

Revolution

March 2020

The official magazine of  motorsport uk

MOTORSPORT STOPPED IN ITS TRACKS

PERMITS TEMPORARILY SUSPENDED



FORMULA 1 AT 70

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BRITISH
MOTORSPORT**

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CEO's MESSAGE

Hugh Chambers



“We need to prioritise the health, safety and wellbeing of our employees, members and wider stakeholders”

Firstly, I would like to thank our motorsport community for its incredible response to the challenges we are facing. From across the country, from our clubs, officials and competitors, venues, teams and engineering firms there is a solidarity to face the crisis and work together to find solutions. We thank all of the medical teams across the UK for working tirelessly to keep us safe, and in particular the huge number from our own community who are in the front line of this battle.

These are unprecedented times for everyone, and as we are all painfully aware, the changes we are facing are very considerable. The speed of change is striking, and it has required all of us to reset our perspectives on a daily basis.

The initial announcement we made on the 17th of March to suspend UK motorsport activities seemed to come quickly and suddenly. As the government moved into a new phase of the fight against the virus, so the reference points for all sport, and indeed all social activity shifted with immediate effect. The insistence that we all avoid unnecessary social contact and travel meant that a sport such as ours was caught by this sweeping requirement.

Of course, we could have argued that some activities in the broader spectrum of motorsport could navigate such a requirement, but that would simply have ignored the much larger agenda to protect everyone in society. And our members. The community that makes motorsport feasible is complex and diverse, but united in a shared passion. For everyone, the halting of activity, especially as the season was just about to take off, is extremely difficult to come to terms with even when we see the larger picture. But many in our community are themselves vulnerable and may have felt compelled by passion and duty to continue even though it may have been unwise to do so.

In any event, a couple of days later and the stark picture in other countries, including our close European neighbours, had many people asking why government had not been more restrictive and acted sooner.

As well as the risk of transmission in social situations, motorsport has the potential to be dangerous and incur injuries. The wonderful members of the emergency services that do so much for motorsport, overwhelmingly do so in

their own free time, and as such do not place any compromise on the health or other services. However, these are not normal times. Health services around the world are at breaking point and we all know that our own NHS is now facing the same surge in cases that mean every available resource has to be brought to bear. A week later it seems impossible to think that motorsport would add to that burden in any way.

As a result, we have now postponed the season until at least 30th June, and that is in the context of a rapidly evolving understanding of the scale and impact of the virus. It is being suggested that our lives will be changed for many weeks if not months, and we need to plan for that eventuality.

Operationally, Motorsport UK reacted quickly, and within two days we had in place the IT systems and working processes to allow us to vacate Motorsport UK House and set up a network of home-based offices. We are working with the community to provide support and guidance, and planning for the future.

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CEO's MESSAGE

We have set five areas on which we should concentrate:

- 1. Protecting people's health:** We are focused on working collaboratively with our members, officials, volunteers, clubs, venues as well as our suppliers in facing the challenges ahead together, but first and foremost we need to prioritise the health, safety and wellbeing of our employees, members and wider stakeholders
- 2. Helping the vulnerable:** The motorsport community is extraordinary in both inventiveness and collaborative support. The top priority is to protect the vulnerable and do all we can to mitigate this impact in society. It is no surprise to know that we have an age profile across all of our licence holders (officials, marshals, competitors) that is skewed older – and in some areas distinctly so. Through our clubs we are as a community reaching out to older members and helping those that need it
- 3. Playing a broader role:** The government has asked for volunteers. The country will be under pressure for some time, and our community is exceptionally well equipped to take on roles that help society to function. We are well organised and used to dealing with high pressured situations. The clubs from across the board are looking at how they can help. Government has asked sports NGB's: *In the first instance we are looking in particular for DBS cleared staff, people with driving licenses and medically qualified staff.* We urgently need to identify those groups and individuals that can help with the resourcing of the battle

“We will all play our part in beating the virus, and make sure that motorsport returns in good health”

- 4. Financial health:** There are some 40,000 people working in motorsport in the UK, and predominantly they are self employed or work for small organisations. And that is over and above our 15,000 officials and marshals. The suspension of all motorsport has an immediate and detrimental effect on these people, and it is great that government has acted swiftly to begin to provide support in this area. At the same time the burden has firmly fallen on the clubs, championship organisers and the owners of fixed venues. There is a recognition in government that sport is a massive contributor to the social and economic health of the country and needs to be helped in this crisis. This link provides all the details of the current approach, and we are working with the Department of Culture Media and Sport (DCMS) to make sure that we fight the corner for motorsport in all its different facets: <https://www.gov.uk/government/publications/guidance-to-employers-and-businesses-about-covid-19>
- 5. Planning for the future:** Motorsport is resilient. Interruptions from war and disease have always been followed by a remarkable renaissance, with the community and industry re-establishing the footings and allowing the passion of the sport to flow again. We hope that this will be a brief interlude, but we must plan for a longer-term break. This is the time when we address the future challenges that the sport is

inevitably going to face, from the environment to changing lifestyles. What form and format should motorsport develop to appeal to new audiences and to retain our valued members? That may all seem a long way away, but Motorsport UK will be working to resolve the answers to these questions

In the meantime, innovations and opportunities arise, and a perfect example is the launch of the Official F1 Virtual Grand Prix to replace the cancelled races. And this is being matched by a raft of new digital innovations. If ever there was a moment when the digital version of motorsport could accelerate into the mainstream it must be now. We are in detailed discussions with a provider to set up a UK based competition that will connect directly on our motorsport community.

And finally, a few words on how 2020 was progressing before it was put on hold. In fact, the trajectory that had begun in 2019 was continuing into the first quarter, with a buoyant renewal of licences and a full and exciting calendar of events planned for the summer. But for now, that will have to wait.

I know that with our strong community we will all play our part in beating the virus, and make sure that motorsport returns in good health and with a sustainable future. Please take care of yourselves and your families and be safe.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

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With all motorsport activities on hold at present, we outline our response to the ongoing coronavirus pandemic. This issue also celebrates the 70th year of Formula 1



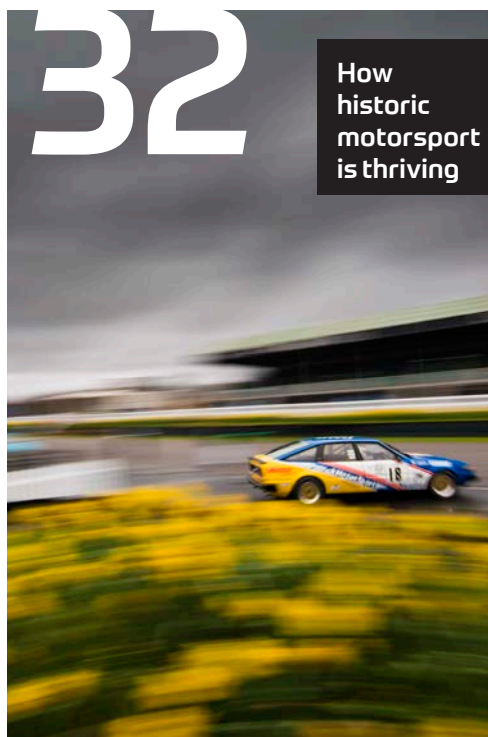
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Motorsport UK Extends Suspension of Motorsport Permits to 30th June

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least 30th June.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda.

In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained, "Motorsport UK has a vital role to play with its community in re-inforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to

isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

As the National Governing Body, we would ask all Motorsport UK members to act responsibly and follow the Government's guidance during this difficult time.

We thank all of our members, organisers, officials, volunteers, staff and their families for their support during these unprecedented times. We also have a responsibility and duty of care to our staff who will be working from home, so please be patient with any queries you may have.

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly.

Further information:

- **The latest UK government advice**
<https://www.gov.uk/guidance/coronavirus-covid-19-information-for-the-public>
- **The most recent NHS guidance**
<https://www.nhs.uk/conditions/coronavirus-covid-19/>
- **Advice for self-isolation**
<https://www.gov.uk/government/publications/covid-19-stay-at-home-guidance>
- **Government economic measures in tackling the economic impact of Coronavirus**
<https://www.gov.uk/government/publications/guidance-to-employers-and-businesses-about-covid-19/covid-19-support-for-businesses>

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Motorsport UK is pleased to advise members that its portfolio of member benefits is continuing to expand

Cotswold Outdoor

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Cotswold Outdoor have been preparing people to discover the great outdoors for over 40 years, offering clothing, equipment and accessories from the very best outdoor brands. Anyone can find you the best kit, but only Cotswold Outdoor can find you the right kit, tried and tested by passionate outdoor experts so you can make the most of every moment spent out there. So, whatever your next adventure looks like, Cotswold Outdoor's experts are on hand to make sure it's your greatest yet.

→ Motorsport UK members get a 15% discount, both in-store and online at Cotswold Outdoor**



** T&Cs apply. Selected lines are exempt. Not to be used in conjunction with any other offer or discount. Only valid on production of valid licence/membership card in-store or use of code online. Offer expires 31.12.20.

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But Runners Need is about more than just the shoes. They are passionate about providing the latest innovations in performance fabrics, high-tech gadgets and accessories, training and nutrition science, all tailored to your fitness goals. Whenever and however you run, their range is versatile to suit your lifestyle, be it on the road, in the gym or at home. So, whatever gets you moving, Runners Need are here to help you every step of the way.

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MOTORSPORT UK ACADEMY CLASS OF 2020

Motorsport UK Academy announces 2020 selections*

Motorsport UK Academy Performance Managers, Tom Onslow-Cole, Andy Meyrick and James Wozencroft, have named their 2020 Team UK selections following a review of the 2019 season. Team UK represents the pinnacle of the Motorsport UK Academy talent and consists of a national group of elite drivers. The drivers are hand-picked to receive a bespoke 1:1 performance management programme as they progress towards the top level of this sport.

2020 will also see a progression of the Team UK programme which will include an enhanced training and development curriculum focused on both practical and educational opportunities.

Motorsport UK Academy Coaches, Adam Gould and James Wozencroft, have named their 2020 Squad Programme selections following a review of a high-calibre of applications. The Motorsport UK Squad programme develops and supports talented young drivers who demonstrate exceptional potential to progress through the competitors' pathway into the Team UK programme and beyond.

The drivers were selected based on a combination of performances from the 2019 season, previous achievements and the potential to 'make it' to the top of their discipline. The 2020 programme offers exclusive industry insight, specialist workshops, education sessions and bespoke events aimed at developing and improving all round driving ability.

** 2020 programmes may be subject to change due to Covid-19*



The Class of 2020



2020 Team UK drivers:

Will Tregurtha**

(ADAC GT Masters, VLN. 2018 Euro GT4 Vice Champion. 2017 British GT4 Champion)

Kiern Jewiss

(British F3, British F4 Champion, British Karting Champion)

Ricky Collard

(R-Motorsport Aston Martin Pro Driver, Blancpain GT race winner)

Jamie Chadwick

(2019 W Series Champion, ROKIT Williams Racing Development Driver, 2019/2020 Asian F3)

Daniel Harper**

(BMW Motorsport Junior, BRDC SuperStar, Porsche GB Junior driver 2018/2019)

Johnathan Hoggard**

(British Formula 3 Championship 2019, Autosport Aston Martin award 2019, BRDC Superstar, F4 British Championship 2017&18, British Junior Karting Champion 2016)

Olli Caldwell

(FIA Formula 3 Championship 2019, ADAC F4 and Italian F4 Championship 2018)

Callum Ilott

(FIA F2 2020 & 2019, Ferrari Driver Academy 2018, FIA F3 European Championship 2017)

Tom Williams**

(FIA Junior World Rally Championship 2019 & 2018)

Chris Ingram

(FIA European Rally Champion 2019, European Rally Championship & FIA World Rally Championship-2 2018)

Rhys Yates

(FIA World Rally Championship-2 & British Rally Championship 2020)

Jake Hughes

(FIA Formula 3, BRDC Superstar, F3 Asian Championship)



Johnathan Hoggard



2020 Squad drivers:

Guy Cunnington

(British Kart Championship – Senior Rotax 2019)

Jessica Edgar

(LGM Kart Championship – Junior X30 2019)

Toby Goodman

(MINI Challenge Cooper & Lotus Cup Europe 2019)

Logan Hannah

(Scottish Formula Ford championship 2019)

Louis Harvey

(British Kart Championship – Junior TKM 2019)

James Hedley

(Ginetta Junior championship)

Will Hunt

(Radical SR1 Cup 2019)

Eddie Lewis

(Senior Rally Events 2019 – various)

Emily Linscott

(Britcar Endurance Championship & Lucas Formula Series 2019)

Thomas Llewellyn

(2WD Welsh Rally Championship 2019)

Scott McKenna*

(Ginetta GT5 championship 2019)

Jemma Moore

(GT4 Southern European Series, Junior Saloon Car Championship 2019)

Joshua Malin

(Ginetta GT5 Challenge 2019)

Patrick O'Donovan

(Junior Rallycross Championship 2019)

Adam Smalley

(Ginetta GT5 championship)

Archie Swinscoe

(Junior 1000 Rally Championship 2019)

Joe Turney*

(OK European and World Kart championships)

Harry Yardley-Rose

(British Kart Championship 2019 Junior TKM)

**denotes newly selected drivers

Graduating drivers are; Jake Dennis, Dan Rooke, Seb Morris & Jack Aitken

*denotes direct entry into Year 2 programme

THE PROGRAMME

With the start of the season now put back for at least a month iZone have created a remote training package designed to support drivers who have home simulators and want to take this down time to further develop their skills and resilience. The package includes:

SETTING UP YOUR SIMULATOR

- 1) Our Engineer will need to book an hour (free of charge) with you to gain remote access to your simulator's computer. He will check the Internet connection and install the software that will enable us to coach remotely by seeing a live stream of your simulator whilst you are driving.
- 2) At this time we will also send you a link to our training forms on Google Sheets (see below) for you to log into

STARTING A SESSION

- 1) We call you to discuss the track, objective and the drills that we are going to run during the session.
- 2) We start live streaming of your simulator for us to see
- 3) You log into Google Sheets to access our Training Drills and Assessments.

COACHING COMMENCES

- 1) The session will consist of an agreed number of runs during which we will be coaching live.
- 2) After each run you complete the Driver Assessment on Google Sheets (we can see this live).
- 3) This is followed by a detailed de-brief and lap review.
- 4) This process is then repeated throughout the session – training runs followed by de-briefs.

POST SESSION ANALYSIS

- 1) After the session you will complete the Post Session Analysis on Google Sheets.
- 2) We will discuss this over the phone highlighting exactly what has been learned.

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ENGINEERING THE DRIVER

British Rallycross Championship



5 NATIONS BRX BOOSTED BY MORE SUPERCAR DRIVERS

The Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires welcomes the latest confirmed drivers for 2020. Interest was booming in the Lydden Hill Race Circuit run championship prior to Covid-19.

Reigning champion Julian Godfrey, Super 1600 driver Jack Thorne and Northern Ireland rally ace Mark Donnelly have been announced for the 2020 championship, joining a raft of other skilled Supercar drivers who have already been confirmed, including former Champion Ollie O'Donovan, triple Supernational Champion Tristan Ovenden, Roger Thomas, Steve Hill and Andy Grant.



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Appointments

MOTORSPORT UK RECRUITS LEARNING AND DEVELOPMENT DIRECTOR



Motorsport UK is delighted to have appointed Sue Sanders as its new Learning and Development Director. Sue has been involved with the sport since 1976 and has been working with the Learning and Development Team on an interim basis since last year.

Following a robust recruitment process, her role has now become permanent. This appointment is key to delivering on Motorsport UK's Learning and Development pillar of investment as highlighted in the 2020 Investment Strategy.

Sue has extensive experience in the motorsport community, and her wealth and depth of knowledge includes considerable motorsport development experience. Her previous roles include running a successful Training Company for over 25 years, holding an International Rally Clerk of the Course licence which was used on Wales Rally GB for many years in her role as Event Safety Coordinator and Deputy Clerk of the Course. Sue also led the Volunteers in Motorsport project between 2005 and 2009 with the focus on recruitment, retention and recognition. She is an ex-competitor and is a current Motorsport UK Safety Delegate and Steward.

As part of the new appointment, the Sport Promotion team will become a significant part of Learning and Development ensuring the sport development strategy is held as a primary focus and is delivered through a range of activities such as community events, Trackside events, supporting and engaging with clubs and listening to and understanding the needs of our members.



MOTORSPORT UK ANNOUNCES 2020 FIA KARTING ACADEMY TROPHY SELECTION

The Motorsport UK Academy are delighted to announce that, following an assessment day hosted by iZone Driver Performance Centre, Theo Micouris, British Kart Championship driver, has been selected to represent the UK at the FIA Karting Academy Trophy Championship*.

Following a record number of applications for 2020, Theo, who was the 2020 Vice Champion in the Mini X30 British Championship last year, was amongst a high-calibre of four shortlisted drivers including Freddie Spindlow, Oliver Stewart and Brandon Carr.

The unique championship now has a revised calendar which is due to kick off in Genk in June before heading to Lonato and finishing at Le Mans. All competitors are provided with a randomly selected OTK-designed kart and Vortex engine ensuring that the best young drivers from around the world compete against each other on equal terms. The current championship schedule is as follows:

- ➔ 18th to 21st June 2020 – Genk (BEL)
- ➔ 13th to 16th August 2020 – Lonato (ITA)
- ➔ 10th to 13th September 2020 – Le Mans (FRA)

**all dates subject to confirmation*

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RESCUE-RACER NEEDS YOU!

RESCUE-RACER is on track to become the biggest-ever motorsport research project into the effects of concussion, looking to identify causes and help with post-concussion recuperation.

The study started with the BTCC in 2016. Now benefitting from recent FIA funding, it's been extended to anyone with a concussion from a four-wheel motorsport discipline (race, hillclimb, rally, trackdays) or who wants advice on post-concussion recuperation.

Participation in the study requires a half day assessment in Cambridge featuring computer tests, saliva samples, 3D headset tests, brain scans and a consultation with Professor Hutchinson.

To qualify, drivers must be seen in Cambridge within three weeks of the concussion incident – ideally as soon as possible after the accident – and must be aged 16 or above.

If you are interested in participating in the study or for more information, please contact naomi.deakin1@nhs.net or visit www.rescueracer.org or follow [@RESCUE_RACER](https://twitter.com/RESCUE_RACER) on Twitter.



Invitation

SUPERKART WORKING GROUP INVITATION

Motorsport UK is seeking applications for a small working group to advise on matters concerning Long Circuit Karting.

The group will report to the Kart Technical Sub-Committee and Kart Committee, recommending new rules and rule changes consistent with the development of the sport. Long Circuit Kart participation is in decline and one of the key roles of the group will be to discuss how numbers in the class can grow again by offering ideas and discussion topics in a constructive and positive group environment.

Applicants should send a brief description of their experience and their reasons for wanting to be part of the group.

Please send applications to kart@motorsportuk.org

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WIN ONE OF THREE COPIES OF LE MANS 66 ON DVD!

Matt Damon and Christian Bale star in the Academy-Award™ winning high-octane drama LE MANS '66 which was released on Digital Download on 9th March and will release on 4k Ultra HD™, Blu-ray™, DVD & VOD on 23rd March.

From Academy Award®-nominated filmmaker James Mangold, the masterful storyteller behind *Walk the Line* and *Logan*, comes a film inspired by a true-life drama about a powerful friendship that forever changed racing history.

LE MANS '66 is one of the most legendary tales in the history of motorsports and took home two Academy Awards™ for Best Film Editing and Best Sound Editing, and was nominated for Best Picture.



Academy Award-winners Matt Damon and Christian Bale star in LE MANS '66, based on the true story of the visionary American car designer Carroll Shelby (Damon) and the fearless British-born driver Ken Miles (Bale), who together battled corporate interference, the laws of physics, and their own personal demons to build a revolutionary race car for Ford Motor Company and take on the dominating race cars of Enzo Ferrari at the 24 Hours of Le Mans in France in 1966.

HOW TO WIN

To win, just correctly answer this question:

Who were the three drivers who drove for the No. 8 Toyota car to win the 2019 Le Mans?

Send your entries to media@motorsportuk.org by 23.59 on Tuesday 31st March with the subject line 'LE MANS 66'.

Winners will be notified by email.

For full terms and conditions visit:

www.motorsportuk.org/competition-terms-conditions

WHAT'S YOUR STORY?

Revolution is your magazine, so if you have 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



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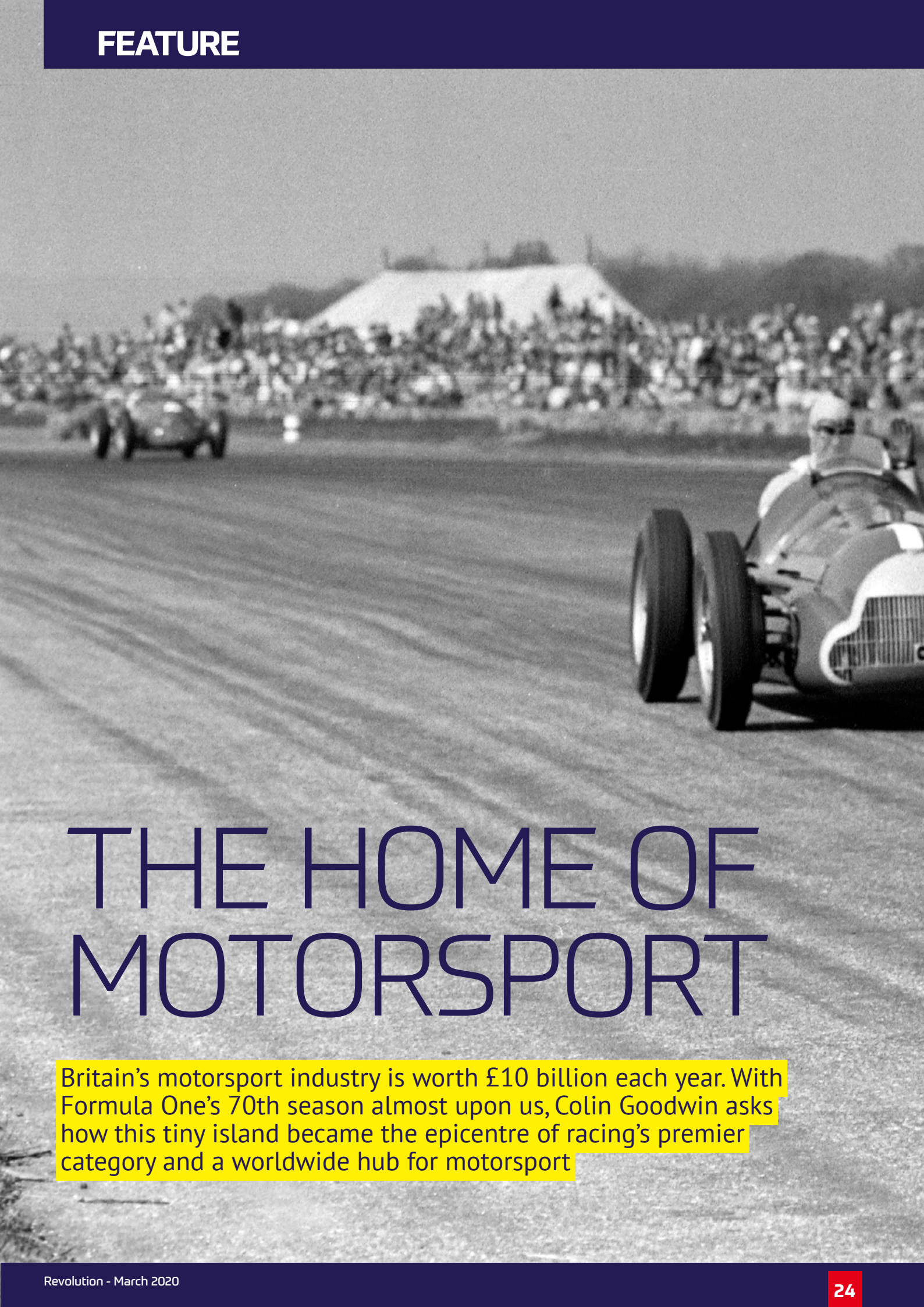


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THE HOME OF MOTORSPORT

Britain's motorsport industry is worth £10 billion each year. With Formula One's 70th season almost upon us, Colin Goodwin asks how this tiny island became the epicentre of racing's premier category and a worldwide hub for motorsport

*Malcolm Campbell's Bluebird
at Brooklands, 1928*



We're going to be hearing a lot about fish over the next few months as politicians and civil servants bash out the details of trade deals. Although we don't want to get into these dangerous waters it is worth noting that the fishing industry is worth £980 million a year to the UK treasury. That's a lot of cod, but compared to the motorsport industry's contribution to the nation's GDP it's small fry as our flourishing motorsport engineering industry puts a staggering £10 billion a year into the coffers.

That's not the only mind boggling number connected to our favourite passion. There are 4,500 companies in the UK that are directly related to motorsport that together employ 45,000 people. Eighty-seven percent of these companies export abroad. Of course when most of us think about motorsport in the UK we think of Formula One and, sure enough, F1 teams make up 25 per cent of the sector's value and employ around 5,200 of the people in the industry. Six of the 10 current F1 teams are based here.

A great number of these companies are located in the Silicon Fen or what was trademarked by the Motorsport Industry Association in 2013 as 'Motorsport Valley'. To mark the beginning of Formula One's 70th season, we're taking a journey back in time to the birth of Britain's motorsport industry to investigate how this country became so prominent on the global motor racing stage.

Cars race around the Vickers factory at Brooklands, 1932



An aerial view of Brooklands in 1936

To start, we will go back to June 17th 1903 and the day that the Brooklands circuit in Weybridge, Surrey, was officially opened. The Motor Car Act of 1903 had introduced a blanket speed limit of 20mph which meant that high speed testing of cars on the public road was impossible. Many, including local landowner Hugh F. Locke King, were

concerned that this would hold back the nascent British motor industry at a time when 50 per cent of the world's cars were built in France. Locke King donated the land and Britain had its first (and the world's) purpose-built racing circuit.

In 1909 Brooklands became one of Britain's first airfields and a year later a flying school was opened there. Racing was halted during the First World War but Brooklands was busier than ever having been requisitioned by the military as a flying school and also as a location for factories that produced military aircraft throughout the war.

With the war over, racing returned to Brooklands and with it a host of local engineering businesses that prepared and ran cars for wealthy drivers. One of the most successful was Thomas Inventions Development Co Ltd, set up by J.G. Parry Thomas and Major Ken Thomson. After Parry Thomas was killed at Pendine Sands in 1927 Thomson went into partnership with Ken Taylor to form Thomson & Taylor.

Thomson & Taylor built two of Malcolm Campbell's Bluebird land speed record cars and also, designed by the company's technical director and chief designer Reid Railton, the chassis for all 17 ERA racing cars built.

Racing finished at Brooklands in 1939 with the outbreak of WW2 when the site once again became the home to wartime aircraft production. Vickers Wellingtons and Hawker Hurricanes were both built in Weybridge in large numbers. Brooklands wasn't the only aviation centre in the area; in nearby Farnborough was the Royal Aircraft Establishment that throughout both wars and in the inter-war years had been carrying out groundbreaking research. It, like Brooklands, was a fount of engineering and technical skills.

After the war racing started again. Brooklands would never re-open for racing but the war had brought with it a massive airfield building programme; airfields that were now surplus to requirements. With their concrete or tarmac perimeter tracks they made perfect racing circuits. RAF Silverstone, a bomber command Operational Training Unit base in the war flying Wellingtons, was one of the first to host motor racing in 1947. Three years later it hosted the first official Formula One race. The results sheets for that inaugural season are dominated by continental makes, predominantly Alfa Romeo. A few pre-war ERAs were entered and a couple of Altas. Also, in the 1950 Monaco Grand Prix, a lone Cooper.

Charles Cooper ran a garage business in Surbiton, Surrey, and his son John served a toolmaker's apprenticeship before the war and was an instrument maker with the RAF during it. Skills essential for building racing cars. There are numerous reasons why the South East became a hotbed of motor racing engineering in the 1950s and '60s but the predominant one is the availability of the skills required to fabricate and weld chassis, turn components on lathes and to panel beat and work soft alloys. All skills that had been learned in the Weybridge and Kingston aircraft factories during the war.

Of course, there were aircraft factories spread across the UK during the war but there was more money in the South East and in London so that's where the reborn motor racing world was focussed. Also, London was the

Malcolm Campbell's Bluebird at Brooklands, 1928



Alberto Ascari's Maserati at Silverstone in 1948

“Our flourishing motorsport engineering industry puts a staggering £10 billion a year into the coffers”

home of the 750 Motor Club, the grass roots motor racing club that was founded in 1939 for builders and racers of Austin 7 specials. Its post war members included Colin Chapman and Eric Broadley of Lotus and Lola respectively.

Lotus was established in North London and Lola in Slough and a web of motor racing manufacturers and component suppliers started to develop around Surrey and Middlesex. Cooper was already established in Surbiton and can probably be credited with kickstarting the industry in this area. Jack Brabham arrived from Australia to work at Cooper, both building cars, and driving for the team. He was followed a couple of years later by Bruce McLaren from New Zealand who became Jack's team-mate at Cooper in 1959.

When Brabham and McLaren left Cooper to start their own teams, it was logical that they should base them in the area that they lived in and knew well. Brabham started in Woking and McLaren in Colnbrook near Heathrow.

Another member of the Cooper family was Ockham, Surrey, timber merchant Ken

Tyrrell. Tyrrell had raced Cooper F3 cars in the 1950s before realising that he'd make a better team manager than driver and took over the running of Cooper's Formula Junior team. In 1968 Tyrrell promoted himself into Formula One by forming a partnership with French aeronautical giant Matra before constructing his own Tyrrell 001 for the 1971 season.

Tyrrell's first aluminium monocoque was constructed down the road at the Old Woking premises of Gomm Metal Developments. Maurice 'Mo' Gomm had learnt his metal work craft at Vickers in

“RAF Silverstone, a bomber command Operational Training Unit base, was one of the first airfields to host motor racing in 1947”



Jackie Stewart's Matra on its way to victory at Silverstone in 1969

Gordon Murray at the Brabham factory in 1974



The March Engineering factory in Bicester, 1970



Weybridge building Wellington bombers. Gomm built not only the tubs for Tyrrell, but made the shells for Ford's legendary works Escort rally cars and numerous components for racing cars including oil tanks for GT40s (built at Ford Advanced Vehicles in Slough, just around the corner from Lola).

The South East motorsport community wasn't all Formula One in the Sixties and early Seventies. Alan Mann Racing was based in Byfleet, a stone's throw from the old Brooklands circuit and close to Ron Tauranac's RALT workshops.

The area didn't have a monopoly on the motorsport industry. Colin Chapman, needing more space for road car production, moved from North London to Hethel in Norfolk at the end of the '60s. BRM was founded in Bourne, Lincolnshire, in buildings adjacent to the old ERA workshops. And then there was March Engineering. Founded by Max Mosley, Alan Rees, Charles Coaker and Robin Herd in 1969, the F1 constructor and prolific formula car builder was set up in Bicester as one of the first teams to settle in what is now Motorsport Valley. Incidentally, before he joined McLaren and then jointly founded March, Robin Herd worked at the Royal Aircraft Establishment at Farnborough on the development of Concorde.

Frank Williams, after several decades of ducking and diving, established his



McLaren's Colnbrook headquarters, 1973

“As we move further into the era of electrification, Motorsport Valley will play an even more important role”

eponymous F1 team in Grove, Oxfordshire, in 1977. The migration of the motorsport engineering world to the Midlands was beginning. But why?

Gordon Murray moved to the UK from South Africa in 1969 and after, a job at Lotus fell through, started in Brabham's drawing office before taking over as chief designer in 1972. “For one thing,” Murray tells us, “the South East was an expensive place to build racing cars. When I started at Brabham there were



The start of the 2019 British Grand Prix, Silverstone

“The motorsport engineering industry will play an important part in the development of electrified aviation”

14 people in the team including the secretary working from a ridiculously small workshop. As teams began to grow the costs went up.”

Also, as teams began to build more and more components in-house, the reliance on outside suppliers was reduced. “That’s very true,” agrees Murray. “It was part of our philosophy at Brabham to bring parts in-house, often to make them better. When I started in F1 virtually everyone used Hewland gearboxes [founded by Mike Hewland in Maidenhead in 1959] but in 1973 we built our own pioneering dry-sump gearbox.”

In the early days of wind tunnel testing, teams would use existing tunnels, but by the 1980s it was becoming essential to have your own tunnel on the premises so that parts



Lewis Hamilton, winner of the 2019 British Grand Prix



could be tested 24/7. And wind tunnels take up a lot of space and aren't particularly quiet. The first composite monocoques were built by outside suppliers, but eventually these too moved in-house and that meant space was needed for vast autoclaves.

Today a whole new network of suppliers and component manufacturers has been created in this vibrant region of groundbreaking technology. And as we move further into the era of electrification, Motorsport Valley will play an even more important role. Motorsport has always played a big part in the development of technologies that eventually found their way onto road cars, but perhaps never more so than today. Kinetic Energy Recovery Systems (KERS for short), pioneered in F1, is now an integral part of the new EV revolution.

The white heat of technological development in motorsport will no doubt contribute to other areas apart from road cars. It's very likely that the motorsport engineering industry will play an important part in the development of electrified aviation. It's logical, too, that the energy management systems developed in Formula E and other electrified racing series will eventually find a place in passenger carrying drones and delivery systems.


It's a wonderful thought that the close relationship between motorsport and aviation that was forged at Brooklands in the early part of the 20th century will continue and burn even brighter in the 21st century.

HISTORY REPEATING

Historic motorsport is thriving and attracting an increasingly diverse range of competitors, cars and crowds – here's why you might want to get involved.

By Dan Trent





Goodwood's headline events, like the Members' Meeting and Revival have struck gold with their knowing blend of nostalgia, hard racing and glittering grids of gorgeous classics, while the Silverstone Classic continues to evolve into a summer festival of diverse racing, club displays and live music. Rightly, they represent the pinnacle of the scene and attract huge crowds, incredible machinery and star drivers galore but there's more to historic racing than matching numbers GT40s and multi-million dollar grids.

Here, with the aid of race organisers, competitors and those working within Motorsport UK we seek to bust some of the myths you may have about historic racing. And hopefully convince you competing in old cars can be just as much fun – and just as accessible – as doing it in new ones.

Myth: it's pipe and slippers racing for old boys

While it's true you may see more tweed than Nomex in your average historic racing paddock you'd be mistaken to think the racing is any less serious. The very term is an incredibly broad one too. At one level it can mean brave souls perched atop smoking Edwardian monsters at the Goodwood Members' Meeting or in the Vintage Sports Car Club's Formula Vintage series, or plucky trialists bouncing Austin Sevens up muddy hillsides. But, as with classic cars in general, as time goes on, 'historic' covers a broader spectrum of cars and series, such as the Historic Sports Car Club's 70s Road Sports and new-for-2020 1980s Production Car Challenge, which both open the floor to a wider range of accessible metal.

"I've always been drawn to older cars," says 33-year-old Cameron Jackson, a multiple champion in Historic Formula Ford who embodies a younger generation of historic competitors. "The stories from 60s and 70s Grand Prix racing are enthralling and almost unbelievable – I grew up listening to Led Zeppelin, played the drums and, as a teenager, I always thought I'd been born in the wrong decade! With cars like this you're sat in the same seat having the same experiences that others did back in that era. I love it."

Andy Dee-Crowne of the HSCC agrees. "You don't have to be historic to race historics and there are a lot of younger drivers coming straight to us from karting." This melting pot of youth and enthusiasm and age and wisdom also creates a great atmosphere at events. "I was clerk at Cadwell Park for an event and Richard Attwood arrived for the new drivers' briefing, which I thought would be terribly embarrassing for him," recalls Dee-Crowne. "But he said 'please, I've never actually driven here before, treat me the same as everyone else'. This is typical of the way we see generations interacting, the mutual respect in the paddock and on the track and a shared passion that crosses age boundaries."

Myth: I'm not rich or famous enough to race at Goodwood style events – what's the point?

As with any motorsport discipline, competing at the highest level can be an exclusive club. "People see the Revival and the Members' Meeting as the pinnacles of historic racing and that's totally understandable with all the glitz and the glamour," concedes David Wheadon of the British Automobile Racing Club. "But it's only attainable from the competitor's point of view if they have a vehicle which has the pedigree and history to be invited to compete."

Inevitably that creates a hierarchy but organisers are keen to create more inclusive events too. "The Classic Touring Car Racing Club's regulations allow competitors to build cars from original road versions without having to comply completely with Appendix K," explains Wheadon by way of example. "This keeps the costs down as you can go and buy a Morris Minor road car for a couple of grand and convert it into an eligible race car for not too much more money."

And, in some respects, it can be better value than racing moderns. "Budgets for racing modern single-seaters are out of control and the relative pay-off is very slim as we know very few drivers make it as professionals," says Cameron Jackson. "In historics there's a whole spread of people from all sorts of backgrounds involved at a club level. Obviously, there are different events for different budgets like anything but this stereotype of it being exclusive certainly isn't true for the UK."

"You don't have to be historic to race historics and there are a lot of younger drivers coming straight from karting"
Andy Dee-Crowne



Myth: it's too dangerous compared with racing modern cars

Given all the safety advances in recent years why on earth would you strap yourself into a machine the uninitiated might consider a deathtrap on wheels? Cameron Jackson competes in the single-seater machines we associate with Grand Prix racing's deadlier age and accepts risk is an inevitable part of any motorsport, but one mitigated in historic by the attitude of competitors. "I always race with respect and give room in single seaters, and over the many, many races I've taken part in over the last four years I've not once got airborne or hit a barrier," he says.

Touring cars, meanwhile, offer a degree more protection should the worst happen but, while the racing is close, the more gentlemanly atmosphere curated by race organisers is also critical. "At the HSCC we pride ourselves on our safety record and standards," says Andy Dee-Crowne. "We have our 10 commandments for all our competitors and promote safe racing." You'll hear the same from all promoters too, the fact historic racers are there for the fun of it rather than the death or glory pursuit of a pro drive striking a healthier balance between competitive spirit and taking it too far.



Myth: preparing and running a historic race car is an expensive, bureaucratic nightmare

Appendix K and Historic Technical Passports are terms commonly bandied about but what do they actually mean? And is it actually that difficult to prepare a car for historic racing? Motorsport UK's Michael Duncan is part of the team charged with administering the HTP process and says it's not necessarily as bad as people think. "Appendix K is the FIA technical regulation for cars competing in international historic competitions," he explains, taking it back to basics. "The HTP is a document issued on behalf of the FIA to cars which comply with these technical regulations. Appendix K sets out what cars are eligible for an HTP and what modifications are permitted beyond the period specification."

In simple terms getting an HTP requires an inspection from an approved registrar, who assesses the car against the original homologation documents and other regulations. For the paperwork alone the process costs about £1,000 for the registrar's time, the FIA and Motorsport UK's fees, HTPs are valid for 10 years and transferrable

if the car changes ownership. Many registrars are scrutineers too and experts in their field, while clubs and organisers are able to put you in touch with the right person for the series you're competing in. Duncan says it's worthwhile getting to know your registrar long before the final inspection, on the basis they can spot issues along the way rather than demand expensive alterations.

If you're applying a road car mindset to it, the registrar is your local MoT inspector while Motorsport UK is the DVLA, managing the process on behalf of the FIA, with whom the final say rests. Their standards are famously exacting and disputes can occur, Michael and his team are experts in brokering the process when required. But do you even need an HTP?

Possibly not, and to make the process easier there's now the Period Defined Vehicle Identity Form. "Although the information on the form is similar to that required on an FIA HTP, the application process is very different and much less onerous," explains Michael. "The PDVIF does not require an inspection, it is a self-declaration

submitted by the applicant which is then reviewed internally by Motorsport UK before issue. And the issuing of an identity form that confirms the specification and period, which is easily checked by scrutineers at events, is a recognised and effective way of managing what exemptions from modern safety equipment cars to period specification are authorised."

If in doubt the best advice is to have a solid idea of where you want to compete, in which series and which regulations apply before buying or preparing a car. Organisers and clubs can help with that process and, once underway, Michael and his team at Motorsport UK are experts in seeing it through to a successful conclusion so you can approach the scrutineers' bay confident you'll get your ticket.

"You can buy a Morris Minor for a couple of grand and convert it into an eligible race car for not much money"

David Wheadon



“Manual gear changes and the lack of aero grip might seem intimidating to younger drivers but it’s such an enjoyable attribute of these cars”

Cameron Jackson

Myth: old cars are too difficult to drive or work on

As a modern racing driver graduating from karts and into paddle-shifted single-seaters, GTs and touring cars there’s every chance you’ve never used an H-pattern gearbox in anger, let alone perfected your heel’n’toe or double de-clutching. What hope do these drivers have in historics and how does this young generation raised on slicks and aero learn four-wheel drifting on crossplies?

“All of the manual gear changes and lack of aero grip might seem intimidating to younger drivers now but it’s really such an enjoyable attribute of these cars as you have so much feel and command over the car,” says Cameron Jackson. This comes back to the safety point too, the fact historics generally have lower limits meaning the all-or-nothing grip in modern racing cars is less of an issue.

The BARC’s David Wheadon thinks it’s also about attitude as much as anything. “For me, it’s more about personality and dedication. The best way to develop any skills needed

for historic cars is to get behind the wheel or under the bonnet and get your hands dirty,” he says. “This breeds mechanically sympathetic drivers and mechanics and, with championships ranging from pre-1966 to 2003 in the Classic Touring Car Racing Club, we have every type of expertise you need to learn about historic cars across the grids. No matter what skills you want to learn, you can in club historic racing.”

With thanks to David Wheadon (BARC), Andy Dee-Crowne (HSCC), Cameron Jackson, Michael Duncan (Motorsport UK) and everyone else who helped with this story



THE MARCH OF HISTORIC MOTORSPORT



Historic motorsport isn't limited to circuit racing. In fact, whichever motor racing discipline you care to mention – be it karting, hillclimbing, rallying, rallycross or trials – you can bet there's a thriving historic scene waiting to be explored.

The British Historic Rally Championship is a fine example of that. The 2020 season was due to get underway with Rally North Wales at the end of March, but with all motorsport suspended for the time being the event won't run as planned. That'll come as a blow for organisers and spectators alike, not to mention BHRC competitors who now won't get the opportunity to tackle some of the country's best forest stages.

The real stars of the BHRC, however, are the cars. Mk1 and Mk2 Ford Escorts are the most popular and plentiful machines in the series, but British automotive icons such as Mini Coopers and Lotus Cortinas can also be seen on the special stages. Between them, the scores of legendary older cars make for quite the spectacle.

Winner of Rally North Wales in 2019 was 27-year-old Osian Pryce, who along with co-driver Dale Furniss was fastest on every stage in his Escort. "You come to the end of the stages and you don't really care how you have done – it's just all smiles in a Ford Escort," commented Pryce, underlining the popularity of cars like the rear-wheel drive Ford even among the younger generation of rally drivers.

Away from rallying, an appreciation for older machinery is alive and well in the world of karting, too. Formed in 2005, the British Historic Kart Club now boasts more than 300 members and a packed annual calendar. The club organises demonstrations and test days throughout the year, while sister club Retro Racer puts on a full calendar of race weekends each season. The meetings attract an average of 86 competitors across 10 classes, which cater for karts from the Sixties right up to the turn of the century.

The most exciting historic motorsport category in the country? That might well be the Retro Rallycross Championship. The series combines the spectacle of iconic

cars being driven at, and beyond, the limit with the high-intensity drama of rallycross. It's also the only place in the country where motorsport fans can watch Group B machines being driven competitively.

“You come to the end of the stages and you don't really care how you have done – it's just all smiles in a Ford Escort”
Osian Pryce

In 2019, BMW E30 M3 driver Gary Simpson took seven wins from seven rounds to clinch the title in emphatic fashion. "If you look on paper at seven wins, it looks easy, but it certainly hasn't been like that from behind the steering wheel," commented Simpson at the final round of the season. "We've been pushed every inch of the way. There are so many really fast competitors in this championship and to be able to drive hard at the front without any fear of pushing and shoving, it's great, it just couldn't get any better."

TACKLING MOTORSPORT

There are many different ways to tackle motorsport, but some are less obvious than others. Take the example of the Smith family, from Cumbria...

The shapes and silhouettes at a historic race meeting will be recognisable to many. Competing cars such as the MGB and Triumph TR4 reflect a golden age of motoring, a time when simple sports cars were widely available and, if the mood took you, suitable for competition. Chances are, however, that a Peerless GT will be less familiar.

The car here was a Californian barn find restored by Cumbria-based dentist Simon Smith and his schoolteacher son Dan. "My family has an established racing history," says Dan, "and my grandfather started the whole Peerless thing. He had one as a road car many years ago and told us how well it handled, with the fuel tanks being in the sills and so much weight low down. So when Dad and I started looking for a GT we could share in historic enduros, we decided to search for a Peerless. We felt it would be nice to have something that looked a bit different."

First produced in the late '50s, around Triumph TR3 running gear, the Peerless was a period rarity – only about 325 were made – so trying to locate one almost 60 years later wasn't the work of a moment... and the rebuild, mostly done by two pairs of hands in the family garage, took rather longer.

"The one we found in 2014 was completely in bits," Dan says. "The original target was to compete in the 2015 Spa Six Hours, but in the end, we only just made it onto the grid the following year. Somebody had tinkered with it in the States and fitted a different engine, so quite a lot of fabrication was required to return the car to its original configuration. Dad did all of that himself. The shell is bonded



to the chassis, too, and there were rivets everywhere, so removing all of that was possibly the biggest thing we had to do. With hindsight, it might just have been easier to buy an MG..."

But the Peerless is now being used by various Smiths and will be seen this year in selected FISCAR (Fifties Sports Car Racing Club) events. "Many circuits are quite a trek for us," Dan says, "but we just take a van and a trailer, set off on Friday evening then come home on Sunday. We enjoy that part, because it's what racing is all about – enjoying the sport and knowing you've done it all yourself. And when we get there, it's quite cool that people come over to ask what exactly we're driving."

You don't need Smith levels of resourceful pragmatism to fulfil your automotive ambitions – on or off the racetrack. Traditional funding sources are often wary of motorsport projects, which is where we have always excelled. As our fellow historic racers

will know, we have been working in the industry for more than 20 years and cars such as this Peerless are our speciality – you could say we are fearless of the unusual.

So, whether you are looking to purchase, or release capital in a car/asset to direct the funds towards your racing, we understand how best to structure your finance to achieve your objective. You'll be surprised how much can be done once we share the knowledge and start a conversation.

Robert Johnson
Managing Director
Classic & sports Finance

01869 351512
rob@classicandsportsfinance.com




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FINANCE

DID YOU KNOW?

Safety and welfare in motorsport

Alongside technological advances which improve the safety of vehicles, equipment and venues; safeguarding and welfare are hugely important considerations in ensuring the motorsport community is a welcoming and trustworthy environment for anyone competing or volunteering.

Drugs and Alcohol Testing

Anti-Doping Testing

As in previous years, UK Anti-Doping will carry out anti-doping testing on competitors in selected championships throughout the year. For further information on Anti-Doping, visit www.motorsportuk.org/competitors/anti-doping/useful-resources/

Anti-Alcohol Testing

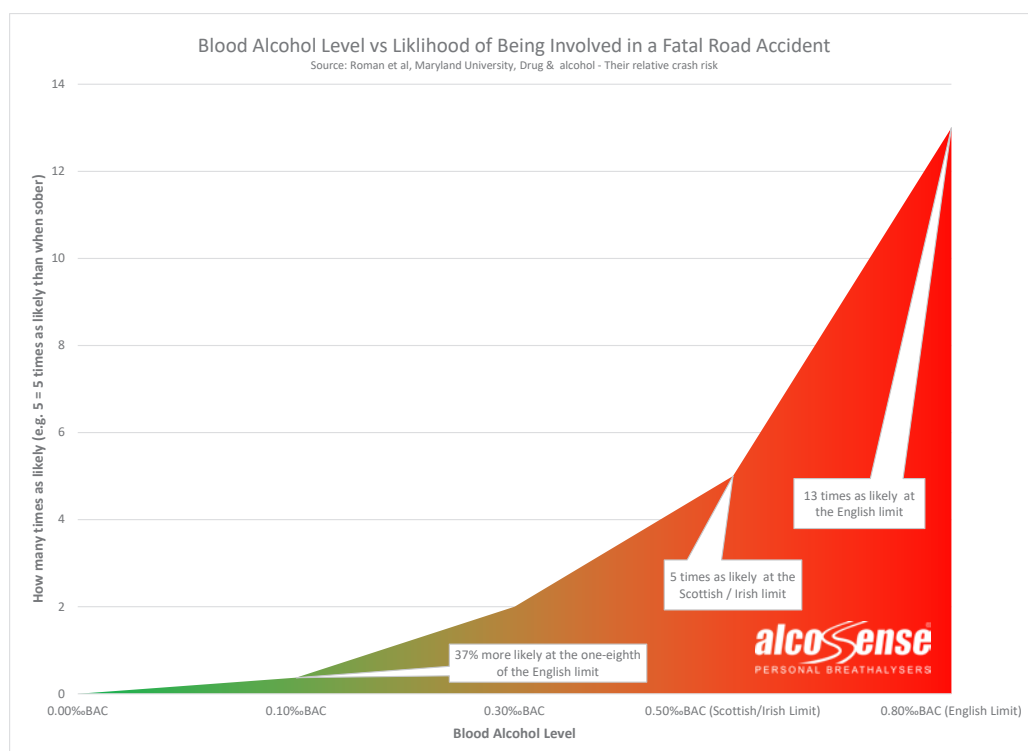
To make it easier for clubs to implement, we are introducing alcohol testing guidance so clubs can conduct their own testing on competitors and team personnel.

The risk vs alcohol level chart below demonstrates the potential dangers in this area, and so it's very important that clubs follow the guidance. The data in the chart is from a sample of 4,000 road deaths in the USA and is very robust and cited in UK government papers. This supports the basis for the zero-tolerance limit imposed for UK motorsport, following the lead of the FIA.

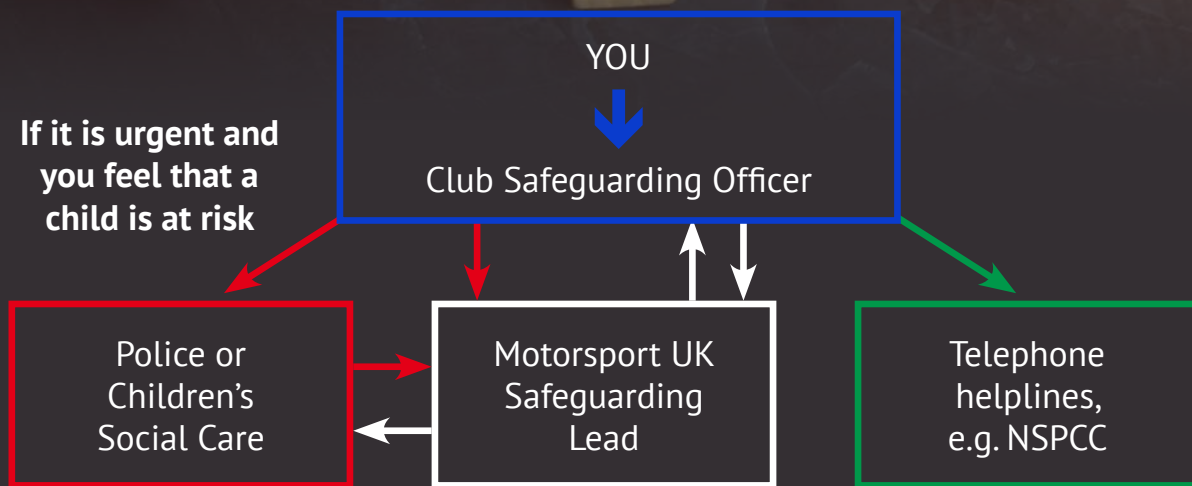
Further information will be communicated directly to clubs shortly so that they have all the resources they need.

Illicit Drugs and Alcohol Testing

Motorsport UK is committed to achieving and maintaining an alcohol- and drug-free environment within Motorsport UK permitted events. As with alcohol, it is of course crucial that the abuse of legitimate medications, illicit substances, solvents or alcohol does not endanger the health, safety and welfare of all persons involved in motorsport. We aim to ensure that everyone is aware of this and the hazards involved and, accordingly, will be conducting illicit drugs and alcohol testing on Team personnel/mechanics involved in the 2020 Motorsport UK British Kart Championships.



Ian Watson, General Manager at the BARC, endorses Motorsport UK's initiatives in this area. "The BARC undertook alcohol testing at a number of events during the latter part of the 2019 season. At each event, the Motorsport UK Steward was asked to select a number of competitors at random, all of whom were then tested and all passed the test. The system worked well and we look forward to working together again to further support this important work."



If you feel that, despite the actions you have taken, the situation has not been changed or nothing has been done, then contact the NSPCC for further advice

Safeguarding Duty and Obligations

Motorsport UK has published a document which sets out the expectations of behaviour for all those within motorsport when dealing with young people and adults at risk.

Whilst the content of this document applies to everyone in motorsport in their dealings with young people/adults at risk, it is particularly important for those who offer services to, employ, care for, advise, supervise, mentor or coach young people and/or adults at risk.

The Safeguarding Duty and Obligations document can be located at <http://www.motorsportuk.org/wp-content/uploads/2020/02/Safeguarding-Duty-and-Obligations-.pdf>

Reporting Concerns About the Welfare Of Children And Adults At Risk

- ‘Never do nothing’
- Everyone has a responsibility to safeguard children and adults at risk
- Threats of immediate harm or danger must be immediately reported to the Police and/or Children’s Services or the Local Authority Designated Officer AND the Compliance Officer at Motorsport UK
- All other concerns must be reported to the Club Safeguarding Officer and the Compliance Officer at Motorsport UK
- If you are not a Club Safeguarding Officer (CSO) and you do not feel comfortable reporting this concern to a CSO please contact the Motorsport UK Compliance Officer

E: Safeguarding@motorsportuk.org
 T: +44 (0) 1753 765071 • M: +44 (0) 7519 801674



Policies

Reminder to those involved in the sport - Motorsport UK Social Media and Anti-Bullying Policies

Who do these policies affect?

The policies affect all persons involved in our sport whether or not licensed members of Motorsport UK.

Why does our sport need these policies?

Motorsport UK strives to create a positive and friendly environment for its existing members and future newcomers in any capacity. Everyone is entitled to be involved in our sport without being victimised, harassed or caused distress in any way. Motorsport UK upholds zero tolerance policy against bullying behaviour.

Motorsport UK's Policy and Guidance documents for Anti-Bullying and Social Media are specifically intended to prevent negative behaviour from happening and to protect individuals by ensuring that our sport complies with the wider obligations of the law exercising a broad moral responsibility and duty of care to all involved.

Bullying is defined as seeking to harm or intimidate or to coerce another person and can be categorised as emotional, physical, racist, sexual, homophobic, verbal and cyber.

How will Motorsport UK underpin these policies?

Where a case is reported to Motorsport UK it will investigate promptly, neutrally and will generate a proportionate response from the Case Management Team (e.g. no case to answer, advice or warning given, training / support required, or referral to National Court). If the case is serious with evidential proof, the matter may be directed immediately to the National Court.

Motorsport UK's Social Media Policy and Guidance can be found at <https://www.motorsportuk.org/wp-content/uploads/2019/08/Motorsport-UK-Social-Media-Policy-and-Guidance.pdf>

Motorsport UK's Anti-Bullying Policy and Guidance can be found at <https://www.motorsportuk.org/wp-content/uploads/2019/08/Motorsport-UK-Anti-Bullying-Policy-and-Guidance.pdf>



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- The UK Fuels Card™ gives you access to over 2,300 sites, including supermarkets such as Tesco and Morrison's and certain Esso, Shell and BP stations
- Detailed invoices: Showing you where you've fuelled, how much you've spent and the savings you've made
- Manage your fuel expenditure easily, with weekly Direct Debit payments

*Terms and conditions apply, visit www.essocard.com/motorsportuk for full details

HOW TO...



Lee Marshall

START TRACKDAY DRIVING

Trackdays are the perfect bridge between road driving and competitive motorsport. Just like any form of motor racing, you need to head into your first trackday well prepared and with your eyes wide open. Choosing the right sort of day, ensuring your vehicle is in rude health and getting expert tuition will help make your first track driving experience a thrilling one.

Even before you book a trackday with your own road car, you could consider an experience day at your local circuit. For a reasonable fee, most circuits will put you behind the wheel

of one of their own cars with an instructor sat alongside, showing you the basics. It's the ideal way to work out if track driving really is for you.

Almost inevitably, you'll decide that it is. Next, you'll want to use your car on circuit, meaning you'll need to book your first trackday. It's advisable to pick a circuit close to where you live to spare yourself a very long drive home afterwards. Certain tracks are more suited to novice trackday drivers than others: former airfield circuits like Silverstone, Snetterton and the Bedford Autodrome are wide, flat and have large run-off areas. Meanwhile, parkland circuits such as Oulton Park and Cadwell Park, with narrow sections and significant gradient changes, are demanding even for the most experienced drivers.

Many trackday organisers now offer days exclusively for novices. With extended safety briefings and professional instruction at hand – plus some reassurance that the other drivers on circuit with you are likely to be of a similar standard

“Start slowly and gradually get into a rhythm. You’re not out to break lap records just yet”



– these days are an ideal starting point. The speed differential between cars will be smaller, too, allowing you to concentrate on your own driving rather than the cars around you.

It should go without saying that your car needs to be in good shape before you take it on circuit. Tyre pressures should be correct, all fluids should be properly topped-up and you shouldn't leave any loose objects lying around the cabin. You needn't invest in a purpose-built trackday car just yet. Eventually you might want to buy a Caterham Seven or a Mazda MX-5, but for the time being any road car will do the trick. A hot hatch would be ideal.

There are plenty of specialist insurance companies that offer trackday cover. Consider this a no-brainer. You'll also need a good quality helmet, although you can often pay to rent these from the circuit itself, and you should wear trousers and a long sleeve top. Arrive early, absolutely do not forget to attend the driver briefing and familiarise yourself with the flags and overtaking regulations (typically on the left-hand side and only when the leading car has clearly moved across to the right).

Start slowly, keep half an eye on your mirrors and gradually get into a rhythm. You're not out to break lap records just yet. Keep your stints on circuit short to begin with and always complete a cool down lap.

Congratulations: you're now a trackday driver.



Lee Marshall

To find a trackday near you, visit [MotorsportDays.com](https://www.motorsportdays.com) which lists almost all trackdays run by operators in the UK. MotorSport Vision Trackdays ([msvtrackdays.com](https://www.msvtrackdays.com)) run their own days, some of which are specifically for drivers new to circuit driving. Additionally, Opentrack ([opentrack.co.uk](https://www.opentrack.co.uk)) offers Motorsport UK members a 10% discount off their events.

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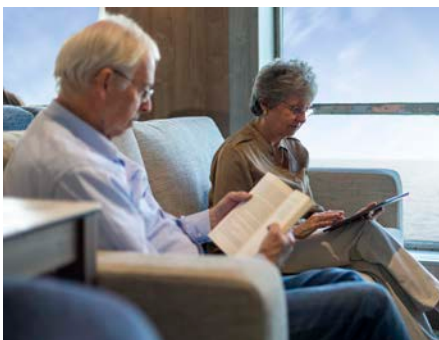
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Results

Latest results across the different types of motor sport governed by Motorsport UK

Motorsport UK British Sporting Trials Championship

Round 1:
Geoff Taylor Sporting Trial,
23 February

Ian Veale won a tie break to
take the opening round ahead
of Richard Sharp with John Fack
completing the podium at Apley
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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

03 MARCH 2020

Chris Mount, David Munro,
Steve Stringwell (Chairman)

J2020/04 Frank Lyons Disciplinary Hearing

The National Court panel sat as a Disciplinary Tribunal to consider whether Mr Frank Lyons had acted prejudicially to the interests of Motor Sport Council, and motor sport generally, contrary to General Regulations A.10.1.3, A.10.1.5, H.6 and C.1.1.4 and related and associated policies and guidelines issued by Motorsport UK and International Sporting Code Art.12.1.1.c and Art 12.1.1.d and 12.1.1.f.

It was alleged that, between or about 17 October 2019 and 22 October 2019, Mr Lyons published abusive, derogatory and homophobic cyber abuse concerning persons who have an official capacity on the Historic Commission of the Federation International de l'Automobile.

The case concerned the publication of a number of comments made by Mr Lyons on a Facebook thread during October 2019. The National

Court heard evidence about the background to the publication of the comments but concludes that the comments themselves undoubtedly caused distress to the persons referred to in the Facebook thread and to other who read them.

The National Court panel is mindful of Motorsport UK Social Media and Anti Bullying Policies and recognises that everyone is entitled to be in motor sport without being victimised, harassed or caused distress in any way.

The National Court panel is satisfied that this is a case of cyber bullying as it involves the use of communication technology to cause deliberate upset.

Having heard evidence from Mr Lyons about the posting of the comments, the National Court panel concludes that they were clearly made in anger. Mr Lyons had asserted that the comments were not intended to be homophobic, abusive, or derogatory but the National Court panel is less concerned with his motivation than the effect of the publication on others.

The National Court panel are in no doubt that the publication of the comments was prejudicial not only to Motor Sport Council, but also to motor sport in general, and they were hurtful and insulting.

The National Court panel recognises Mr Lyons' contribution to Historic Motorsport but behaviour of this type cannot be tolerated.

Accordingly, the National Court panel orders that Mr Lyons' competition licence will be suspended for a period of 2 years from the date of this hearing, with the second year being suspended provided that no similar offences occur during the suspension. In addition, Mr Lyons pay (i) a fine of £5,000; and (ii) £2,000 toward costs.

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The Parting Shot

It was a tough, muddy affair on the Stuart Butterfield Sporting Trial. Richard and Joe Sharp took the spoils following a tie break – the Yorkshiremen completing one more clean run over fellow countymen Josh and Tristan Veale

