


# Revolution

February 2021

The official magazine of  motorsport uk

## VIRTUAL PRIZE-GIVING, REAL CHAMPIONS



### SURVEY:

**REWRITING THE  
RULES – YOUR  
OPINION MATTERS**

### FEATURE:

**DEVELOPING A  
GREENER AND  
SMARTER FUTURE**

### VANTAGE POINT:

**NET GAINS IN  
MOTORSPORT  
SAFETY**

**PLUS WHAT'S COMING + CLUB CORNER + MY MOTORSPORT**

# CEO's MESSAGE

Hugh Chambers



We are fast approaching the first-year anniversary of the country being placed into lockdown, and an initial suspension of motorsport activity. A great deal has happened in the last 12 months, with numerous challenges for so many and sadly, for some families, life will never be the same again. Broadly speaking, motorsport has met these challenges with great resilience and fortitude. I would like to take the opportunity to thank everyone in our community for all that you have done for the sport during these tragic times, and everyone at Motorsport UK is deeply grateful for the efforts of our community to make sure that when possible we have run safe and successful events. What is more, you have laid the foundation for a solid return for the sport when we all are allowed to do so.

In fact, the last year has not been entirely without productivity for the health of the sport. In this month's edition you will read about the various aspects of innovation that have been introduced in order to deal with the pandemic, such that we could ensure the health and safety of everyone involved with the events. The use of contactless timing, the move to pre-event signing-on and self-certification for scrutineering have reduced the bureaucracy for both clubs and competitors. We are looking closely at the potential to continue with some of these innovations once we return to a more normal way of life. One of the challenges facing many of our clubs and different disciplines is the ability to field a full complement of officials and marshals, with dwindling numbers in some areas. Quite separately, we

"The use of contactless timing, the move to pre-event signing-on and self-certification for scrutineering have reduced the bureaucracy for both clubs and competitors"

are making a significant push to recruit and retain these vital communities; but at the same time, it makes sense to look for ways in which we can take the pressure off them with time-saving technologies and innovations.

We have reported on a number of occasions on the need to respond to the challenges that motorsport faces for environmental sustainability. Shortly, we will be launching our strategy in this area, and a new committee, which will be fully focused on this crucial issue. Although this is a very complex subject, we cannot afford to sit on the side-lines and wait to see what happens – or hide behind the defence that motorsport represents a tiny contribution to emissions and environmental impact. The reality is that for 100 years or more we have been the ultimate high-profile expression of automotive performance, and as such, it is inevitable that we fall under the spotlight of scrutiny.

The fact is that the agenda is accelerating at warp speed, with a political drive for the implementation of electric vehicles to the exclusion of the internal combustion engine. I won't recite the debate on the merits of electric vehicles here – suffice to say there are plenty of conflicting views – but what is clear is that there will be a seismic shift, whether it is electric, hydrogen or synthetic fuels, and the automotive world is heading for the biggest change since its inception.

Motorsport at the highest level has already responded, with Formula E, Extreme E, plans for electric WRX, hybrid WRC and BTCC solutions. All of these are fantastic, but not in the realms of club motorsport, which is currently wholly reliant on the internal combustion engine. So we need to create our own pathway that responds to the environmental imperatives, but that is also practical and affordable.



"We need to create our own pathway that responds to the environmental imperatives, but that is also practical and affordable"

Le Mans has always been a favourite of 'Les Brits' who make the annual pilgrimage to La Sarthe, and when they can return safely the spectacle is about to shift in a way that I see as very exciting – and later in this edition we explore the new Le Mans Hypercar category designed to bring back the biggest global prestige car makers and to field cars that have some linkage back to the road. In addition, the ACO and Le Mans are leading the way with hydrogen and have announced a class for this fuel in 2024. Motorsport has led the way with new technologies that have filtered their way down to road cars in ways that we take for granted. Now is the time, once more, for motorsport to lead the way in the search for the holy grail of zero emissions and not just at point of use – but an entire end-to-end eco-system.

And that brings me on to the subject of last month – rallying and more specifically the WRC in the UK. A recent report from Forestry England announced a commitment to work with the motorsport community on a sustainable future for rallying

in the English forests. Likewise, all of the discussion with Natural Resources Wales points to a positive dialogue based on the idea that motorsport can reinvent the relationship between nature and the sport – and with the immense natural resources of Wales, that seems like a massive opportunity.

Thanks to all who have written to us with ideas and concepts for the future of rallying – we are in the process of collating and analysing all of the input – as well as discussing with a wide range of stakeholders from across the sport. I am confident that this exercise will give us a fresh impetus to make positive change and ensure sustainability for all.

Finally, we have just received the great news from Government that the proposed EU 'Vnuk' insurance legislation will not be applied in the UK. That may not sound like it would have affected you but in fact it had the potential to literally close down all forms of motorsport here – thankfully that has been avoided. Full details later in the magazine.

I hope that you and your families are keeping safe and well – and that we will all be able to return to our sport as soon as possible.

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

# NE VER SEEN BEFORE



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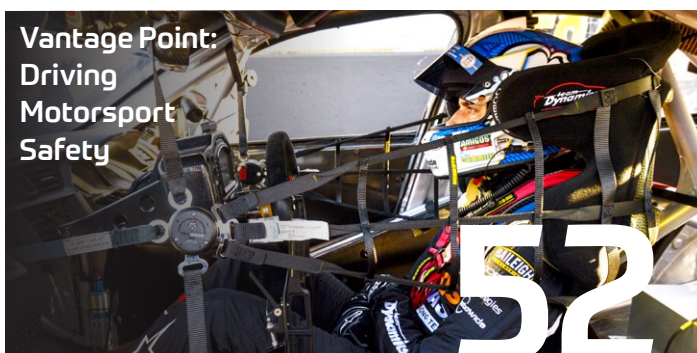
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PLUS What's Coming + Club Corner  
+ My Favourite Stage

## VIRTUAL NIGHT OF CHAMPIONS CELEBRATES BRITISH MOTORSPORT SUCCESS

**Circumstances dictated that 2020's Night of Champions moved online but the outstanding achievements of our champions and winners were undiminished**

In a normal year, the Motorsport UK Night of Champions is a black-tie affair in the grand surroundings of the Royal Automobile Club on Pall Mall, and a chance for winners of all disciplines to celebrate their successes together. However, these are far from normal times and the presentation was instead held as a virtual ceremony, hosted by Steve Rider from Motorsport UK's new home at Bicester Motion against the backdrop of two competition cars representing disciplines from the grassroots all the way up to the Mercedes AMG F1 W11 that took Lewis Hamilton to his seventh world title.

"I'd like to congratulate all our champions and award winners this evening for promoting the resilience and fortitude of British motorsport," said Motorsport UK Chairman David Richards in his recorded introduction. "We thank you for your passion and determination and I hope I'll catch up with you and see you in person before too long."

The Night of Champions celebrates the entire motorsport community, with specific awards to honour the unstinting efforts of volunteers on the motorsport frontline being especially significant this year. The Club of the Year award was presented to the Bugatti Owners' Club, which manages Prescott Speed Hillclimb and impressed the judges with their innovative ideas to raise funds during financial hardship. Keeping people together through lockdown has also been an important part of the last year and Larne Motor Club's Jonathan Miller earned Community Supporter of the Year for his tireless fund-raising, while Organising Team of the Year went to Eastwood and District Motor Club for the Harold Palin Memorial Stage Rally. Volunteer of the Year is BRTDA Rallycross Championship coordinator Jordine Crooks.

Rising stars from the media were also celebrated, Alex Kalinauckas winning Young Journalist of the Year, while Jack

Clayden who was featured in *Revolution's* 'Pathways into Motorsport' feature last August won Young Photographer of the Year. Awarded on the night, the BWRDC Lord Wakefield Trophy went to Chair of the Association of North East and Cumbria Car Clubs, Ronnie Sandham. Congratulations to all concerned.

So to the drivers' championships and an opportunity to cheer incredible achievements in one of the most challenging years of competition in living memory. Motorsport's grassroots have been celebrated in many forms on the pages of *Revolution* this year, the champions in these categories deserving special credit. Trevor Moffat from Gloucester took his first Car Trial Championship, while in the Sporting Trial Championship Ian Veale triumphed by the slimmest of margins over his son Josh. Autotest Champion Malcolm Livingstone repeated his 2018 title win, beating professional driver Paul Swift in the process. In a year hit hard by lockdowns and event cancellations, Omagh's Mark Donnelly was a worthy winner in the British Rallycross Championship while Scotsman Alan Scott personified the rise of Esports over the last year with victory in the inaugural PCSpecialist eBritish Rally Championship, earning himself a run in a real rally car in the process.

The circuit racing community was one of the less disrupted in 2020, albeit they were required to operate behind closed doors. The racing was just as intense as ever, though, with its legion of fans watching from home instead. Rob Collard and Sandy Mitchell were worthy winners in the British GT Championship in the Barwell Motorsport Lamborghini Huracan, while in the Kwik Fit British Touring Car Championship Ash Sutton was able to overturn the commanding series lead of Colin Turkington in the final round at Brands Hatch. Turkington's West Surrey Racing team took



Jakob Ebrej Photography

some consolation with a Manufacturers' Championship in the same series, with the BMW 330i M Sport scoring five wins and eight podiums over the season.

Single-seaters are, of course, a hotbed for young talent and in both the F4 British Championship Certified by FIA – Powered by Ford EcoBoost and the BRDC British F3, the competition was incredibly fierce, with drivers from all over the world hoping to follow the established pathway British motorsport provides to the very highest levels of the sport. In F4, Frodsham's Luke Browning triumphed after a season-long battle with Zak O'Sullivan, while American driver Kaylen Frederick capped his winning year in F3 in fine style with a commanding lights-to-flag win in the last race of the year.

The Hawthorn Memorial Trophy is awarded each year to the most successful British or Commonwealth driver in the previous F1 season. After an incredible year that saw both dominant performances on track and a passionate campaign on social issues close to his heart, the award of course went to Sir Lewis Hamilton. Hamilton's career to date has been incredible and few would reckon against him breaking more records in 2021.

If you missed the Virtual Night of Champions you can watch it on our YouTube channel at:

[www.youtube.com/ourmotorsportuk](https://www.youtube.com/ourmotorsportuk)

## Community Awards

- Club of the Year – Bugatti Owners' Club
- Community Supporter of the Year – Jonathan Millar
- Organising Team of the Year - Harold Palin Memorial Stage Rally Team
- Volunteer of the Year - Jordine Crooks
- Young Journalist of the Year - Alex Kalinauckas
- Young Photographer of the Year - Jack Clayden
- BWRDC Lord Wakefield Trophy – Ronnie Sandham

## British Championship Titles

- Car Trial Championship - Trevor Moffatt
- Sporting Trial Championship – Ian Veale
- Autotest Championship - Malcolm Livingston
- British Rallycross Championship - Mark Donnelly
- PCSpecialist eBritish Rally Championship - Alan Scott
- British GT Championship - Rob Collard and Sandy Mitchell
- F4 British Championship certified by FIA – powered by Ford EcoBoost - Luke Browning
- BRDC British F3 - Kaylen Frederick
- BTCC Manufacturers' Championship - West Surrey Racing
- Kwik Fit British Touring Car Championship - Ash Sutton

## Special Award

- Hawthorn Memorial Trophy – Lewis Hamilton





# MOTORSPORT UK HAILS GOVERNMENT PLAN TO QUASH THE EU 'VNUK' MOTOR INSURANCE LAW A "SIGNIFICANT VICTORY"

Motorsport UK is delighted to announce that its considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue have been successful.

In a press release issued on 21st February, the Department for Transport confirmed that it is taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive.

The news will be met with enormous support and relief by everyone in the UK motorsport community, as the sport will no longer be vulnerable to the requirement for insurance even on private land for a wide range of 'vehicles'. The EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

David Richards, Chairman of Motorsport UK, welcomed the announcement by Transport Secretary Grant Shapps and extended his appreciation to all who supported Motorsport UK in their efforts to secure this crucial decision and protect the future of the sport.

"Today's announcement is a hugely significant victory for the UK and our sport, after a considerable effort by Motorsport UK and the Department of Transport over several years to defeat the threat of the Vnuk insurance issue," he

commented. "This decision provides stability as we seek to progress our sustainability agenda and protects the UK's preeminent position at the forefront of motorsport technology worldwide. I would like to thank all those who played a part in securing this important outcome, including the MIA and the insurance industry."

Vnuk continues to apply in the EU where the FIA is making robust representations for a motorsport exemption to apply. Although not directly involved in that consultation now, Motorsport UK continues to liaise with the FIA regarding the detail because it will apply to UK participants in the EU – unless it is repealed.

The Department for Transport announcement can be found at: [Gov.uk/Department for Transport](https://www.gov.uk/Department-for-Transport)

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**"This decision provides stability as we seek to progress our sustainability agenda and protects the UK's preeminent position at the forefront of motorsport technology worldwide"**

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# REWRITING THE RULES

## Motorsport UK embarks on its biggest reform of the National Competition Rules, and we want you to have your say

Motorsport UK is embarking on a fundamental review and reform of its National Competition Rules, with a view to implementation on 1st January 2023.

The aim of the process is to examine, simplify and modernise the existing regulations, bringing improvements in structure and ensuring compatibility with the International Sporting Code and Motorsport UK's commitment to Equality, Diversity, and Inclusion.

To make the rules more accessible for the membership community, they will be redrafted using clear and simple language, a more logical and discipline-specific order, and will eliminate duplication and the need for cross-referencing. The format will also give consideration to mobile compatibility to ensure the document pages are interactive and responsive across a variety of digital devices and screen sizes. It is also intended that the new rules are easy to revise where necessary.

Motorsport UK is committed to ensuring the new regulations reflect the views of the community and is embarking on a period of consultation with its membership. Later this month we will be mailing our members with an invitation to participate in a survey, to help inform our work in establishing key principles and structure. The input of both competitors and officials at the broader strategic level will be vital to ensuring the success of this significant reform of the rules that govern motorsport in the UK.

The consultation will comprise a number of stages, commencing with the initial survey phase from 26th February to 31st March. Motorsport UK will then engage its Rules Committee, Judicial Committee and National Court Chairs in the specific redrafting of the regulations, with input from the Motor Sports Council. Periodically, we will provide feedback and progress updates to our members, and further consultation may also be necessary. It is intended that the rules are approved by the Board and available online by July 2022, ready for implementation from 1st January 2023.

This project is being managed by a working group, led by Richard Norbury, Motorsport UK Board Director and Chair of the Judicial Committee and the Rules Committee, and comprised of members of Motorsport UK's Legal, Regulatory and Sport departments. The governing body's Head of Regulatory Jamie Champkin will draft and deliver the new National Competition Rules.

Look out for the survey, which will be mailed to licence holders on Friday 26th February, together with an email address to enable responders to share more expansive perspectives.

"Motorsport UK is committed to ensuring the new regulations reflect the views of the community and is embarking on a period of consultation with its membership"

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# Motorsport UK Yearbook 2021

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# NEW DEAL FOR MOTORSPORT TO ACCESS THE NATION'S FORESTS

**After comprehensive stakeholder consultation and an independent review, Forestry England has announced that motorsport will continue to benefit from access to the nation's forests**

The review highlighted a number of areas of mutual interest between Forestry England and motorsports, with all parties agreeing to collaborate closely, evolve working practices and sustain motorsport in the forest.

Forestry England's Chief Executive has approved in principle the new, strategic approach and Forestry England will now need to develop a long-term plan to make it happen. It has committed to keep talking and listening to the motorsport sector and other forest users.

Mike Seddon, Forestry England Chief Executive explained: "The nation's forests have in the past found themselves at the leading edge of motorsports in England. Our review has made it clear to me that we must take the opportunity to become leaders again.

"I'm excited for the future with the welcome support from Motorsport UK and the ACU. Together, this is our chance to reduce the environmental footprint of motorsport and improve its financial support for the forests and local businesses. We'll better understand what the right event in the right place looks like, the true costs and how we deal with them. Perhaps we can bring some new audiences too.

"I know first-hand the passion and support that the motorsport community has for the nation's forests and

we've worked together for a long time. This is a strong base from which we can, together, lead the changes necessary to secure the future of motorsports in the nation's forests.

"Finally, thank you to everyone that took the time to give us their views: some 1,700 individuals and organisations."

Hugh Chambers, Motorsport UK CEO, commented: "For decades the nation's forests have hosted a wide variety of motorsport, from international rallies to grassroots entry-level club events, and everything in between. For so many there is a deep bond between our communities.

"I am delighted that with Forestry England we have secured a pathway that will enable us to build upon that strong cultural heritage, and also ensure that the communities in cities, towns and villages continue to benefit from the significant economic return they derive from local motorsport events.

"Our members have a deep respect for the unique nature of the forest stages and we are committed to playing our part in their preservation. We are fully dedicated to ensuring the long-term future of motorsport on the nation's forestry estate through this crucial partnership."



# MOTORSPORT UK LAUNCHES SEARCH FOR FIA MOTORSPORT GAMES TEAM UK COMPETITORS

**Motorsport UK has launched the application process for the chance to join Team UK at the 2021 FIA Motorsport Games**

Set to take place at France's Circuit Paul Ricard on 29th–31st October 2021, the international competition will see motorsport competitors from all over the world compete in 18 events, with the hope of collecting a gold medal for their nation.

Six disciplines formed the programme at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions. All six events will return for 2021 together with an additional 12 new disciplines, comprising:

- Auto Slalom (Autotesting)
- Crosscar Jr
- Crosscar Sr
- Endurance Racing \*TBC
- GT Sprint
- Historic Rally
- Historic Regularity Rally
- Karting Endurance
- Karting Sprint Jr (OKJ)
- Karting Sprint Sr (OK)
- Rally 2
- Rally 4

Alongside the new events, the second edition of the FIA Motorsport Games will also see another 50 countries and territories enter the competition,

as the Games look to celebrate grassroots disciplines. The new competitions in Auto Slalom (Autotesting), Crosscar (Autocross) and Karting Endurance offer the chance for grassroots and novice competitors to compete and represent their country on the world stage.

Motorsport UK is seeking representatives in all 18 competition disciplines, in the hope of securing a successful medal haul at the 2021 event. For a full list of disciplines, plus entry requirements, visit: [www.motorsportuk.org/FIAMotorsportGames](http://www.motorsportuk.org/FIAMotorsportGames)

# IMPORTANT HOMOLOGATION INFORMATION — PLEASE READ

## STAY COMPLIANT. STAY SAFE.

**The new FIA homologation 8856-2018 comes into force for elite racing categories this year, with other FIA-sanctioned events following suit in 2022.**

### **So what exactly does this mean for you?**

These regulations have been introduced to ensure the highest possible degree of driver safety, and means that all race suits, boots, gloves and underwear have to meet stricter standards, and will be submitted for harsher testing.

If you compete in the higher echelons of FIA motorsport such as Formula E, WRC, F1, WEC etc then you will be wearing the latest homologation when you kick start your 2021 season, and many others will follow suit with the new rules coming into force in 2022.

### **Will your new racewear feel any different?**

The answer to that one is yes! With tougher regulations on fire resistance, products across the industry will be getting thicker and heavier. The real task here will be to keep products as light and breathable as possible with the increased performance requirement.

**HRX has hit the ground running with the new ICON suit, which will replace our internationally renowned ZERO, which is not only safer and more comfortable than the old model, it has also been created without any increased weight!**

### **What about availability?**

After the end of this year no racewear manufacturer will be able to produce items to any of the old homologations. All old homologations will no longer comply in FIA events from 2028. In addition, the FIA are now introducing maximum 10 year life spans to all racewear products.

These rules may not apply to national level events. Please consult your Blue Book for clarification.

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[www.hrxracewear.co.uk](http://www.hrxracewear.co.uk)



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# PORSCHE SETS EV RECORDS AT BRANDS HATCH

Motorsport UK officiates over Porsche's star-studded record run with its all-electric Taycan road car



When manufacturers go out to set distance and speed records with production cars, they tend to use dedicated test facilities and high-speed bowls rather than traditional race tracks, the controlled environment and fact that they are designed for exactly this kind of activity making them obvious choices. Porsche has no lack of options when it comes to such exercises, with the famous banked track at Nardo a popular venue for endurance testing and, generally, a more clement location than Brands Hatch in the middle of winter.

So why did Porsche bring two of its latest Taycans to the Kent circuit with the aim of breaking a total of 13 time and distance records for electric cars? Never shy of using its racing heritage to promote its road car product, the opportunity to draw a link

between the headline 1,000km record in the Taycan and historic success in the race of the same name at Brands Hatch had obvious appeal, as did the track's unique topography and layout which presented a more interesting challenge than driving round in circles for hours on end at Nardo. While Porsche has been promoting its achievements globally, the effort behind the record runs was, meanwhile, very much local, with Motorsport UK overseeing the attempt, TSL Timing recording it, MotorSport Vision providing the venue and British drivers putting in the hard miles.

"We were pleased to work with Porsche Cars GB to facilitate the attempt," says Motorsport UK Race, Speed and Kart Executive Cheryl Lynch. "To see these records achieved is a credit to the organising team, the drivers and the support of MotorSport Vision."



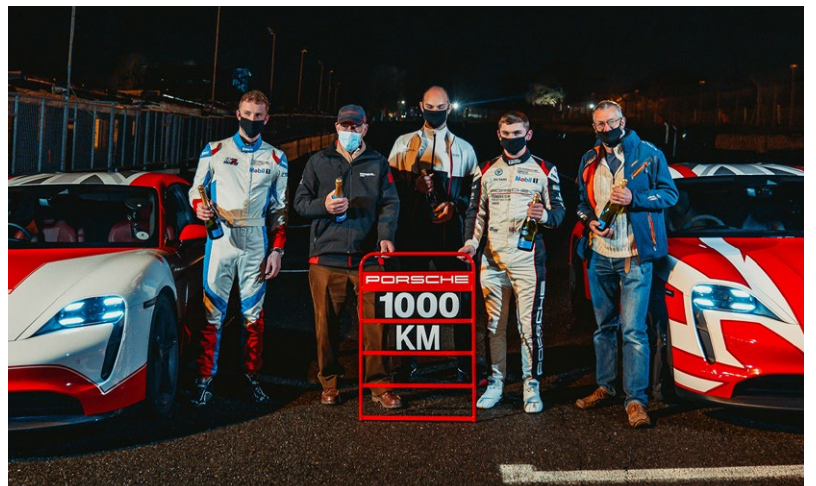
## “Starting at 7am and driving to 8pm through the dark, rain and generally challenging conditions, the two cars stopped only for driver changes and charging”

Two particular races at Brands Hatch hold special significance for Porsche and the British drivers who participated in them at the time. Victory for Pedro Rodriguez and Leo Kinnunen in the iconic Gulf-liveried 917 in the 1970 1000km race at Brands has gone down in history for the heroic car control shown in the wildly aquaplaning Porsche, the pair joined on the podium by Richard Attwood and Hans Herrmann who came third in their distinctive red and white 917. Just two months later, the same car and crew took Porsche's first ever victory at Le Mans, sealing a relationship between the brand and the French endurance race that stands to this day. 14 years later in 1984, it was Jonathan Palmer's turn to take another Brands 1000km victory for Porsche, the 956 he shared with Jan Lammers heading a top-six lockout for the brand.

Both Attwood and Palmer also took part in this record drive, the two participating in Taycans wearing liveries inspired by the cars they raced back in the day. They were joined by 2020 Porsche Carrera Cup GB champion Harry King, 2020 Cayman Islands Porsche Sprint Challenge GB champion James Dorlin and a team of drivers including motoring journalist Colin Goodwin and Porsche PR man and former British GT racer Rob Durrant.

Starting at 7am and driving to 8pm through the dark, rain and generally challenging conditions, the two cars stopped only for driver changes and charging, the latter from a dedicated high-power charging truck capable of restoring the Taycans' batteries to 85 per cent capacity in less than half an hour. This was sufficient for 90-minute stints covering approximately 80 laps per driver, with each car managed by a small and socially-distanced support team.

Target lap times for each car were, in Porsche's words, “conservative against the outright speed of the car” but balanced the need to drive consistently while managing the remaining battery charge and range. This presented a fresh twist on skills that old hands such



as Attwood and Palmer were well used to from their endurance racing days, but a new challenge for sprint racers like King and Dorlin. They got the hang of it, honing their technique to improve energy saving over each lap to the point that they scored a five per cent improvement by the end.

The 13 records set by the Taycans were for the 'electric cars over 1,000kg' class and included a variety of time and distance increments recorded from a standing start. In the end, the Taycan 4S wearing a recreation of the famous red and white livery of Attwood's 1970 917 recorded the 1,000km in 13 hours and 25 seconds at an average speed of 47.77mph. While somewhat slower than the 6 hours, 45 minutes and 39.6 seconds it took in a 917, and rather off their average speed of 91.54mph, this is still an impressive achievement and vindication of Porsche's electric technology and the enthusiasm among the British participants to see the record achieved at this iconic venue.

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# BARC UNVEILS LIVE-STREAM ACTION

**The British Automobile Racing Club (BARC) has announced that at least 16 of its race meetings will be streamed live and online over the course of 2021**

The partnership with leading sports production company 247.TV will see a selection of the BARC's championships and series broadcast live on the Club's official Facebook page and YouTube channel, complete with commentary, graphics and full production values.

Footage will then be post-produced to create a weekly BARC highlights show that will be aired on FreeSports, the only free-to-air sports channel in the UK, under the title 'Full Throttle'. In a first for UK club motor racing, the channel will also broadcast the live footage from a number of events, as their programming schedule permits.

Championships that will feature over the course of the season include the Britcar Endurance

Championship, British Truck Racing Championship, Caterham Graduates Championship and Classic Touring Car Racing Club, plus many more.

With the 2021 campaign due to begin in two months' time, this new streaming partnership between the BARC and 247.TV will allow competitors, club members and fans to watch the best of national motorsport from the comfort of their own home.

Viewers can watch FreeSports on Freeview/BT/TalkTalk channel 64, Sky channel 422 and Virgin Media channel 553.



# MOTORSPORT UK IS SEEKING NEW MEMBERS FOR ITS COMMITTEES IN 2022

As motorsport's national governing body, recognised by the FIA as the official ASN for the UK, Motorsport UK is charged with the management and development of the sport in a safe and fair manner, allowing many thousands of people to enjoy the sport fully. At the heart of its governance lies the committee structure designed to ensure that there is a balanced development of ideas and proposals.

Motorsport UK's committees are made up of motorsport enthusiasts and professionals, drawn from clubs, teams, manufacturers, competitors and officials – in fact the widest

possible cross section of our sport. They all kindly give their time and energy to help ensure we have a safer, better managed sport, with fair play at its heart. In total over 250 people sit on the wide diversity of committees, sub-committees and advisory groups.

Every year we invite applications to join this community, as some members retire and we seek fresh thinking and perspectives. If you would like to get involved in creating the future of motorsport and feel you could contribute your experience, please get in touch.

DISCIPLINE SPORT COMMITTEES	SPECIALIST COMMITTEES	APPLICATION
<ul style="list-style-type: none"> <li>▪ Autotest Committee</li> <li>▪ Cross Country Committee</li> <li>▪ Historic Committee</li> <li>▪ Kart Committee</li> <li>▪ Race Committee</li> <li>▪ Rallies Committee</li> <li>▪ Speed Events Committee including:               <ul style="list-style-type: none"> <li>– Autocross &amp; Rallycross Sub Committee</li> <li>– Dragster Sub Committee</li> <li>– Sprint &amp; Hill Climb Sub Committee</li> </ul> </li> <li>▪ Trials Committee</li> <li>▪ Volunteer Officials' Committee including:               <ul style="list-style-type: none"> <li>– Clerks' &amp; Stewards' Advisory Group</li> <li>– Marshals' Advisory Group</li> <li>– Training Advisory Group</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Judicial Committee</li> <li>▪ Kart Technical Advisory Group</li> <li>▪ Medical Committee</li> <li>▪ Medical Advisory Group</li> <li>▪ Safety Committee</li> <li>▪ Rescue &amp; Recovery Advisory Group</li> <li>▪ Technical Committee</li> <li>▪ Timekeeping Advisory Group</li> </ul> <div data-bbox="628 1462 1093 1576" style="background-color: #333; color: white; text-align: center; padding: 5px;"><b>NEW COMMITTEES</b></div> <ul style="list-style-type: none"> <li>▪ Equality, Diversity &amp; Inclusion Committee</li> <li>▪ Sustainability Committee</li> </ul>	<p>Please e-mail your motorsport CV along with a letter explaining why you feel you can contribute to the future development of motorsport to: <b>committeeinterest@motorsportuk.org</b> by Friday 2nd July. Please state which committee you are applying for.</p> <p>The Nominations and Appointments Committee will review all applications received and submit recommendations to the Motorsport UK Board for approval. New members will be informed of their appointments in September.</p>



# MOTORSPORT UK EXTENDS BRITISH GT CHAMPIONSHIP PARTNERSHIP WITH SRO MOTORSPORTS GROUP

**Motorsport UK has announced that its partnership with the SRO Motorsports Group, to organise and promote the Intelligent Money British GT Championship, has been extended for a further five seasons until at least 2025**

Since its inception in the early nineties, the British GT Championship has been one of Motorsport UK's flagship British titles, with the best sports car drivers in the country going head-to-head in FIA specification super cars from the leading prestige manufacturers.

The new agreement with SRO Motorsports Group will also see further promotion of the diverse opportunities for grassroots motorsport participation to the championship's existing large and loyal fan base. In addition, the new agreement will provide greater visibility for Motorsport UK's sport promotion activities – from prominent trackside branding, to consumer engagement programmes as and when government guidelines allow.

Motorsport UK CEO Hugh Chambers commented: “We are delighted to extend our long-standing relationship with the SRO Motorsports Group for a further five years. Stéphane Ratel and his highly professional team have developed a fantastic formula, which works incredibly well for the British GT Championship. The calibre of drivers and teams that return year after year, aligned with the professionalism of the series, produces exceptional racing – with the title fight frequently going down to the final round. We look forward to working with SRO to ensure the continued success of the championship and as a platform

to engage with new audiences and promote motorsport in general.”

SRO Motorsports Group founder and CEO Stéphane Ratel said: “No series has been part of SRO Motorsports Group's portfolio longer than the Intelligent Money British GT Championship, and I think that longevity speaks for itself. However, it's also a very important element within global GT racing and wider motorsport. Many teams, drivers and staff gain experience in British GT before embarking on European and international programmes. These are often SRO-run events that use the same common regulations, but GT3 and GT4 are now so widespread that the sky really is the limit. Motorsport in general benefits from this universal platform, including the UK which remains one of the best-represented industries.

“On a personal level, we are very proud to have overseen the same championship for more than 20 years. I'd like to thank Motorsport UK for again placing their trust in SRO Motorsports Group but must also highlight the tireless work of Lauren Granville and Benjamin Franassovici who, between them, have managed British GT so successfully for the majority of the last two decades.”

Further information can be found at:

[www.motorsportuk.org](http://www.motorsportuk.org) and [www.britishgt.com](http://www.britishgt.com)



# MOTORSPORT UK ANNOUNCES 2021 FIA KARTING ACADEMY TROPHY SELECTION

## Bart Harrison to represent the UK at World Championship

The Motorsport UK Academy is delighted to announce that, following an assessment day hosted virtually with Porsche Human Performance, iZone Driver Performance Centre and the Motorsport UK selection panel, Bart Harrison, 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 2021, Bart, who also took first place in the 2020 Valencia Winter Cup, was amongst a high-calibre of four shortlisted drivers including Ethan Jeff-Hall, Vinnie Phillips and Gabriel Stilp.

The iZone performance assessment consisted of a performance profiling exercise requiring drivers to live score themselves on technical and tactical elements against an identified performance as well as discussing performing under pressure, preparation and approach. The drivers then completed some physical fitness assessments with Porsche Human Performance coaches focusing on

strength, endurance, co-ordination and reaction followed by cognitive ability testing. The day finished with an interview with the judging panel where there was a chance for the young drivers to share their karting CV, achievements, and aspirations for the future.

The unique championship kicks off in Adria in April before heading to Wackersdorf and finishing at Kristianstad. 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 championship schedule is as follows:

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



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# FIRST OFFICIALS' LEARNING AND DEVELOPMENT WEEK A MAJOR SUCCESS

Over 2,000 participants joined the online workshops held at the end of January



Normally run as a series of seminars across the British Isles at the start of the season, the current COVID-19 restrictions necessitated moving the informative workshops online with nine webinars held across the Learning and Development Week (23rd-29th January).

The week commenced with four sessions on the opening weekend, with Motorsport UK CEO Hugh Chambers introducing each webinar before bringing the volunteering community up to speed with the latest developments at Motorsport UK. This was then followed with a recap on the current guidance, work behind the scenes, updates to rules and regulations and the state of restrictions and progress in each of the devolved nations.

Comprising clerks of the course, stewards, timekeepers, scrutineers, rescue and recovery crews and event organisers, the delegates were then invited to further sessions related to their discipline or line of work in the following week.

Across the nine webinars, 2,042 members participated with the Motorsport UK panels directly answering over 800 questions during the workshops. The organised sessions were well received by the community, with over 90 per cent feeling that they gained further knowledge for the year ahead.

Following the online group webinars, members are now invited to undertake the independent course and survey on the Motorsport UK Learning Hub. Following completion of the course, the information will be automatically added

to the member's licence record and a certificate can be downloaded confirming attendance.

"We are delighted with the feedback we have received from our first Officials' Learning and Development Week," said Officials Pathway Manager, James Betchley. "The current circumstances don't allow us to hold our usual seminar series, and we have missed the yearly meet-up with many of our members. However, with our inaugural webinar series, we have been able to reach much more of our community and talk to them directly by tailoring different sessions for different groups.

"One of the biggest advantages of holding the seminars online was the ability for our members to ask questions during the session, and these were answered by a panel of senior Motorsport UK representatives as well as highly experienced members of the motorsport community.

"I really want to thank all of the Licensed Officials who have engaged with the learning week and have undertaken the supporting modules on the Learning Hub. We will take on board all of the feedback to ensure that we continue to improve the learning and development opportunities we provide for our members."

The Learning and Development team would like to thank everyone for their continued support. There will be more sessions held by Motorsport UK to help train all volunteers with webinars for club officials coming soon.



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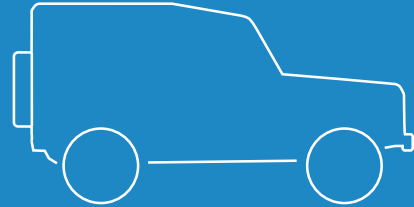
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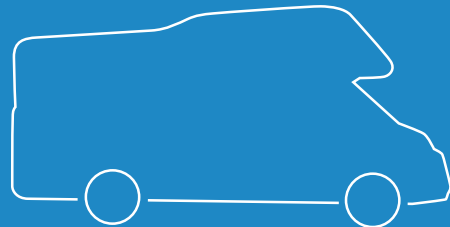
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# JENSON BUTTON ENTERS EXTREME E

ANDWERNOESI

**Button is the third Formula One champion to join the electric rally raid series, entering as both team manager and driver**

Extreme E's star-studded line-up of team managers and drivers has gained another champion with confirmation that Jenson Button will enter the electric rally raid series as team boss and driver in his own JBXE squad. He joins fellow F1 stars Lewis Hamilton and Nico Rosberg alongside champions from across the motorsport world, including Mattias Ekström from rallycross, Sébastien Loeb and Carlos Sainz from rallying, W Series driver's champion Jamie Chadwick and many more.

Kicking off in Saudi Arabia in April, Extreme E has been created with the aim of promoting environmental awareness, equality and sustainability within motorsport. Accordingly, each entry will have a male and female driver on the squad, Button's teammate to be confirmed in due course. While the Englishman is best known for his achievements in circuit racing, he has previously dabbled in rally raid style events and is honouring the memory of his father John, who made his name in rallycross.

"JBXE has been a long time coming and I'm both delighted and proud to announce its formation and entry into the inaugural Extreme E Championship," said Button. "I caught the off-road bug a few years back which led to me entering my own team in a few races including the Mint 400 and even the Baja 1000 and I absolutely loved it! It was around the same time I first heard about the plans for Extreme E which I've followed with great interest and what Alejandro Agag, Ali Russell and the team have managed to create is nothing short of incredible."

For his part, Agag, founder of Formula E as well as Extreme E's figurehead and CEO, commented, "Jenson, alongside his peers, will give further weight to our mission to raise awareness of the global climate crisis, while doing what we love – racing. It's going to be fantastic to see the biggest names in motorsport on the starting line in Saudi Arabia in April – it is set to be an incredible form of entertainment, but with a strong and purposeful message around our planet."

The idea of racing electric SUVs to promote ecological awareness in some of the world's most vulnerable regions may seem counter-intuitive, but Extreme E has thoroughly considered its footprint and is supported by some of the biggest names from across all motorsport disciplines. To reduce the impact on the environmentally sensitive areas in which it races, events will be closed to in-person spectators and live-streamed across various channels. The series has even refitted its own ship to transport the entire fleet of racing and support vehicles and also operates as a mobile, self-contained event headquarters. Zero-emissions charging from hydrogen fuel cells reduce the impact of the racers and the series has attracted a host of on-message sponsors keen to be associated with its vision.

Further rounds will take place in Senegal, Greenland, Brazil and Argentina.

# WIN A **MOTORSPORT NEWS** BUMPER SUBSCRIPTION AND MERCHANDISE BUNDLE



Motorsport UK has teamed up with Motorsport News to offer two lucky members the chance to win a bumper subscription and merchandise bundle each worth approximately £200 and comprising:

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- One year's subscription to the new book series published by Motorsport News, *Motorsport Moments*
- Motorsport News travel mug
- Motorsport News beanie hat

Motorsport News is the voice of the British motorsport enthusiast and has been delivering great content every week since 1955. The weekly paper brings you all the gossip and action from inside the UK's service parks and paddocks as well as trusted and dependable views and opinions from the sport's experts and unrivalled features and insight into the most interesting stories in UK motorsport.

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The winner will be notified by email.

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For more information on Motorsport News visit:

<https://shop.kelsey.co.uk/subscription/MTS>



# REGISTRATIONS NOW OPEN FOR THE 2021 BRITISH SUPERKART CHAMPIONSHIP

Enter now at the brand new website

Motorsport UK, recently confirmed as the organiser and promoter of the British Superkart Championship for 2021, has announced that entries are now open for this year's series.

Long circuit karting is one of the most spectacular disciplines in the world of motorsport. The rapid gearbox karts can touch speeds of up to 150 mph, as drivers sit just inches off the ground. Along with blisteringly fast machines, famous names helped to grow the sport in the eighties and nineties, with the likes of Martin Hines, Tim Parrot and Trevor Roberts all dominating at world championship level.

The three-round championship will visit some of the most famous and breathtaking circuits in the country, before the iconic British Superkart Grand Prix at Donington Park in September.

## 2021 Motorsport UK British Superkart Championship

- 10th April – Cadwell Park
- 22th May – Mallory Park
- 10th / 11th July – Anglesey International

## 2021 British Superkart Grand Prix

- 25th September – Donington Park

For more information and to register for the series, visit: [www.britishsuperkart.org](http://www.britishsuperkart.org)

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**#COFFEEOFMOTORSPORT**

2021 sees SACRED joining Motorsport UK as the Official Coffee Partner. Members will be able to enjoy SACRED coffee and specialist teas in the new HQ at Bicester, as well as enjoying special offers on subscriptions through the Member Benefits Programme.

Founded in 2005, SACRED has cafes in London and has established partnerships with tier 1 banks globally and hotel groups. In sport, SACRED is a proud partner of Middlesex County Cricket Club, while 2021 is the 12th year of SACRED as the Official Coffee to Porsche Motorsport GB. The partnership with Porsche Motorsport expanded in 2015 to include Porsche Motorsport worldwide programmes via Stuttgart and currently include the Porsche Mobil 1 Supercup, Porsche WEC GT and Tag Heuer Porsche Formula E. SACRED gourmet coffee is loved by motorsport drivers globally for its great taste and high quality caffeine that keeps them focused pre-race or during training off the track.



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OFFICIAL COFFEE





# MOTORSPORT UK WELCOMES PARTNERSHIPS FOR BRITISH KART CHAMPIONSHIPS

## Wera Tools becomes title partner as Demon Tweeks collaboration continues

Wera Tools, one of Europe's leading tool manufacturers, has joined the British Kart Championships as title partner in a multi-year deal. Britain's premier karting championships will now be known as the Wera Tools British Kart Championships.

Wera Tools' products and brand values are a perfect match for the fast-paced, precision racing in the BKC. Formed in Germany in 1936, the Wera Tools brand is energetic and inventive, with its products equipping users to combat any challenge or scenario. With their core slogan 'Be a Tool Rebel', the fast-emerging tool company aligns well with the action-packed racing and aspirational ethos of the championship.

The new partnership builds on the existing relationship with Motorsport UK, which sees all members receiving exclusive discounts on all tools via Tool Maniac.

Additionally, the continuation of the partnership between Demon Tweeks and the Wera Tools British Kart Championships will continue in 2021.

Demon Tweeks, Britain's leading automotive and motorsport accessory supplier, will assume their position as official partner with Britain's premier karting series for a third consecutive season.

The Wera Tools British Kart Championships are set to burst back into life in April, with a full roster of classes from Bambino and Honda categories, through to the IAME, KZ2, Rotax and TKM classes with 13 coveted British titles up for grabs at the end of the year.

In previous seasons, over 500 drivers have registered for the fiercely competitive championships, and with registrations due to open on 26th February, Britain's best karters will be ready to return to fight for the prestigious number one plates.

Event one of the Wera Tools British Kart Championships is due to get underway in April with the Rotax, Honda and Bambino runners opening the proceedings on 24th-25th April at Glan y Gors in North Wales.

Keep tabs on all the latest BKC developments by visiting: [www.britishkartchampionships.org](http://www.britishkartchampionships.org) or [www.motorsportuk.org](http://www.motorsportuk.org) and follow the championship on social media.



# MOTORSPORT UK ANNOUNCES NEW MEMBER BENEFIT PARTNERS FOR 2021

NEW Member Benefit



## Easee

Easee has been confirmed as the official Electric Vehicle Charging Partner of Motorsport UK.

Founded in Norway in 2018 by three entrepreneurs with a vision of shaping the future of electricity, the new multi-year deal further strengthens the electric company's core values of collaboration and relationship building, as they embark with partners on the electrification journey.

Easee will provide multiple charging points at Motorsport UK's new headquarters in Bicester and will join the Member Benefits programme with an exclusive offer to all members.

As part of the relationship, Easee will also create a bespoke trailer-based temporary charging rig with up to ten charging robots. This will be available to Motorsport UK clubs and organisers to use in their paddocks and service areas and will also be present at some Motorsport UK organised events in 2021 and 2022.

NEW Member Benefit



## SACRED

Leading coffee and tea brand, SACRED, becomes the new Official Coffee Partner. The multi-year deal will see SACRED fuelling Motorsport UK's new HQ at Bicester Motion, as well as the British Rally Championship and the Wera Tools British Kart Championships.

Founded in 2005, SACRED runs eponymous cafes in London and has established successful partnerships with tier 1 banks globally, as well as leading hotel groups. In sport, SACRED is a proud partner of Middlesex County Cricket Club and has also been present in motorsport paddocks up and down the country through their partnerships with West Surrey Racing, Redline Racing and Argenti. 2021 is also the 12th year of SACRED as the Official Coffee to Porsche Motorsport GB. The partnership with Porsche Motorsport expanded in 2015 to include Porsche Motorsport's worldwide programmes: the Porsche Mobil 1 Supercup, Porsche WEC GT and Tag Heuer Porsche Formula E.

The new partnership with the governing body for UK motorsport will also benefit members, with SACRED joining the Member Benefits programme. Motorsport UK members will be able to enjoy a blend of special offers via SACRED's online store.

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

# MY FAVOURITE STAGE

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

Alwen, Wales







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**Name:** Gus Greensmith

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**Currently racing:** World Rally Championship with M-Sport Ford World Rally Team

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**My favourite stage in British rallying is:** “It’s different in rallying and hard to pick a single corner but I always seem to go well at Penmachno, Alwen and Brenig in Wales Rally GB – they’re usually the ones I enjoy most. As for my favourite, I’ll choose Alwen.”

---

**Why I love it:** “I’ve won Penmachno and Brenig but never Alwen. I still like it - the stage has a great flow to it, it’s very simple on pace notes, a nice easy stage and the grip levels change a lot, which is something I enjoy. I need to get a win there now!”

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**How to drive it like a pro:** “I’ve been in the top few two or three times and the thing that works well on that stage is driving inside or outside of the line. The surface gets very polished and becomes very slippery, so I’ve found using all the road inside and outside generally finds a bit more grip. It’s a weird way to drive in that stage - usually when I come to junctions I’m at 90 degrees with the wheel pointing straight in the direction I want to go on the way out of the corner, because you don’t generally have the grip to use the compound of the tyre.”

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# FIT FOR PURPOSE

Just as contactless payment has provided a COVID-19-safe way to shop, so technology has helped motorsport resume between lockdowns, paving the way for a leaner, greener and smarter future – Gareth Evans has been finding out more

For many motorsport devotees, the sport is as enjoyable for the social aspects as it is for the competition itself, but during the pandemic we have all been forced to adapt to life with less physical contact, and far fewer face-to-face interactions. That has inevitably had an impact on events, and those that have been able to run have been forced by necessity to introduce new rules and processes to keep everyone safe.

It is not all bad news, however. Through crisis comes innovation and Motorsport UK has been helping clubs navigate their path through the pandemic as effectively as possible by publishing and regularly updating a comprehensive suite of guidance documents. As a result, we are looking forward to a sustainable and more efficient future, with less paperwork and leaner processes. For clubs seeking accreditation under Motorsport UK's sustainability initiative (Inside HQ, *Revolution* September 2020), this is of particular assistance when creating an effective Environmental Management System, given technical solutions to common processes can significantly reduce resource dependency and environmental impact. A practical application of that can be seen in the actions of Bath Motor Club, featured in Club Corner in the August 2020 issue of *Revolution*.

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**"Through crisis comes innovation and Motorsport UK has been helping clubs navigate their path through the pandemic as effectively as possible"**

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The days of sharing a drink over a BBQ at the end of a hard day's driving will return. Whenever that day does come, many of the positive developments inspired by the adaptation to recent events will stay with us, hopefully to the benefit of all concerned. Here is why.

### **Signing-on and scrutineering**

If you were looking for somewhere to minimise face-to-face interaction, signing-on and scrutineering are a good place to start. While there is a social aspect, both would traditionally involve queues, confined spaces packed with people sharing pens, pieces of paper and handing over physical licences for inspection. Clearly, that cannot continue while we are mid-pandemic, so instead Motorsport UK has worked with clubs to create electronic signing-on, to be completed days before





*Signing-on would traditionally involve queues, confined spaces packed with people sharing pens, pieces of paper and handing over physical licences for inspection. As that cannot continue while mid-pandemic, Motorsport UK has worked with clubs to create electronic signing-on.*

events start. This takes the place of the manual licence check, and also includes a scrutineering declaration confirming details of safety kit installed in your car.

Michael Duncan, Technical Manager at Motorsport UK, explains. “We made the signing-on declaration into a form you can download from the website and events integrate that into their entry systems. Some clubs just used the form we produced on the website. Some of the big race clubs used an entry management system – a software system that incorporated the signing-on and the declaration in their own systems, which was absolutely fine.”

Prior to COVID-19, your next stop would have been at the scrutineers’ bay together with your co-competitors. The experts would then spend five or six minutes checking the mandated safety equipment for both vehicle and driver alike.

“Scrutineering is a very hands-on role,” admits Duncan. “The scrutineers would normally be handling competitors’ equipment, overalls, helmets and certainly checking the cars in fairly close proximity to the competitors. Clearly that had to change.”

He goes on to explain how the new processes work. “We went down the route of a declaration basis for scrutineering, whereby the competitors take the responsibility for checking their own equipment and

their cars, and make the declaration as part of their signing-on. We based it on practice that is already in place around the world long before COVID-19. Countries such as New Zealand and Australia have had it for a number of years. They do it in America as well.”

But if this sounds like a backwards step in safety terms, think again. In fact, it is a chance to rethink the whole point of scrutineering and improve it for all concerned.

“Their scrutineering models are based on more detailed checks over longer periods of time both during the event and at other times. That’s what we’re using as a basis for our processes going forward. We want the scrutineers to be able to spend more time looking at the cars, and in more detail,” says Duncan. “We think that by doing that over a season, or a number of meetings, most cars will have a very detailed scrutineering inspection.”

In practice, this is likely to mean around one fifth of cars are checked at any given event, with scrutineers making educated decisions on which to target. Never entered an event before and using a newly-built car? Expect a call for a distanced scrutineering session. Finished every race for the past few seasons? You may find you are a lower priority. It allows for an element of common sense, plus it is an added bonus for those trying to make a start in our sport.

## "Motorsport UK did a really good job, as did the clubs collectively, in terms of creating a system that was workable given the prevailing conditions"

"It's more of a benefit to the competitors really because they're likely to be able to revise and pick up on things that they maybe haven't realised they needed," says Michael Duncan. "There will also be some spot checks, of course, and some random competitors will be asked to physically present things."

And how has this worked in practice for clubs who have managed to run events during the pandemic? Giles Groombridge, Competitions Manager for 750 Motor Club, shares his insight. "Motorsport UK did a really good job, as did the clubs collectively, in terms of creating a system that was workable given the prevailing conditions," he says. "Nobody had a great deal of time to think about this – it was a crisis situation and I think the governing body did a stellar job in putting something in place at very short notice that would get us back up and running."

Of course, all this does mean that as competitors, we will need to ensure we are on top of our administration. In most cases, you will need to get signing-on and scrutineering completed a few days before an event begins, but in reality it would be wise

to think about it weeks ahead if there is any chance at all that you will need to buy parts of kit to pass scrutineering. Gone are the days of sending an entry form in at the last possible second.

All of a sudden we have cut significant amounts of contact out of the equation, and competition has not even started yet. Now onto timing...

### Timing – circuit

While the physical act of timing laps of a racetrack has been automated for years, until the pandemic struck it was common for printed timesheets to be handed out after each session. That is also unlikely to return given online results offer a quicker, cheaper and more environmentally sustainable solution with more innovation on the way.

"For a long time, people have been required to have transponders on their car, but they were only for identification purposes," says Michael Duncan. "The official timing was being produced by the photocell beams on the start-finish line, which is absolutely the most accurate way of timing. But to enable the potential for remote timing services and contact-free timing services, we've accelerated a project we've always had in the back of our minds to enable transponder-only timing."

He continues, "The advantage is that you can do it remotely if you so wish. The timekeepers could be sat in an office at one side of the country or at home and the race could be taking place 100 miles away.



However, we don't think timekeepers would do that as they'll always need to have people on the ground to react to any situations, such as if hardware went down or anything like that."

But what about unreliable or poorly installed transponders? "Clubs will need to make sure their competitors are on it to eliminate the problems of transponders not being plugged in, or not charged up, or being poorly located," admits Duncan.

Again, this is going to mean competitors will need to up the admin ahead of an event. To avoid problems on the day it could, for instance, be worth investing in a spare transponder to ensure you have a back-up.

### Timing – rallying

Rallying presents its own challenges when it comes to timing. Traditionally there would be all manner of contact between competitors and marshals, and also some pretty inefficient systems.

Matthew Atkinson, proprietor of rallies.info, has developed two systems specifically for rallying. The first is an entry system that was already in use, but is being adapted to suit the new Motorsport UK procedures for sign-on and scrutineering as detailed above.

The second is a complex timing and results service, developed from a project he has been working on since leaving university. Since 1997, Matthew has been publishing rally results on a website he built himself using reproductions of the printed time sheets, before developing it into a proper online service for competitors and organisers alike.

"The last event I did was March 2020, and then all of a sudden there was nothing going on, and the suspicion was that when we came back, you wouldn't be able to touch anything," explains Matthew. "So I worked in conjunction with Richard Blackshaw from RAB timing to look at how we could minimise the amount of contact – paperwork and so on – between competitors, timekeepers and results crews. If you'd ever seen them operating the old style of results, there was paper everywhere. Even at a single venue, you're probably talking about 1,000 time cards for a big event comprising 100 cars and eight stages."

Matthew's results service cuts out that unnecessary paper filing and instead employs a web-based system to upload checksheet data from marshals using a QR code system. This data can then be cross-referenced



with the clock timings to verify results. It is far quicker than manual filing if a dispute is raised by a competitor, he says.

"I use an iPad to view all my checksheets," explains Matthew. "In effect that becomes the marshals' checksheet, and you cross-reference that with what you've got on the computer from the clocks. Compare the two and you can make sure everything's valid. We've developed the ability to look at every individual book that comes in, categorise it and also mark each checksheet as it's coming through to say we've seen it. In fact, during one event I did in the Cotswolds I didn't print a single piece of paper."

Clearly, saving that amount of paper, and the all the printer ink, is a boon for sustainability too.

From a competitor's point of view, quicker and more efficient access to the timing team is the big advantage here. Got a query with a result? Now you do not need to make your way to the organiser's office, but can do so from the relative comfort of your competition car.

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**"Matthew's results service cuts out that unnecessary paper filing and instead employs a web-based system to upload checksheet data from marshals using a QR code system"**

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### Timing - road rallies

The innovation does not stop there. As reported in the August edition of *Revolution*, some forms of motorsport are using satellite-based technology which reduces the number of marshals required for certain roles at a given event. RalliLink, developed by competitor John Broughall alongside developer John Clavey and enthusiast Brian Cammack, lets road rally crews time themselves using an app that employs GPS positioning – the same tech that helps your sat-nav know where you are.

This means you do not need marshals or control points on the route, and furthermore cuts down on printed paper road books and other event documents.

Michael Duncan explains what this could mean for local clubs. “One of the biggest issues with grassroots club rallying is getting marshals out. If you have a decent-length route, then you have 10-20 control points along it, each of them requiring at least two marshals to manage it. That’s a lot of manpower required just for a simple road rally.”

Clubs looking to improve their environmental credentials will be keen to investigate such technology because as well as the lack of printed literature, it also allows you to cut down on marshals’ car journeys.

### Driver briefings and event communication

But what about the driver briefings? And how do competitors get the latest news on the day? Briefings can be delivered remotely or recorded and shared via email, while instantaneous communication regularly occurs between organisers, marshals and competitors through messaging platforms such as WhatsApp. All that is required is some pre-event planning.

So there you have it. A number of new features set to make the sport more convenient, efficient and sustainable when we are allowed back competing, leaving real time for genuine social contact. If not an entirely brave new world, it will be one that hopefully reduces some of the paperwork, leaving more time to enjoy the fun.





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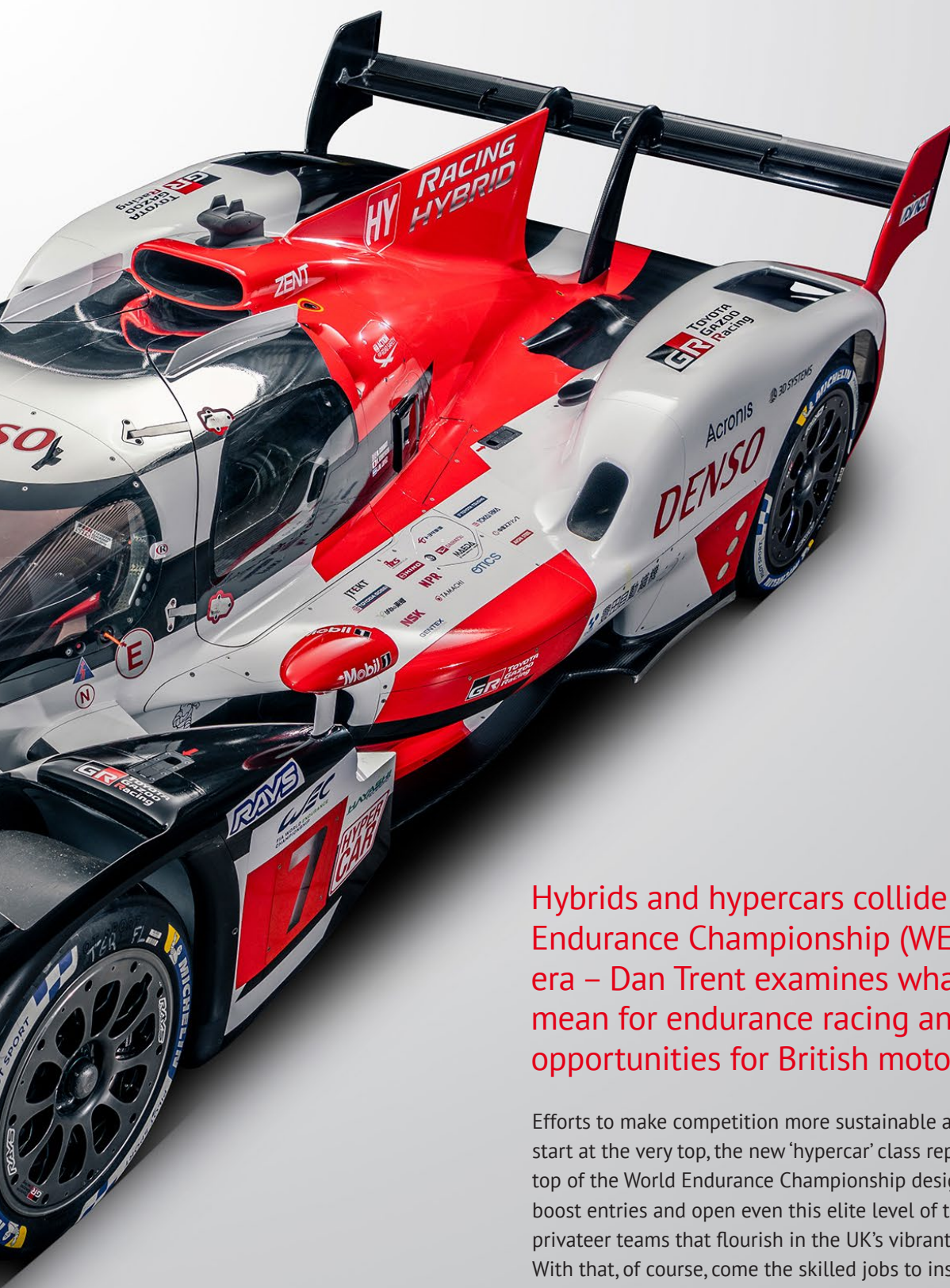


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# ENGAGE HYPERCAR



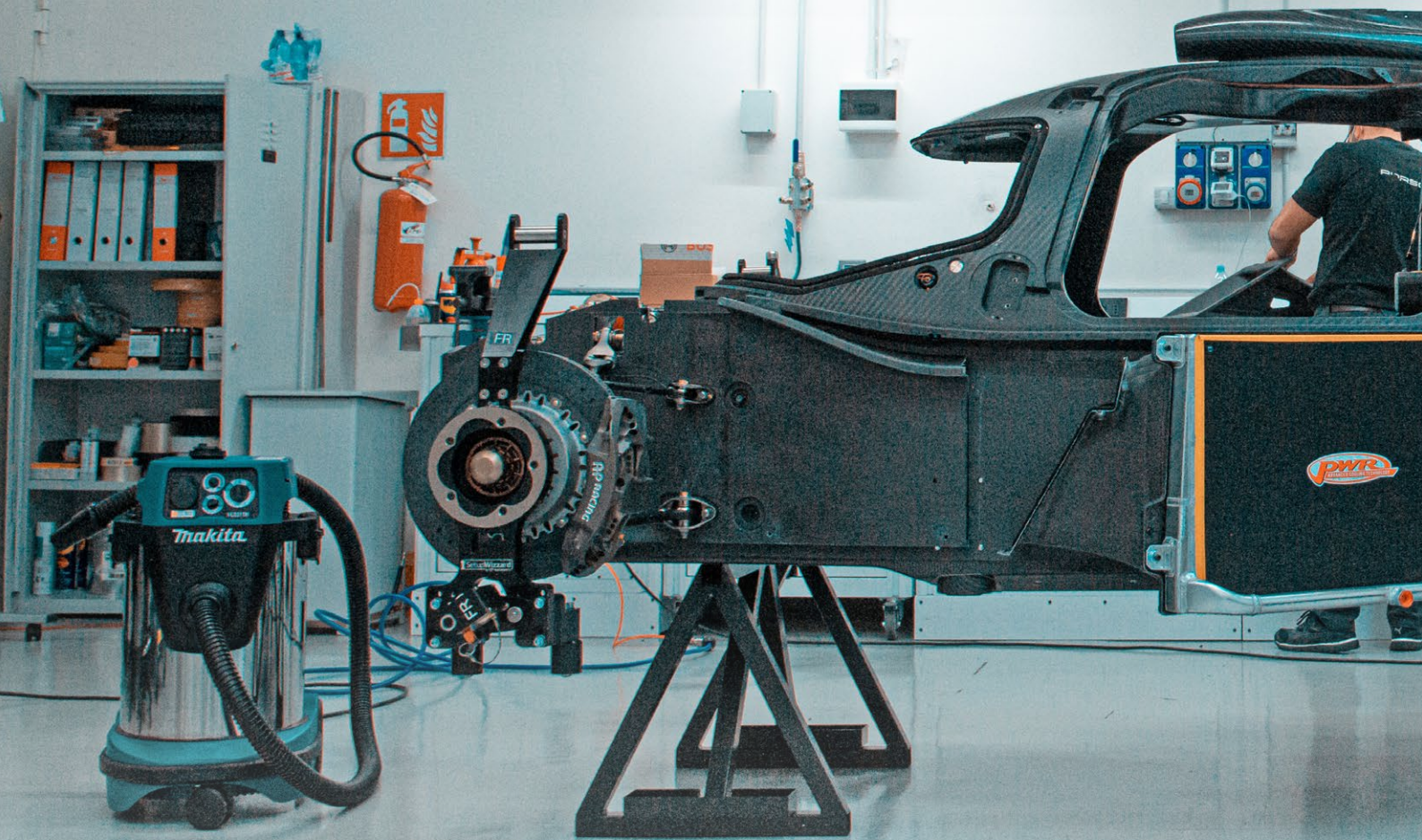
*Toyota's new 2021 GR010 WEC is built to the new Le Mans Hypercar rules and will – incredibly – spawn a road-going version.*



## Hybrids and hypercars collide as the World Endurance Championship (WEC) enters a new era – Dan Trent examines what the new rules mean for endurance racing and the associated opportunities for British motorsport

Efforts to make competition more sustainable and accessible sometimes start at the very top, the new ‘hypercar’ class replacing LMP1 at the top of the World Endurance Championship designed to cut costs, boost entries and open even this elite level of the sport to the kind of privateer teams that flourish in the UK’s vibrant motorsport landscape. With that, of course, come the skilled jobs to inspire a new generation of competitors, engineers and professionals to futureproof Britain’s position as a global leader in the field.

The hypercar branding may have inspired dreams of seeing racing versions of the latest, ultra-exclusive, mega-horsepower dream machines racing at Le Mans instead of wheelspinning around Knightsbridge. Indeed, those with longer memories may have been wishing for a return to the mid-90s glory days when GT1 saw racing versions of legendary road cars such as the Ferrari F40, McLaren F1 and Jaguar XJ220 fighting at the head of the endurance racing pack.



It has not quite played out that way. But the new cars have been designed from the outset to enable private teams to battle for top honours on equal terms against factory teams from big manufacturers, with an estimated cost saving of 80 per cent compared with a two-car hybrid entry by the outgoing LMP1 rules. While the new regulations are the result of a long-standing project between the FIA, the Automobile Club de l'Ouest (ACO) and the International Motor Sports Association (IMSA), their impact will be felt here in the UK too.

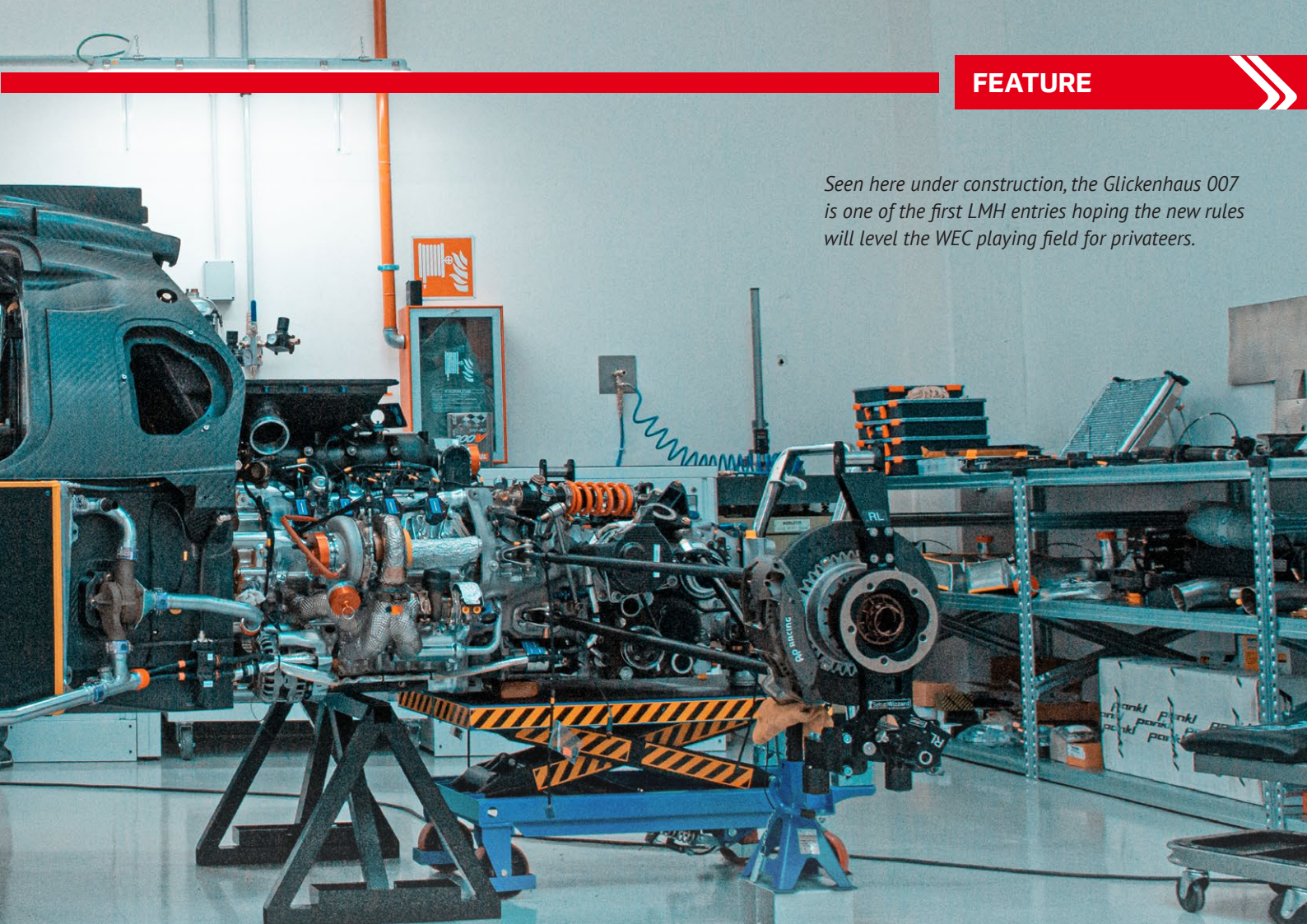
"I think it's terrific and the best thing the ACO and IMSA have ever done," says a buoyant David Clark of Jota Sport, its position as a leading LMP2 team meaning it is perfectly placed to capitalise on the opportunities the new rules bring. "It's great to think that now a privateer could win at Sebring or Le Mans. I'm a great lover of the sport and it's a real motivator for the whole team – we've enjoyed great success but, while we don't want to restrict ourselves to LMP2, the LMP1 class was just out of reach for us."

Before going too much further, it is probably worth looking at exactly what these new classes mean, and how they will open up the WEC. Two categories have been created – Le Mans Hypercar (LMH) and Le Mans Daytona h (LMDh) - with the intention that equalised power and weight limits will permit them to compete on level terms in the WEC, IMSA and at the legendary 24-hour races at Daytona and Le Mans.

LMH is intended to appeal to manufacturer teams such as Toyota who can create a car from scratch, its 2021 entrant built to the new regulations known as the GR010 and, at first glance, looking very similar to the LMP1 car it replaces. It is, however, a whole 162kg heavier, down on power by nearly a third and



*Proven winners in LMP2, new rules open the door for overall Le Mans victories for British teams like Jota.*



*Seen here under construction, the Glickenhaus 007 is one of the first LMH entries hoping the new rules will level the WEC playing field for privateers.*

*Photo: Scuderia Cameron Glickenhaus*

will – it is expected – be 10 seconds slower on a lap at Le Mans. And there is a road-legal version coming, suggesting the hypercar promise may yet be fulfilled.

In terms of the all-important sustainability aspect, promotion of transferrable hybrid technology is key to attracting mainstream road car manufacturers back into the WEC and is something Toyota has already bought into. “The GR010 HYBRID is a preview of our road-going cars and what we learn on the WEC race tracks will directly benefit our customers,” boasts team boss Hisatake Murata. “For this reason, we are delighted to welcome new competitors to the top category of the WEC.”

For fellow entrant Alpine, the new LMH rules appeal for different reasons, the team having had historical success in the Index of Thermal Efficiency and Performance classes back in the 1960s in addition to its overall Le Mans win in 1978. “The latest changes to the 2021 regulations allow Alpine to demonstrate its technical know-how and racing experience in a competitive and fair field thanks to a fairly moderated investment ensured with various cost controls measures,” says MD Patrick Marinoff. In practice, that means it will enter the WEC’s new top category with an adapted LMP1 prototype

based on an Oreca chassis and Gibson engine, building on partnerships that have powered it to recent success in LMP2.

2021 is best described as a transitional year, with three teams competing in LMH ahead of the first LMDh cars in 2022. These include Alpine, Toyota and Glickenhaus. Peugeot is well under way with its own LMH entry and has announced its driver line-up for 2022. Meanwhile, Porsche has confirmed its intentions to enter with an LMDh based car and Audi has also signalled its interest, with organisers hoping this attracts more manufacturers to compete alongside them in both classes.

For its part, LMDh meets the same basic limits of a maximum power output of 680hp (500kW) from a combination of internal combustion engine and a mandatory rear motor generator unit (MGU), with the same minimum 1,030kg weight. Balance

**“The new cars have been designed from the outset to enable private teams to battle for top honours on equal terms against factory teams from big manufacturers”**



*Toyota WEC boss Hisatake Murata poses with the prototype of the road-going hypercar inspired by its latest Le Mans entrant – and the trophy he hopes it will win for the team once again.*

of Performance (BoP) monitored by torque sensors fitted to the driveshafts of all cars will control what is described as the 'performance outcome' so LMH and LMDh cars compete on a level playing field, no matter how they meet the 500kW limit at any given moment in the race.

To improve accessibility to the WEC's top tier, LMDh cars will be considerably more affordable to build, given teams will pick one of four control chassis (including the hybrid system and gearbox) from agreed suppliers onto which they can add their own engine and bodywork. It is this flexibility that will enable British based teams such as Jota to offer their services to manufacturers or privateers looking to build a car capable of challenging for top honours in the world's most prestigious endurance events.

"The dream ticket for us would be to run an LMDh entry for a manufacturer," says Jota's David Clark. "And with that comes opportunities for all sorts of partnerships with, say, engine suppliers like Judd or Ilmor. You'd then get the double whammy of having two manufacturers involved."

One of the issues with LMP1 was the gulf between the pace of Toyota and Porsche factory teams and the likes of Rebellion and Ginetta, who realistically stood little chance of outright victory against the resources of a full manufacturer entry. So, is there a danger LMDh could also end up as the poor relation of LMH with little chance of challenging for top honours?

Porsche clearly doesn't think so, and will be entering with an LMDh car when it returns to the WEC – a big statement

considering its proud history as a manufacturer in its own right. "The new LMDh category allows us to fight for overall victories with a hybrid system at the Le Mans, Daytona and Sebring classics – without breaking the bank," says Porsche CEO Oliver Blume. His colleague Fritz Enzinger, Vice President of Motorsport, agrees. "We hold a record with our 19 outright wins at the 24 Hours of Le Mans," he says. "We can continue this tradition with an LMDh vehicle while at the same time keeping costs reasonable. There has been huge interest from other manufacturers. I hope we can pick up where we left off with the famous clashes against many other marques in the eighties and nineties. That would give the entire motor racing scene a huge boost."



*Even with its proud history as a full manufacturer competitor at Le Mans, Porsche sees its future at the race being based on a 'customer' LMDh platform.*

That fits with David Clark's dream of a team like Jota running a car for a mainstream manufacturer, using the proven, British-based expertise it has accumulated at the sharp end of LMP2. If that could be with a British carmaker then all the better for Clark, who worked at McLaren in the GT1 era and owns one of the Le Mans F1 GTRs himself.

Manufacturing and development of the control LMDh chassis stands to benefit the British motorsport industry too, given Multimatic is one of the four agreed suppliers. The considerable expertise at its Thetford-based development centre is embodied by the likes of celebrated race engineer Leena Gade, who we spoke with in the October issue of *Revolution*. Her success at the very highest levels of the sport, and the passion she expresses for encouraging youngsters to follow engineering pathways into the industry, is just the kind of inspiration people need, and proof British expertise will be a key part of this new age of the WEC.

British driving talent will also have a big role in all this, with Toyota's Mike Conway sticking with the team that took him to the 2020 WEC drivers' title and hoping to repeat his success in 2021. "It is a fantastic experience to be part of racing developments which will be translated into future road cars," he says, clearly enthused by the real-world applications the new class embodies.

**"It is good to see that talent nurtured on these shores will be in the mix, both from a driving point of view and back home building the cars"**

Peugeot has meanwhile confirmed Brit Paul di Resta among three ex-F1 drivers for the LMH car it is developing for 2022, the squad also including Le Mans winner Loïc Duval. Supporting the six lead drivers as a reserve and simulator tester will be fellow Brit James Rossiter. "The chance to work with such a great brand and manufacturer only comes around once," he comments. "I'm really looking forward to bringing all my experience to this project to fight for victory at Le Mans."

While the new WEC categories are a global initiative, it is good to see that talent nurtured on these shores will be in the mix, both from a driving point of view and back home building the cars. Britain's established role as a global leader in motorsport innovation and engineering will no doubt have a part to play as the series matures and new teams attracted by the relative accessibility of the new cars join the fray. Whether that means the Jotas of this world can truly challenge the likes of Toyota, Peugeot, Porsche and Audi for that longed-for Le Mans win remains to be seen, but the rules have been created to let that happen and the door is now open.

## Spot the difference



## How to tell your LMH from your LMDh

### Le Mans Hypercar (LMH)

Maximum power of 680hp (500kW) and minimum weight of 1,030kg with the option of pure internal combustion engine (ICE) power driving the rear wheels or hybrid with a front-axle motor generator unit (MGU). The car must be able to power itself away from standstill under ICE power only and the MGU (if fitted) can only operate above 75mph. Can be a ground-up prototype or derived from a road-legal hypercar. Homologation 'sealed' for five years from 2021, with only minor aero adjustments permitted. 'Grandfathered' LMP1 entries permitted. Confirmed entrants include Toyota, Glickenhaus, Alpine and – from 2022 – Peugeot.

### Le Mans Daytona h (LMDh)

Maximum power of 680hp (500kW) and minimum weight of 1,030kg like LMH but based on LMP2 derived foundations supplied by Multimatic, Oreca, Dallara or Ligier. Teams may use their own engine and design their own bodywork but all LMDh entrants will share the same control rear-axle hybrid system and gearbox. Like LMH, control Michelin tyres are mandatory. LMDh cars will join the WEC from 2022, confirmed entries including Porsche with Audi expressing interest and other manufacturers expected to join in due course.

# INSIDE HQ



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## NEW HOME, NEW BEGINNINGS

**Motorsport UK's move to the heart of 'Motorsport Valley' is finally complete and we can't wait to welcome the community to our new home at Bicester Motion.**

Some staff are already working from our new premises, and being present on site has only confirmed the vision we had for our new headquarters – a place where our community can gather and engage at our own long-term home; where we can build centres of excellence in education and training, and attract new talent drawn from the heartland of motorsport in the UK. It really is a fantastic environment in which, together, we can achieve great things for motorsport long into the future.

The building has already played host to its first event, providing the perfect ready-made environment in which to film our Virtual Night of Champions.

Whilst there are a few finishing touches yet to be completed, by the time the anticipated lifting of lockdown comes into effect the building will be ready to receive the first members of our community and we can start to plan our official opening event.

'Motorsport Valley' is the backbone of the UK's motorsport and automotive sectors, and over half of the ten Formula 1 teams, numerous car manufacturers and countless engineering and technology firms are located on our new doorstep. It can only be in the best interests of Motorsport UK and our community that we now stand shoulder to shoulder with them as we work to secure a sustainable future for our sport.



In Bicester, we are much closer to the grassroots of motorsport, and we will be even better equipped to afford our members access to what we do. We will also be far more visible to the general public than when we were tucked away in the environs of Heathrow Airport. Bicester Motion provides an incredible backdrop from which to showcase the sport and a whole range of new events, activities and initiatives. It also leaves us well-placed to tap into many new commercial opportunities.

Our new address is **Motorsport UK, Bicester Motion, OX27 8FY** and to ensure a seamless transition we have brought all existing telephone numbers with us. Directions, a map and other information will be available at [MotorsportUK.org](http://MotorsportUK.org) in due course.

Based on current interest, we are optimistic that the sale of the Colnbrook building will be completed within the first half of 2021, and will achieve the objective of making the move to Bicester cost-neutral, one part of the economic model that aims to drive investment into the sport at all levels.

Over the coming months, we look forward to bringing you details of the new events and activities that Motorsport UK plans to host, as well as the fantastic calendar of events organised by the owners of the Bicester Heritage site.



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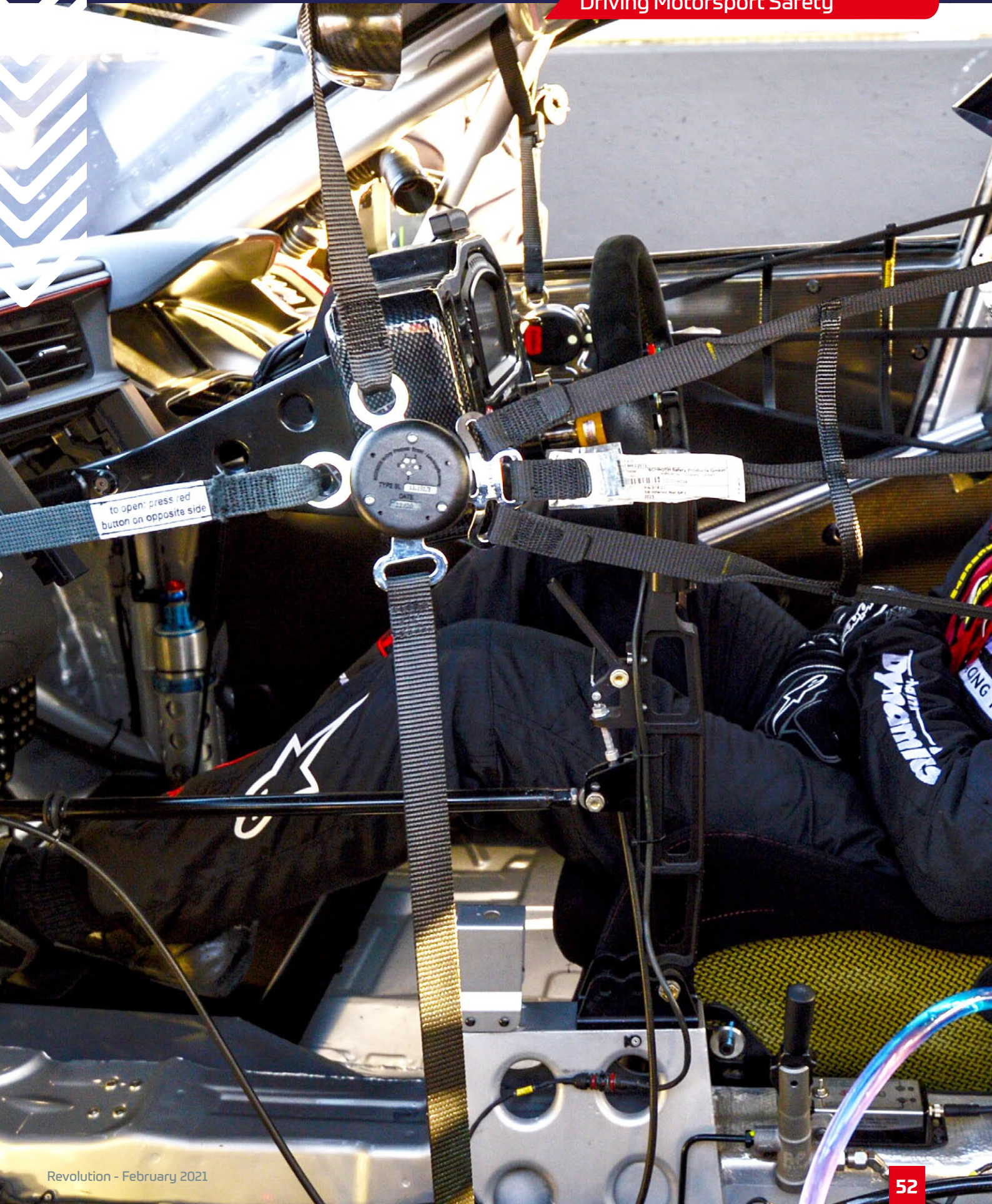
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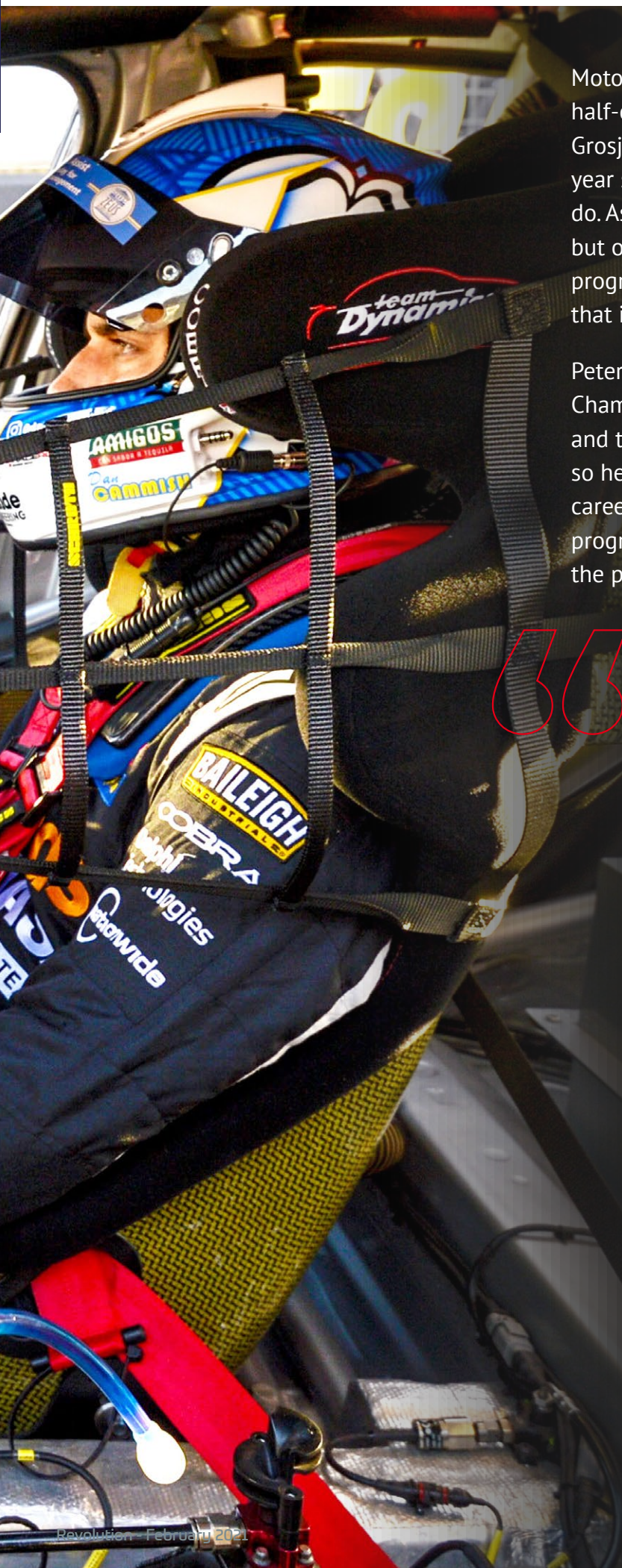
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# VANTAGE POINT

Driving Motorsport Safety





Motorsport safety has come a long way in the last half-century, but the fireball crash that Romain Grosjean miraculously escaped from in Bahrain last year served as a warning that there is always more to do. As technology progresses, so too does innovation but one of the biggest challenges is ensuring that progress is made across all forms of the sport, and that it filters all the way down into the club scene.

Peter Riches has been the British Touring Car Championship's (BTCC) Technical Director since 1993 and the British Grand Prix Chief Scrutineer since 1991, so he has seen plenty of developments during his long career. We spoke to him to find out how safety has progressed over the years and what initiatives are in the pipeline to benefit the next generation.

When I started officiating in motorsport, the safety standards were so far away from where they are today. I'd been club racing in the 1970s and worked for Team Lotus, but then, as they say in F1, I 'turned to the dark side' by becoming a scrutineer in the early 1980s. Since then, we have seen step-by-step improvements in safety.

One of the biggest areas of progress has been side-impact development, in all forms of the sport. The development of that area is a continual process. The complete side protection package incorporating the seat, the seat harnesses, HANS devices and new nets has moved on so much to protect the driver in a side-impact.

In Touring Cars, for example, the latest seat makes the driver so much more rigid in the car. Some of the latest generations of seats have a back mount, so they fix to the roll cage on the bar behind the driver. This increases the rigidity of the seat and that keeps the drivers in position so it's easier to protect them, rather than having them moving around the car.

The most recent development in the BTCC is the introduction of the new seat net, which came in last year. It was developed by the FIA but was designed for GT cars, which have a laid down seating position with a paddle shift. It didn't work for the more upright position with a gear lever we have, so the FIA's Senior Research Engineer Andy Mellor and I joined a member of Motorsport UK's technical team for a day at West Surrey Racing and worked out a solution.

We used tie wraps to calculate the best angle for it, then designed, in conjunction with Schroth and Cobra Seats, a system that worked in a racecar. As it was a modified design, it had to be submitted to the FIA and go through all the required crash tests and safety checks, and we ended up with a net with an additional fixing strap. Having been able to modify it to work for the BTCC, we have had interest from the Australian V8 Series for their next generation of cars. Additionally, it should be possible to have it filtering down to the club saloon car racing categories too. That's the next step.

We try to move innovations down through the formulae as much as we can, but one of the challenges when it comes to safety in the lower levels is that often the money's not there from the competitor side, and the devices are simply not practical to implement. However, if you can convince a team or driver that a safety device will make you go quicker, it's much easier! The more rigid seat did that in BTCC.

New technology, naturally, always comes with a higher cost. The FIA Advanced Standard helmets, for example, cost approximately £3,000 and if you're a club racer doing six or so races a year, that's a lot of money. In top-end saloons, there's no comparison between the seats of 25 years ago and a seat of today, but then the cost has got a bit higher too!

Fortunately, the FIA's next seat standard is looking at a low-cost version of the advanced seat, and that will lead to a big change. The new seat nets are not very expensive relatively speaking, and as more players come into the market they will become cheaper. Safety can be affordable. It's a bit like the COVID-19 vaccine: you have to analyse which is the most vulnerable group, and then you've got to find the most cost-effective area for that group.

I have a theory that there needs to be a fairly big accident every now and again to remind people how dangerous motorsport can be, particularly the youngsters. Despite everything we do to warn them, until they see an accident, they don't realise that they could get hurt – you don't on a simulator! The training Motorsport UK provides its volunteers and officials is second to none and thankfully the days are now gone when we regularly have to extricate drivers. Now, it's almost unacceptable to hurt somebody. That's testament to the progress that's been made.

Romain Grosjean was extremely lucky to have walked away from his accident, but if he hadn't had the Halo I don't think he would have been so fortunate. Safety is always progressing, and there are still plenty of things that can – and will – change in the future. The FIA is now undergoing a full in-depth review of Romain's accident. It will be interesting to see what developments can come from that.

From an organisational perspective, the way we do safety scrutineering is changing, and that's actually down to COVID-19. The Motorsport UK Yearbook actually says the scrutineer is not responsible for the safety inspection; it's only a cursory inspection, so there is an argument as to why are we doing it? Since the start of the pandemic, we haven't been doing hands-on safety scrutineering and it's now done on self-declaration. Australia and New Zealand have been doing that for a long while, they do a random 20 per cent. I think that's worked very well for us this last year and, going forward, the Motorsport UK policy is that we will follow the Australia and New Zealand lead. [For more on this topic see page 34.]

The next few years will see a lot of focus on electric vehicles, and the safety around them is quite a challenge. Touring cars are picking up hybrids next year, but we opted to stick below 60 volts because we decided that trying to train marshals around the country for high voltage levels would have been a bigger challenge. As more and more electric vehicles come in and you try to race road cars, there is going to need to be a lot of training done in that area to accommodate them across motorsport.

One of the most important safety developments for the future, though, is the introduction of the new Incident Data Recorders (IDRs). These instruments have been around for years but they've always been cumbersome boxes that cost a fortune, at around £800 each. This new IDR could cost as little as 25 Euros and it's far easier to use too. The old ones were complicated to install and would take half an hour to download one set of data. The new ones don't have any wires, they've got a battery in them designed for two years, and you just stick them on with a self-adhesive pad and download them on Bluetooth.

We did some testing with them for the FIA in the last two BTCC races of last year and we managed to download all 27 cars in half an hour. They were worried about whether they would manage with double hits, but we had incidents that proved they worked with that and we got good results for them. And because they're cheap and easy to fit and operate, there's no reason why we couldn't roll those all the way down to the other categories.

I think the future of safety is all about value for money and spending in the right places. If we can get these IDRs in and get progressively more data on accidents, we can increasingly look at what to do. The more data you have, the more you can learn and identify the right places to focus on.



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# WHAT'S COMING

A selection of confirmed championships and events for 2021

## Intelligent Money British GT Championship

This year's Intelligent Money British GT Championship has been revised to ensure that a full seven-event, nine-race calendar can be completed while also avoiding date clashes with other high-profile series. Brands Hatch will now host 2021's opening round on 22nd-23rd May while the Silverstone 500, first outing at Donington and traditional trip to Spa-Francorchamps retain their existing dates in June and July. The four 60-minute sprint races split equally between Snetterton and Oulton Park will now take place on 7th-8th August and 11th-12th September respectively before the second visit to Donington for the season finale which has now moved back one month to 16th-17th October.



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



## Motorsport UK Wera Tools British Kart Championships (KZ2)

The KZ2 class of the Wera Tools British Kart Championships has confirmed dates for 2021 with the short circuit gearbox category ready to do battle over four rounds this season. The series will launch at the classic Sherington circuit in Oxfordshire on 8th-9th May before heading to Mansell Raceway in Devon on 26th-27th June in advance of a journey to the Lake District to Rowrah in Cumbria for the penultimate round on 7th-8th August. The final event is currently under consideration, with the full calendar announcement in due course. Registration for the championship will be frozen at the 2020 cost of £250, with event entries costing £199 per round or £299 for double header events, while Alpha Live is also confirmed for another season for comprehensive live-streaming of each race meeting.



## Kwik Fit British Touring Car Championship

A revised calendar has been published for the 2021 Kwik Fit British Touring Car Championship (BTCC). In order to maximise the opportunity for spectators and guests to attend its events, the start of the 2021 campaign has been postponed by five weeks. Thruxton will now kick off the full ten-event, 30-race season on 8th-9th May. Snetterton will follow the season opener, before Brands Hatch Indy hosts the third event of the calendar, while late July and August will see the series head north to Oulton Park and Knockhill before Thruxton's second event of the year. Back-to-back weekends at Croft and Silverstone in September precede the penultimate race weekend of the season at Donington Park. Brands Hatch's legendary Grand Prix configuration will hold the season finale on the slightly later date of 23rd-24th October.



# MY MOTORSPORT

With her perspectives as a competitor, Motorsport UK Sporting Administrator, event marshal and scrutineer, Chloe Jones has huge insight into all aspects of motorsport life



## CHLOE JONES

A successful show jumper in her earlier years, Chloe Jones decided to make the switch to motorsport aged 16, having grown up spending her summer holidays supporting her parents in the Dakar Rally. She has since competed successfully in her own right as both a driver and co-driver in cross-country events in the UK and overseas and is equally at home on two wheels riding enduro motorbikes. But her love of the sport goes deeper still and, after working at Racing Point, she has now joined the team at Motorsport UK where she works as a Sporting Administrator for the Race, Speed and Kart disciplines supporting the Executive. She still volunteers as a scrutineer and marshal and has a passion for the sport that she channels into all her personal and professional roles.

**Revolution:** “Let us start at the beginning: What is your earliest motorsport memory?”

**Chloe Jones:** “It probably goes back to 2008 when I was at the Spanish Baja. My parents were competing and I remember being at this concrete car park in the boiling heat and having a water fight with Nasser Al Attiyah. He’s been my idol since day one and there I was playing with this famous driver at nine years old! They are very friendly people in Cross-country and Baja, even at international level everyone treats you like they’ve known you forever.”

**R:** “It sounds like you come from a motorsport family?”

**CJ:** “My parents do the Dakar Rally so I’ve worked with my dad building cars. I always went to school in race cars and big Dakar trucks. It was definitely different! I was into horses as well, but it was only as I got older that I realised my heart belongs to motorsport.”

**R:** “You took the horse riding pretty seriously, then?”

**CJ:** “Yes, I was doing show jumping, won three gold medals for England and a lot of championships but gave it all up at 16, sold everything and bought a racing car!”

**R:** “So, what was the first motorsport event you attended?”

**CJ:** “My mum used to compete when she was pregnant with me, so it technically goes back to before I was born! I spent my summers when I was at primary school in Morocco for seven or eight weeks following my parents in the Dakar.”

**R:** “How did your parents get into it?”

**CJ:** “My nan and grandad used to ride bikes, my dad was British Enduro Champion and my mum rode bikes too. My dad wanted to do the Dakar but he decided to do it in a car so he could do it with my mum. Since then, I’ve gone back into bikes. My nan was still riding at 80. She’s waiting for lockdown to lift so she can come and ride my bike but it’s hard because if she does, she’ll show me up!”

**R:** “What made you switch given you were doing so well with the horse riding?”

**CJ:** “My mum used to ride horses and, as a kid, I was a girly girl and I wanted to get into that. I really enjoyed spending that time with my mum travelling around the UK and when I was 16 I moved onto an international yard, working day in day out with horses and I just fell out of love with it.”

I used to go to all these local Land Rover club events, and they were real family days but I couldn’t go to them because of my horse commitments. It was stopping me doing something I enjoyed so it was one or the other. I remember sitting there with my dad showing him pictures of cars on eBay because I’d sold my horse and, in the end, he said ‘just give me the money and I’ll go and buy you one, but you’ve got to learn to mechanic it yourself, I’m not doing it for you’. I remember him passing me a Land Rover Haynes manual and he said ‘read this...’ I laugh now.”



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

**CJ:** “With my horses I was very professional, I had sponsors etc. so I knew when I moved into cars I’d have to do it the same way. But I was always very conscious I wanted it to feel like a hobby, so even if it was a job, I’d still wake up every day and want to do it.”

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

**CJ:** “I was at uni until spring last year and then went to work at Racing Point, but I had already started speaking to John Ryan (Motorsport UK Sport, Safety and Technical Director) saying I want to come and work for Motorsport UK, so it was quite a long-term discussion. I knew this was where I wanted to work but it was finding the little pieces in the middle to get here.”

**R:** “What made you want to work at the governing body?”

**CJ:** “Basically everyone I worked with as a scrutineer, they were such friendly people and I’d always heard nice things about the organisation.”

**R:** “Why is grassroots motorsport important to you?”

**CJ:** “Even if I’m not competing at club events, I’ve always come back and marshalled at them. Staffs and Shropshire Land Rover Club is where I started racing and I owe it to the people who gave me a chance to give something back. Marshalling is something I enjoy, I came from club events, so that’s where my heart was at and made me fall in love with it, so I’ll always have an understanding because I know all the struggles they have. You feel for them, and without the grassroots, nobody would be able to make it to the top.”

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

**CJ:** “When I started scrutineering my mentor Sue Bateman insisted I did circuit - obviously she knew I’d done scrutineering at Wales Rally GB and the off-road but I did a whole year of scrutineering at different events with her. We’d go from Donington to Silverstone to Brands and she gave me a real overview. By the end of the year, I wasn’t such a newbie, I was feeling comfortable and at home and I also found new places where people would make you feel part of the family.”



**R:** “How does being a competitor inform your work as a scrutineer?”

**CJ:** “I’m still scared going to scrutineering now and I’m a scrutineer, I think that’s something you’ll never get away from! It’s just the nerves, you know your car is correct, you know it follows the regs but you’re still sat there in the line thinking what are they going to find. As a scrutineer I always find the more you get talking to the competitor, the more it puts everyone at ease, and it means if they have an issue in the future they’ll be confident to approach you for advice. It’s customer service at the end of the day – I do it for fun so being mean to someone isn’t my goal. The last thing you want to do is stop someone racing, you want to try everything to get them out there.”

**R:** “What are you looking forward to for the future?”

**CJ:** “Self-driving cars and motorsport, and electric cars. I know we’re a long way off with self-driving motorsport, but I’m very interested in that kind of thing.”

**R:** “It would seem the electric SUVs in Extreme E would be right up your street in that case?”

**CJ:** “Hopefully one day you’ll see me driving in it!”

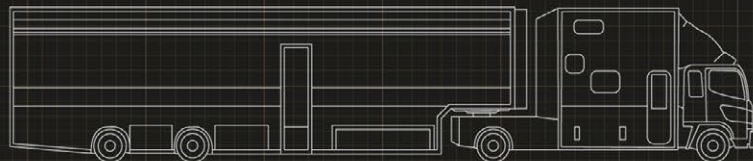
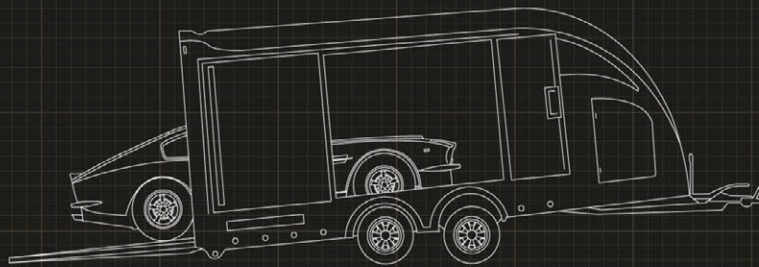
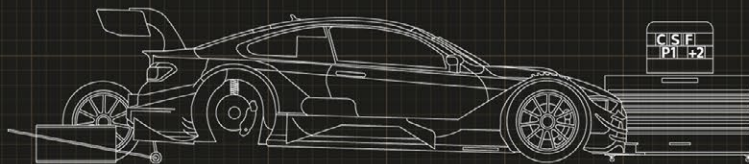
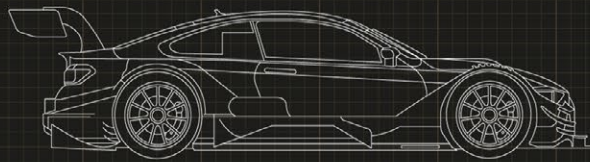


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# CLUB CORNER



## Red Rose Land Rover Club

**Lancashire-based cross-country club focuses on family-friendly fun to ensure the next generation of fans is inspired to pick up the mantle**

Motorsport is all about community and socialising with like-minded people, two things that have obviously been challenged by recent events. But off-roaders are, by their nature, a hardy group and not about to let lockdown get them down.

Chatting with Red Rose Land Rover Club Competition Secretary Andrew Akers offers a reminder, of course, that this is not the first time the cross-country community has faced such restrictions. 20 years ago, it was the Foot and Mouth outbreak and resulting rural lockdown that resulted in the abrupt cancellation of rallies, trials and other activities taking place on or around farmland. That may seem like a distant memory now but, having bounced back from that, he is confident the same will happen this time around, and the resilience that has previously seen them through hard times will do so again.

A more light-hearted take on such matters can be found on the club's website, which describes the inspiration for its formation in 1982 as "a means of group therapy for a number of people suffering from the unfortunate disease of Landroveritus" before setting out its manifesto of creating fun days out for the afflicted in the form of green-lane outings and trialling. With the latter, its signature event is the impressively titled War Of The Roses, held each year at Cartmel Racecourse in the Lake District. A combination of social activities and competitive trialling for drivers of all levels, the War Of The Roses was an inevitable victim of lockdown, just as it was in the Foot and Mouth era. But the club is cautiously optimistic that the July date set for the 2021 event will mean it can go ahead.



Akimbo Photography

“We have everything in place and the venue is booked,” says Andy, “We just need to push the button, although we won’t do that until we are sure it is safe to do so. We have a maximum of nine teams and seven of the ones that signed up for last year have carried their entries over for 2021 so we have the support of our competitors.”

While other disciplines have found ways to run events under Motorsport UK’s detailed COVID-19 guidance, Red Rose decided that the community aspect of its events was so fundamental to their appeal that they would rather sit the pandemic out than run them at a social distance. In the meantime, they have found other ways to keep spirits up.

“Just before lockdown we set up WhatsApp and Facebook groups so members can stay involved that way,” says Andy. “We have one member who emigrated out to New Zealand and shares what he has been doing and it’s a great way to keep in touch with everyone. WhatsApp is particularly good because we can keep it as a closed group, meaning we don’t get anyone sharing anything inappropriate that the children in the group would see. It keeps people going and, while these might be dark times, we keep the enthusiasm flowing and it encourages people to work on their cars while they have some time on their hands.”

To that end, the club website has detailed pages of advice explaining what is required for the different classes of trials it runs, be that Tyro for near-standard road cars, RTV (or ‘Road



Taxed Vehicle’) for modified but still road-legal vehicles and more demanding CCV (Cross-Country Vehicle) sections. These are run according to rules laid out by the Association of Land Rover Clubs (ALRC). Non-competitive trips out on local green lanes are also popular with members, and younger members are encouraged to participate where possible, be that in Tyro class (open to those aged 13 and over) or in a new event for radio-controlled off-roaders due to feature at the next War Of The Roses.

As Andy points out, ensuring all the club’s activities are inclusive and fun for all the family is core to its values, and vital to secure its long-term future. “If we get the children involved, they will hopefully go on to become adult members and they’ll keep the club going,” he says. “It’s a family thing, not a blokes’ thing.”

Portraying a positive image for off-roaders is another important aspect of the club’s activities, given the increasing pressure on access to both public and private land. To that end, strict codes of conduct are maintained to make sure all members use their vehicles responsibly and the Red Rose sticker is a badge of honour for all those who carry it.

That extends to good deeds out in the community, with the informal WhatsApp networks being brought into play in the recent cold weather and club members helping motorists stranded in the snow.

To find out more visit: [www.landoverclub.co.uk](http://www.landoverclub.co.uk)



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www.cagedlaser.co.uk



**Safety Devices International Ltd**

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**Tube Direct**

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www.corbeau-seats.com



**Racetech Europe Ltd**

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www.racetecheurope.co.uk/shop

Seats/Harnesses



**GSM Performance Ltd**

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www.gsmperformance.co.uk

Track Days



**OpenTrack Events Ltd**

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Tyre Companies



**Avon Tyres**

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Phone: 01225 357855  
Email: avonmotorsport@coopertire.com  
www.avontyres.com



**Cooper Tire & Rubber Co. Europe Ltd**

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coopermotorsport@coopertire.com  
www.coopertire.co.uk/motorsport-tires



**Longstone Tyres**

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www.longstonetyres.co.uk



**Michelin Tyre PLC**

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www.michelin.co.uk/about/michelin-in-the-uk



**Pirelli Tyres Ltd**

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**Protyre Motorsport**

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Phone: 01782 411 001  
www.protyre.co.uk/motorsport



**Nankang Tyre UK**

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Email: jamie@nankangtyre.co.uk  
www.nankangtyre.co.uk

## Tyre Companies


**Toyo Tires**

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Northamptonshire, NN10 6GL  
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[www.toyo.co.uk](http://www.toyo.co.uk)

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## Wheels


**Revolution Wheels International Ltd**

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Energy Village, Ollerton,  
Nottinghamshire, NG22 9QW  
Phone: 01623 860000  
[www.revolutionwheels.com](http://www.revolutionwheels.com)


**Speedline**

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Estate, Telford,  
Shropshire, TF7 4QW  
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[www.speedlinecorse.net](http://www.speedlinecorse.net)

## Wire Wheels

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[www.borrani.com](http://www.borrani.com)

# ENQUIRIES

For partnership and supplier enquiries, email:  
[commercial@motorsportuk.org](mailto:commercial@motorsportuk.org)



# The Parting Shot

This month's parting shot brings together two stories in this edition of *Revolution*, given that it features Richard Attwood's famous 'Salzburg' Porsche 917 in the 1970 Brands Hatch 1000km, shortly before Attwood took the same car to the manufacturer's first win at Le Mans along with Hans Herrmann. As reported in this month's news section, Attwood was once again at Brands in a Porsche to set a new electrified 1000km record. This month's *Revolution* also looks at the wider impact of the new hybridised 'hypercar' class and the opportunities it affords a new generation of British talent to blaze its own trail to glory at Le Mans, just as Attwood did all those years ago.

