Car Championship Donington Park

March 28-29

For the first time since 2005, Leicestershire's Donington Park will host the BTCC season opener, taking over from Brands Hatch. The Kent venue, which has staged the first round of the season every year since 2011, switches to a mid-April date. The 2020 season could be a very significant one indeed for Colin Turkington: with four BTCC titles to his name already, one more will make him the most successful driver of all time in the series. Andrew Jordan, champion in 2013, partners Turkington in the works BMW squad.

Sandown Sprint Isle of Wight

March 28-29

Taking full advantage of the new closed-roads regulations, the Isle of Wight Car Club will stage a sprint for the first time in March on the promenade of the seaside town of Sandown. The event is expected to draw competitors and spectators to the Isle of Wight from the mainland, providing a welcome boost to local tourism.



APRIL

British GT and British F3 Oulton Park

April 11-13

The Easter weekend has become the traditional curtain-raiser for the British GT and British F3 championships, and in 2020 both will get underway at Oulton Park (while the rest of us gorge on chocolate eggs). The Cheshire circuit, one of the most picturesque in Britain, will provide a spectacular backdrop for the country's fastest GT3 and Formula 3 categories.

British Rallycross Championship Lydden Hill

April 12-13

Lydden Hill in Kent is the birthplace of rallycross, so it's fitting that the British Rallycross Championship will once again get underway there in April. The natural bowl-shape of the one-mile circuit gives spectators an almost uninterrupted view of the entire track. Lydden Hill takes over the promotion and organisation of the British series for 2020, too.



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APRIL

British Rally Championship, Corbeau Seats Rally Tending and Clacton

April 25-26

The Tending and Clacton Rally was first run in 2018 but already it's been handed a slot on the BRC calendar for 2020 (round three of six). The Essex event takes advantage of the new closed-roads regulations – campaigned for over many years by Motorsport UK – to bring high-level rallying to the tarmac lanes of the southeast of England. Within very easy reach of London, the rally is already very popular with local motorsport enthusiasts. Wales' Matt Edwards will be aiming for a hat-trick of BRC titles this season having won the championship in both 2018 and 2019.



MAY

Jim Clark Rally Kelso

May 29-31

The Jim Clark Rally returned to the motorsport calendar towards the end of last year, but in 2020 it switches back to its traditional springtime date. Competitors adore the Scottish Borders event for its mix of fiddly lanes that demand millimetric precision and high-speed sections that reward a committed driving style.

20-23 / FEB / 2020

LONDON

OLYMPIA



THE LONDON CLASSIC CAR SHOW

The Capital's premier classic car show comes to Olympia, London in February.

This must-attend event for any discerning classic car owner, collector or connoisseur offers you the opportunity to view and purchase from what promises to be one of the widest collections in the UK.

With over 500 cars on display, a special 50th anniversary tribute to Range Rover and introducing 'Car Stories' a brand new central stage with motoring legends sharing personal stories of some of the world's most iconic cars, this year's event can't be missed.

Tickets now available from thelondonclassiccarshow.co.uk

Standard Adult ticket £25 / USE CODE 'MOTORSPORTUK' WHEN BOOKING / Premium tickets start from £60



Stay up to date with the latest news

JUNE

**Historic Rally Festival
Weston Park***June 6-7*

The first event of its kind, the Historic Rally Festival at Weston Park in Telford will be a high-octane celebration of the thrilling speed and excitement of Group B rallying. The two-day festival will include a live rally stage complete with water splash, plus plenty of activities to keep families entertained.

**British Superkart Racing
Club, Oulton Park***June 20*

Superkart racing is such a thrilling form of motorsport that we've given the cover of this issue of Revolution over to it. To appreciate the sheer ferocity of these 150mph rocket ships, you really need to spectate in person – and there's no better place to do so than at the stunning Oulton Park circuit.

**Super Scramble
Bicester Motion***June 21*

Bicester Motion's Scramble events have become some of the most popular car meets of the entire calendar in very short order. The venue, which will become the new home of Motorsport UK this coming summer, is on the site of a former Royal Air Force base and provides a unique backdrop against which to display iconic road and racing cars.



JULY

Goodwood Festival of Speed, West Sussex*July 9-12*

The Goodwood Festival of Speed has established itself as one of Britain's blue riband events for motorsport enthusiasts and car fanatics alike. In fact, with more than 200,000 visitors in 2019, the Festival of Speed is also the United Kingdom's biggest motor show. Stars from the worlds of F1, rallying and endurance racing will once again be out in force.

British F1 Grand Prix, Silverstone*July 17-19*

Silverstone's new deal with F1 rights holder Liberty Media ensures the world's most prestigious motor racing category will return to the United Kingdom for the next five years at least. Lewis Hamilton, winner of the British Grand Prix five times in the last six years, will be hoping to reinforce his record as the event's most successful ever driver.



JULY / AUGUST

ABB FIA Formula E Championship, London*July 25 - 26*

The single-seater electric championship makes a welcome return to the streets of London for the double-header 2019/20 season finale. 24 cars and drivers going head-to-head in the historical heartland of East London's docklands. Witness the crowning of a Champion on the streets of the UK capital.

Silverstone Classic*July 31-August 2*

With high-profile events like the Goodwood Members' Meeting and the Revival, plus the Silverstone Classic, Britain has become a worldwide hub for historic motor racing. In 2020 the Silverstone event will be celebrating its 30th anniversary with the same mix of on-track action and family fun away from it.

Kartmasters British Kart Grand Prix, PF International*July 31-August 2*

Kartmasters will mark its 25th anniversary as it returns to PF International in Lincolnshire this summer. The event is the biggest one-off kart meeting of the year and many previous winners have gone on to enjoy professional careers in racing, including current F1 stars George Russell and Alexander Albon.



AUGUST

W Series, Brands Hatch – *August 22-23*

After a stellar first season, W Series promises to be even bigger and better in 2020. Two of the eight rounds will be support races to FIA Formula One Grands Prix, which will help to ensure the female-only championship reaches an even greater audience. Champion in 2019, Britain's Jamie Chadwick will be hoping to retain her title in 2020, while in the likes of Sarah Moore, Alice Powell and Abbie Eaton, there'll be plenty more homegrown talent for the Brands Hatch audience to cheer on. The championship will again run alongside the German touring car series, DTM, at the Kent circuit.

SEPTEMBER

World Endurance Championship, 6 Hours of Silverstone – *September 4-5*

The 2020-21 FIA World Endurance Championship will get underway at Silverstone in September with a new and very promising set of technical regulations. The top-spec LMP1 cars that have competed in the WEC since it was inaugurated in 2012 will be replaced by a new class of Hypercars, which are derived from showroom models. The new category promises to breathe new life into endurance racing.

European Drag Racing Championship, Santa Pod *September 10-13*

The final round of the FIA European Drag Racing Championship is also the jewel in the crown of Santa Pod's annual calendar. As many as 250 of Europe's finest drag racing teams will descend on the Northamptonshire venue, bringing with them 300mph Top Fuel machines and 8000bhp Funny Cars.

Isle of Man Festival of Motoring – *September 18-20*

Running for the first time this year, the Isle of Man Festival of Motoring is a weekend-long event that will combine unforgettable driving experiences with a tour of the island's most famous attractions. It will take in a hillclimb, plus a guided lap of the iconic TT motorcycle racing circuit.



OCTOBER

Autumn Festival of Speed, Prescott Speed Hill Climb – *October 3-4*

The Autumn Festival of Speed brings the curtain down on Prescott's busy season. An unmissable gathering of classic sports cars from across the ages, the event will attract vintage models from Aston Martin, Bugatti, Morgan and more to the 82-year-old Gloucestershire venue.

World Rally Championship, Wales Rally GB – *October 29-November 1*

Wales Rally GB organisers will be aiming to build on the success of 2019's event, which switched to a Llandudno base on the north coast of Wales and incorporated a ceremonial start on Liverpool's historic waterfront. In 2020 the rally will be held four weeks later in the calendar than it was the year before, meaning the autumnal weather last time out will likely make way for more wintry conditions – how it should be for Wales Rally GB. Britain's round of the WRC will be the penultimate event of the season, meaning the championship could well be decided in the forests of Conwy and Denbighshire.

NOVEMBER

Race of Remembrance, Anglesey Circuit *November 6-8*

On the face of it, the Race of Remembrance is just a club-level meeting at the windswept and invariably chilly Anglesey Circuit right at the end of the season. There is no great prize on the line, but over the years it has attracted household names and motorsport superstars alike: Sir Chris Hoy competed in the race in 2016, while four-time Indycar champion Dario Franchitti made his first appearance last year. The Race of Remembrance serves the dual purpose of drawing attention to armed forces charity Mission Motorsport and the essential work it does, while also helping with the recovery of dozens of injured or wounded servicemen and women.



TALENT SPOTTING

New for 2020, the British Indoor Karting Championship will make motorsport more accessible than ever and unearth new racing talent

Your adventures in karting might one day lead you into superkarts and long circuits, but it'll most likely begin with indoor karting. Motorsport UK has teamed up with TeamSport Indoor Karting to form a new and highly accessible series – the British Indoor Karting Championship (BIKC). It becomes the first step on the organisation's Karting Pathway and makes competing for a British Championship title far easier and more cost-effective than ever.

From 2020 onwards, amateur drivers from across the United Kingdom will compete against one another to earn a place in the BIKC Grand Final in November. Aspiring racers can compete in one of seven classes (three for children graded by age and four for adults graded by weight) simply by turning up at their local TeamSport venue and submitting their top three lap times. Those who do so will be eligible to compete first in local qualifying rounds before progressing to local finals, then regional finals and eventually onto the Grand Final at TeamSport's Warrington circuit towards the end of the year.



British Championship titles will be awarded across all seven classes. BIKC is set to become one of the most accessible motorsport series in the UK, giving talented racers an opportunity to progress up the karting ladder and perhaps onto the British Karting Championships – the highest level of kart racing in the country.

“There’s a huge arrive-and-drive karting industry out there and we want to engage fully with that community,” comments Motorsport UK CEO Hugh Chambers. “For many competitors, karting is an entry-point into motorsport from where they’ll graduate into other forms of racing, but I’m firmly of the opinion that karting is something you can do all your life. With BIKC, we’re making it easier than ever for motorsport enthusiasts to take that first step into competition while also setting out a clear pathway.

“We’ve partnered with TeamSport because it’s a very well-run organisation with high safety standards and exceptional customer care. It has 35 indoor karting venues around the country with, very significantly, a number that run electric karts. Engaging with the

arrive-and-drive karting community is important to us at Motorsport UK and BIKC is just the start.”

Dominic Gaynor, CEO of TeamSport Indoor Karting, says he and his colleagues see many talented drivers taking to their tracks week in, week out: “Thanks to this partnership with Motorsport UK they’ll now have a recognised championship for which they can compete.”

To find out more about the British Indoor Karting Championship visit www.bikc.co.uk

WHAT'S ON

February 2020



8 February

Cambrian Rally

Llandudno, North Wales

The forests of North Wales will echo once again with the sound of rally cars as the Cambrian Rally, based out of the coastal town of Llandudno, gets the 2020 British Rally Championship underway. The event will use many of the same stages that made up the Wales Rally GB route four months previously, including the spectacular Great Orme tarmac stage. Matt Edwards, BRC champion in 2018 and 2019, will be hoping to get his 2020 season off to the best possible start as he guns for a hat-trick of titles.

9 February

Riponian Stages

Wombledon Airfield, North Yorkshire

The Riponian Stages returns to the 2020 motorsport calendar with what promises to be one of the most varied entries of rally cars of any event all season long. Alongside a number of modern WRC and R5 cars will be dozens of historic machines, among them Mk1 and Mk2 Ford Escorts, Vauxhall Chevettes and Opel Mantas. Even a Mercedes 190E 2.3 16v will be slithering around on the gravel stages of the North Yorkshire forests, which have been used for rallying for many decades. The service park will be at Wombledon Airfield.



Phil Andrews

15 February

Pomeroy Trophy

Silverstone, Northamptonshire

The Pomeroy Trophy, run by the Vintage Sports Car Club since 1952, is a motorsport event unlike any other. Held on the Silverstone Grand Prix circuit, the event pits cars from all eras against one another to find the best all-rounder of the lot. New for 2020 is the picnic basket test, one of half a dozen challenges all competitors will undertake, in respect of founder Lawrence Pomeroy's great love of picnics. The winner will be determined by a handicap formula that's designed to give all entrants the same shot at victory.



Pete Austin

9 February

Guernsey Rally

Beaucamps, Guernsey

The Guernsey Rally was held for the first time in 2018 after a small group of motorsport enthusiasts worked hard to establish a closed-road stage rally on the Channel island. The event will run for a third time in 2020, once again taking in two dozen very short asphalt stages. While the island's near neighbour, Jersey, has hosted similar events for several decades, there was no such heritage on Guernsey. Ross Le Noa and Dom Volante, winners in their Mk2 Ford Escort two years running, will be aiming for a third victory.



Andrew le Poidevin

HOW TO...



START KARTING

The vast majority of today's professional racing drivers started out as youngsters in karting. In fact, it's extremely unusual to come across a pro racer who didn't begin his or her career in karts.

But karting isn't merely a springboard to other forms of motorsport; it's also one of the most accessible types of racing out there, as well as one of the most thrilling. Whatever your age, and whether you're pursuing a professional career or not, getting started in kart racing has never been more straightforward than it is today.

You've almost certainly tried some form of karting already, perhaps with friends and family or even

while on holiday. But if not, you can have a go for very little cost by heading to your local track. Fifteen minutes in a four-stroke corporate kart will give you some idea if this sport is for you. The United Kingdom is home to more than 150 kart circuits, from indoor leisure karting venues to purpose-built outdoor tracks that host the highest level of international kart racing. Almost all of those circuits offer an arrive-and-drive package, allowing you to try karting for yourself on a one-off basis.

Motorsport UK has been working to define a new Karting Pathway, outlining the various rungs of ladder from total novice to British Kart Championship contender. The first step is the new-for-2020 British Indoor Karting Championship (read more on page 10),



which provides the most accessible and cost-effective way of competing for a national title there has ever been. The series is open to children and adults alike and no prior experience in karting is necessary.

The next step before buying your own kart and running it yourself, is competing with Club100 (www.club100.co.uk). It's a properly-structured and professionally-run championship with outposts across the country, but it's run to an arrive-and-drive format, which means costs are kept to a minimum and competitors don't need to own a kart or even any specialist equipment. The club uses two-stroke race karts, too, which are a world apart from the four-stroke corporate machines you might have driven before now.

Once you've decided to start racing, you'll need a licence. The first thing to do is buy the Motorsport UK 'Go Karting' Starter Pack, which costs £59 and includes the cost of your first karting licence. You can purchase this from shop.motorsportuk.org. Next, you'll need to find your nearest kart track that's a member of the Association of Racing Kart Schools (www.arks.co.uk).

“Whatever your age, getting started in kart racing has never been more straightforward than it is today”

The venue will take you through the practical and written parts of the ARKS test, after which you'll be licensed to compete in kart races in the UK.

Children as young as six can compete in karting in this country in the Bambino category. From eight years old they'll compete in the Cadet category, graduating to Juniors from 13 onwards and into Seniors after their 16th birthday. Within each of these categories there are various sub-categories, all of which can seem bewildering at first. The best advice at this point is to go along to a club meet at your nearest outdoor kart circuit and find out which of these sub-categories are popular in your local area.

INSIDE HQ



MOTORSPORT UK'S KEY PILLARS

Learning and Club and Member Development are two of Motorsport UK's key pillars of investment under the new economic model launched at the end of last year. With the 2020 seminar series underway, here's an update on some of the work that has been going on both across the country and at Motorsport UK House.

Serious Incident Workshops

The 2020 workshops on serious incident management for clerks, stewards and chief scrutineers are almost complete.

Starting on 4 January 2020, the Motorsport UK team have visited seven venues across the UK, presenting to over 700 people combined with Tech for now.

The purpose of the events has been to cover the safety and legislation aspect of dealing with serious incidents. With great engagement from the delegates so far, and a new record of 173 delegates at the East Midlands venue, the seminars have been a real success.

Electric Vehicle Forum

Over the weekend of the Autosport International Show, the Motorsport UK Technical Team hosted the first ever electric vehicle forum for 70 delegates.

With attendees from across the sport, including event organisers, marshals and manufacturers, Motorsport UK CEO Hugh Chambers and the Technical Team introduced the new proposed technical regulations for electric vehicles.

The session proved to be very productive and offered constructive input for Motorsport UK to consider further changes, including an update to organiser guidelines to cover electric vehicles.

In conjunction with releasing new technical regulations for electric vehicles, Motorsport UK intends to update organiser guidelines which will be more relevant to the actual events that take place.

The Motorsport UK Electric Vehicle Training Programme will be released as an online training module on the Learning Hub by the end of February.

If you have any questions or queries on electric vehicles, please email

technical@motorsportuk.org or contact the team on 01753 765000.

Officials Pathway Training Programmes

The Learning and Development Team is pleased to provide the initial dates for its Officials Pathway training programmes for 2020. This is the first part of a number of training initiatives that will be followed by the launch of our online learning system, the Learning Hub.

Safety Car Workshops (nomination by Clerk of the Course)

- 21 Feb 2020 – Guernsey
- 15 March 2020 – Chester
- 6/7 June 2020 – Jersey

Event/Spectator Safety Officer Workshops (nomination by Clerk of the Course)

- 1 Feb 2020 – Donington
- 29 March 2020 – TBC

Club Officials and Event Organisers Seminars (to register click [here](#))

- Saturday 25th January 2020 Newport
- Sunday 26th January 2020 Basingstoke
- Sunday 2nd February 2020 Exeter
- Saturday 8th February 2020 Haydock
- Sunday 9th February 2020 East Midlands
- Saturday 22nd February 2020 Jersey
- Sunday 23rd February 2020 Guernsey
- Saturday 1st March 2020 Portadown, Northern Ireland
- Saturday 21st March 2020 Dunblane, Scotland
- Saturday 4th April 2020 Carlisle

Stage Commander Workshops

Dates and venues to be advised in the next edition of Revolution.

For those that are interested in attending these training programmes, please register your interest early with training@motorsportuk.org.



Online Learning Hub

The Motorsport UK Learning Hub is already in use for the Rally and Cross Country Marshal Accreditation course, but from February 2020 we will be adding further content, including modules on:

- Electric and Hybrid Vehicle Safety Awareness
- Safeguarding in Motorsport
- Introduction to Officiating
- Introduction to Marshalling
- Motorsport Theory for Trainee Officials

Additionally, there will be soft-skills training on topics including Effective Communication, Team Management, Leadership Skills and much more.

For more information on any of our Training or Club and Member Development work, please contact training@motorsportuk.org.

Motor Sports Council National Court

**SITTING TUESDAY
14 JANUARY 2020**

Nicky Moffitt, Richard Norbury, David Munro (Chairman)

J2020/01 Whilton Mill X30 Junior Heat 3

The National Court has considered matters arising from a kart racing meeting at Whilton Mill on 24th November 2019 and in particular the judicial proceedings that had taken place in respect of Samuel Hawthorne, a competitor in race 19 which was heat 3 of the X30 Junior races that day. The meeting was run under CIK Trial judicial system as provided for by the 2019 General Regulations. These require all judicial decisions to be made by the Stewards of the Meeting whose decisions cannot be the subject of appeal. This is made clear by General Regulation U21.2.1 of the 2019 regulations.

The matter was brought before the National Court by Motorsport UK under the provisions of General Regulation 9.1. The National Court therefore sat as a tribunal of inquiry and not in exercise of its appellate jurisdiction.

Motorsport UK had brought the matter to the attention of the court having received an email from Mr Jez Hawthorne, the parent of Samuel Hawthorne, who had been the subject of judicial proceedings before the Stewards of the Meeting in question. Mr Hawthorne had expressed concern that video footage was available which had not been viewed by the Stewards. This was a commercially produced video

feed with commentary published via YouTube rather than material officially produced for judicial purposes.

In opening the matter to the court Mr Champkin made it clear that the outcome of the judicial proceedings before the Stewards may have resulted in an incorrect or improper declaration of the results of heat 3.

Motorsport UK had considered that video footage, which was not seen by the Stewards and which had only become available after they had reached their decision, might have led them to a different conclusion.

The order for the C.9 Inquiry required the court to consider the following matters:

1. All facts and matters surrounding the incident including such as may be revealed on moving images delivered to Motorsport UK and
2. The guilt or not specifically or Samuel Hawthorne of any offence contrary to GR C2.3.2 and
3. To determine such fact and matters as may arise from the evidence.

General Regulation C9.1 provides that the court must deal with issues referred to it by Motorsport UK. "Issue" being defined as:

"A breach of these Regulations, an incorrect or improper declaration of results of a competition, breach of condition of permit, defect, default, omission, irregularity or inconsistency"

The court, having heard evidence from the Clerk of the Course, Ken Potter, who witnessed the original

incident and from David Simons, the appointed Motorsport UK Steward on 24 November 2019 and also from Mr Jez Hawthorne and Mr Dino Miscouris, the parents of the competitors involved makes the following findings:

1. Under the rules of the C.I.K Trial all judicial decisions were to be made by the Stewards of the Meeting.
2. The effect of General Regulation U21.2.1 is clear. There can be no appeal from such decision.
3. The Stewards conducted the hearing correctly and made a decision based on the evidence before them.
4. The subsequent discovery of video evidence does not invalidate their decision.
5. Consequently, it cannot be said that the decision of the Stewards caused an incorrect or improper declaration of the results of the competition.
6. The court does not find that there is evidence of any breach of the regulations or of the conditions of any permit or that there was any defect, default, omission, irregularity or inconsistency.
7. As a consequence, the decision of the Steward stands, and the court makes no judgement in respect of the video material subsequently obtained.

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The Parting Shot



What: Elfyn Evans and Scott Martin claimed a third place finish on the opening round of the 2020 World Rally Championship, Rallye Monte Carlo.