


Revolution

The background of the cover is a blurred image of a racing car, likely a superkart, moving from left to right. The car is illuminated with bright green and blue lights, creating a sense of speed. On the right side of the cover, there is a vertical traffic light. The top section of the traffic light is illuminated with green lights, while the bottom section is illuminated with blue lights. The overall color scheme is dominated by green and blue, with black and white text.

March 2021

The official magazine of  motorsport uk

GREEN LIGHT FOR MOTORSPORT

FEATURE:

PREVIEWING
THE SUPERKART
CHAMPIONSHIP

INSIGHT:

MOTORSPORT UK
ACADEMY DRIVING
TALENT FORWARD

VANTAGE POINT:

LEVELLING THE
PLAYING FIELD WITH
JUSTINA WILLIAMS

PLUS NORTHERN IRELAND'S UNIQUE MOTORSPORT SCENE

CEO's MESSAGE

Hugh Chambers



Despite the fact that most countries are facing continued lockdowns, the indefatigable Formula One circus has sprung back to life in Bahrain, first for testing last week, and at the end of the month there will be the first round of the 2021 Formula One World Championship. In the same way that the top flights of football, rugby and cricket have found ways to provide entertainment in these most difficult times, so Formula One has provided a welcome distraction for millions of people around the world. Government realises the power of sport to provide emotional sustenance to the nation, as well as the massive economic value, which is estimated to be worth £38bn each year. It is in this context that organised sports as authorised by the specific sport governing body, may start again on the 29th of March in England. The situation across the UK varies, but the prospects for a broad return in all areas look pretty good.

After such a long enforced absence we may consider the essential elements we need to foster for the success of the sport. Fundamentally what makes it tick is the ability to provide enjoyment whether as a competitor, team, official, volunteer, marshal or fan. All too often the methodology can become the focus, not the end goal. We are working hard to make life simpler for everyone, and as we have reported last month, the adoption of COVID-19 required interventions for the long term is proving popular.

That enjoyment also needs to be universal, and inclusive. Motorsport has pretty much always had a distinct demographic profile, and to some extent it has not evolved in line with the way in which society as a whole has done

"Fundamentally what makes it tick is the ability to provide enjoyment whether as a competitor, team, official, volunteer, marshal or fan"

in the past decades. I don't think that has been a conscious decision but one of gradual iteration of like following like, but now we need to take that positive and conscious step towards being more diverse and inclusive. This week the Equality, Diversity and Inclusion Committee met (virtually) and amongst the guest speakers was a fascinating expert in this field called René Carayol. It is no exaggeration to say there are few people that understand the subject of inclusion better than René, with a staggering array of individuals and organisations that have benefitted from his guidance. Amongst the anecdotes he provided was one from Ross Brawn, now Managing Director, Motorsports at Formula One Management Limited. The quote was simple but decisive, "we have to put down the drawbridge". I think that this sums up very well the approach we are taking to ensure a more diverse motorsport community - one that better reflects the society in which we live.

I am fortunate to sit on a number of FIA Commissions (or committees in our language) including Digital Motorsports, the ASN Task Force (national governing bodies like Motorsport UK) and the Women in Motorsport Commission chaired by the extraordinary Michèle Mouton. It is in this area of gender equality that the UK has made most progress to date, with the development of Dare to be Different, that has now evolved into FIA Girls on Track UK. This is a really dynamic movement with exciting initiatives coming out of the FIA themselves, as well as the team at Motorsport UK.

In June 2020, the FIA Women in Motorsport Commission launched the FIA Girls on Track – Rising Stars programme, in association with its first partner, Scuderia Ferrari. The project aimed to identify the best 12–16-year-old female drivers from around the world and help them reach a professional career in motorsport at the most critical age of development. The UK fielded two girls, Jessica Edgar and Ella Stevens, with

CEO's MESSAGE



Image © FIA

"We need to embrace a change of attitude and a fully empowered culture of inclusivity and equality"

the former making it into the final eight from a global search of thousands. With the finals delayed by COVID-19, the winner was only announced in February. Maya Weng from Holland has been awarded a one-year contract with the Ferrari Driver Academy for an FIA Formula 4 season in 2021, with the potential to make history by becoming Ferrari's first-ever female racer.

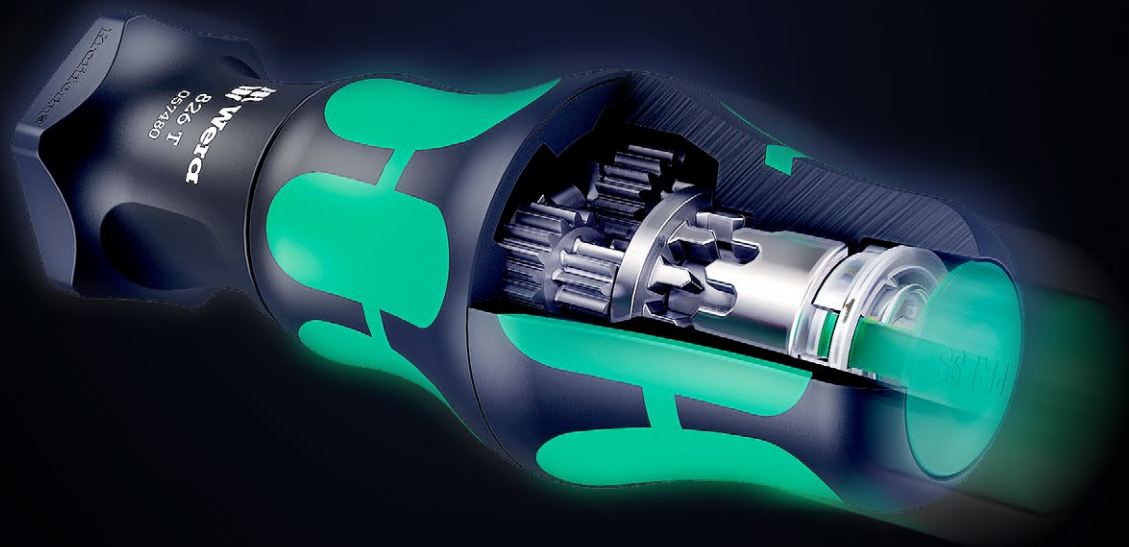
Back at home, Formula 1 has teamed up with Motorsport UK's Girls on Track programme to host 'An Evening With...' – a series of inspirational talks with the women of F1, to inspire others and show what it's like to work in a global international sport. Over 11 nights in February, women working across F1 took part in virtual webinars over Zoom, giving advice and an insight into their roles in the sport, and taking questions about their experiences from the viewing audience. There were talks from women working in digital, IT, legal, procurement, marketing, race promotion, sponsorship, media rights, TV and hospitality. The response

has been amazing, with booming social media numbers and as one girl put it: "I loved everything, but what I liked most is the fact that it felt like I was talking to my friends about my future. Thanks to these sessions I have gained the confidence in what my dream job is for in the future, and I am going to do everything I can to achieve my dream job!"

The enforced absence of motorsport has allowed us all to step back and take stock. For me this is the tipping point at which we need to recognise that for the sport to continue to perform on a world stage with millions of fans and a powerful committed community, we need to embrace a change of attitude and a fully empowered culture of inclusivity and equality. If we add this to the perennial strengths of motorsport, I think we will be in a very strong position to take on the additional challenges of a very different future world for the automobile. A modern, forward-facing, inclusive motorsport community can persuade the rest of society of our value in leading solutions to the transportation challenges we face. Motorsport will long be the best platform to promote and popularise these solutions, and for that we need the likes of Formula One, for it is they that will help to secure the long-term future of grassroots motorsport.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

NE VER SEEN BEFORE



**KRAFTFORM
TURBO**



**4X
FASTER**



**PURELY
MECHANICAL**



**MAINTENANCE
FREE**



**BUTTON
ACTIVATION**



@weratoolsuk



CONTENTS

In this month's *Revolution*: Bouncing back from lockdown, the motorsport scene in Northern Ireland, Superkarting's secrets revealed, updates from the Motorsport UK Academy, Justina Williams on careers for women in motorsport and all the latest news.



Copyright © 2021 Motorsport UK Association Ltd, all rights reserved.
All information correct to the best of our knowledge and belief at the time of publication.
Cover image: Jakob Ebrey Photography

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



UP TO SPEED

LATEST NEWS

GETTING MOTORSPORT BACK ON TRACK

Motorsport UK heralds the resumption of competitive action as the devolved nations begin to lift lockdown

As the one-year anniversary of the first national lockdown passes and the initial steps of reopening from the latest restrictions approach, we can finally look forward to the return of motorsport. It is a tantalising prospect, albeit a complex one, with different areas of the United Kingdom reopening at different rates.

With over 700 permits issued since early March when the latest restart was announced, and anecdotal evidence of organisers being flooded with demand from competitors, there is clearly huge pent-up demand to get back out there.

To ensure that everyone can get back into action safely and responsibly, the governing body has been building on the valuable experience learned in delivering COVID-19-safe events after the first easing of lockdown restrictions and developing new guidance to fit the ever-changing situation. The complexity of this is not to be underestimated, and practical challenges such as travel restrictions need to be planned for, considering the need for sufficient marshals, medical crews and other officials in attendance to see events run safely.

According to the latest government guidelines, motorsport can resume in England from 29th March. Wales and Northern Ireland will conduct reviews in April, while Scotland is expected to unlock on 26th April with restrictions in place. Jersey is now able to restart, with Guernsey, and possibly the Isle of Man, on track to resume later this month.

This is only the first stage in the return from lockdown and important considerations remain for all those attending events, in whatever capacity. Key among them are the remaining restrictions on non-essential journeys and travel between the devolved nations, along with the overriding need not to place an additional burden on local NHS services.

Motorsport UK has been working closely with all of the government departments including the Department for Digital, Culture, Media and Sport (DCMS) and other stakeholders throughout the pandemic to ensure compliance with government restrictions and, as the official governing body, all events it licences under these rules are, by definition, Organised Sport.

A statement published by Motorsport UK on 5th March confirms that anyone attending such events between 29th March and 12th April in an official capacity, including administrators, safety crews and marshals, are all 'working' according to the required definition and are therefore permitted to stay away from home overnight in the course of their duties. It is important to note this exemption still counts if the work is conducted on a voluntary basis, as of course many such activities are.

Motorsport UK has devoted a huge amount of time and effort to staying one step ahead of the situation and ensuring the advice and support offered to clubs and competitors is timely, accurate and reflects the rules as they stand, with the latest guidance available in both the dedicated Resource Centre and COVID-19 sections at: www.motorsportuk.org

As highlighted in previous editions of *Revolution*, changes in process dictated by the requirement to socially distance have inspired innovation and adaptability that is a credit to all in the sport. The need for self-scrutineering of cars and equipment, online signing-on and innovations in remote timing have merely accelerated trends in this direction, with knock-on benefits for clubs seeking to reduce the environmental impact when holding events. Many clubs, officials and competitors will already have experience of these new rules and regulations, but a full suite of guidance is available at: www.motorsportuk.org. Motorsport UK is planning further support in the form of webinars and other online resources to help its volunteers adapt to the new way of working and these will be announced in due course.

The restart is being supported by an additional supply of PPE to clubs including over 15,000 face masks. Motorsport UK would like to extend special thanks to Baylis & Harding for providing a further 10,000 bottles of hand sanitiser ahead of the new season.

"Motorsport UK is planning further support in the form of webinars and other online resources to help its volunteers adapt to the new way of working"

MOTORSPORT UK ANNOUNCES LIFETIME ACHIEVEMENT AWARD WINNERS AND RECOGNISES LONG SERVICE

Special honours announced for those who have dedicated their lives to motorsport, whether as competitors, officials or volunteers

Motorsport UK's **Lifetime Achievement Awards** are presented in recognition of those who have gone over and above during their careers in the sport.

The **HRH Prince Michael of Kent Award of Merit** is a prestigious personal award made by the Board of Motorsport UK and presented to a maximum of two recipients in any given year. The 2021 recipient is **Dr Ian Roberts** in recognition of his dedication and contribution to the development of medical safety initiatives throughout motorsport both in the UK and worldwide. Dr Roberts was Chief Medical Officer at Silverstone for many years with responsibility for the British Grand Prix and was also Chair of the Medical Committee for Motorsport UK, ensuring equipment and safety at all circuits was managed effectively through the work of that committee. In 2013 Dr Roberts was appointed Formula One Rescue Co-ordinator (currently known as the FIA Medical Delegate) and attends all Formula One races, performing that role while being an ambassador for British motorsport. During the first lap of the 2020 Formula 1® Bahrain Grand Prix, Romain Grosjean

was involved in a serious incident and Dr Roberts was immediately on the scene. He has been widely praised for his bravery in approaching the burning car and assisting in moving Grosjean away from the danger area. In recognition of this selfless act, Dr Ian Roberts is most deserving of this prestigious HRH Prince Michael of Kent Award of Merit.

The **Motorsport UK Lifetime Achievement Award** is the highest honour bestowed by the governing body's board and presented in recognition of outstanding achievement over many years in the sport. Tier one awards are presented to a person with an International motorsport profile, while tier two acknowledges those with a National profile. Two recipients are celebrated in the tier one category with both **Sir Jackie Stewart** and **Jimmy McRae** recognised, while **Jonathan Lord** is presented with a tier two award.

Born in Dunbartonshire in 1939, **Jackie Stewart** was the son of a garage owner, and gained a passion for cars from a young age. He went on to become a three-time Formula One World Champion in 1969, 1971 and in 1973 when he retired having won 27 races, a record which he held for 14 years until Alain Prost won the Portuguese GP in 1987. Involved in a serious accident at Spa-Francorchamps in 1966, the young Jackie Stewart became an advocate for motor racing safety, which included pressing for mandatory safety barriers at circuits, mandatory seat belts for all competitors and full-face helmets. Jackie Stewart received the honour of an OBE in 1972 and a knighthood in 2001, both for services to motor racing. He was also presented with the BBC Sports Personality of the Year Award in 1973. From 1997





to 1999, Sir Jackie was Team Principal of Stewart Grand Prix competing in Formula One. Motorsport UK acknowledges the enormous contribution Sir Jackie Stewart has made to track and competitor safety since the 1960s and his commitment to UK motorsport over the decades, and is honouring him with a Lifetime Achievement Award.

Jimmy McRae was born in Lanark, Scotland in 1943 and came to four-wheeled motorsport through stage rallying relatively later in life at the age of 31. This involvement brought the entire McRae family into rallying, with Jimmy and two of his sons Colin and Alister winning significant events and Championships over the years. Jimmy McRae is the most successful driver in the history of the British Rally Championship with five championship wins during the 1980s. He finished second in the 1982 European Rally Championship and is also the most successful driver in the Circuit of Ireland endurance rally with seven wins during the 1980s.

Jimmy McRae guided the development of Colin and Alister in the sport, with both of them sealing the British Championship title, and Colin claiming the ultimate prize of being crowned FIA World Rally

Champion in 1995. Jimmy still attends events across the UK and whilst his exploits from the 1980s will never be repeated, there is no better time than now for Motorsport UK to acknowledge his unabridged success in stage rallying with the presentation of a Lifetime Achievement Award.

Jonathan Lord began his own motorsport career in 1965 competing as a navigator on road rallies before moving on to co-driving on stage rallies shortly afterwards. Whilst at St Andrews University, Jonathan became Secretary of St Andrews and District Motor Club and in 1976 Jonathan started work with the Royal Scottish Automobile Club where he stayed until 2002 having been Secretary for 11 years. Jonathan has been Company Secretary for RSAC Motorsport Ltd since its inception in 1989.



In 1977 Jonathan was asked to manage Route Authorisations in Scotland on behalf of the Scottish Government and continues to do this today in liaison with Motorsport UK. In 1978 Jonathan accepted a role as a Motorsport UK Steward, which he still maintains today along with a recent appointment since 2016 as a Safety Delegate. Jonathan also holds two other posts on behalf of Motorsport UK as Route Liaison Officer (since 1979) and Forestry Liaison Officer (since 1981).

Jonathan is an International Clerk of the Course and has performed this role on many events since 1982. Jonathan was Regional Organiser for Scotland on the RAC Rally from 1979 to 1996, and



WRC

subsequently became Competitor Relations Officer for Rally GB in 1997, a duty he still performs today. Having represented Scotland for many years at Motorsport UK on Rallies Committee and the Motor Sports Council, Jonathan has dedicated his life to volunteering his services to the sport.



The **Sir Malcolm Campbell Memorial Trophy** is bestowed annually upon an individual or group for excellence within motorsport. The 2021 award is presented to **Paul Howarth** in recognition of his personal achievements in the sport. Paul Howarth is one of the most experienced team managers in the world of motorsport, having run the Subaru World Rally Team, MINI WRC Team, the Aston Martin Racing team and most recently managed the Bahrain Raid Xtreme on the Dakar. He ensures that all aspects of the team's on- and off-event operations run like clockwork from logistics to race strategy and pit stops. Paul has worked with drivers including Colin McRae, Richard Burns, Tommi Makinen, Carlos Sainz and Petter Solberg during his 18 years with the Subaru World Rally Team. More recently, he was involved in Subaru's record-breaking successes at the Isle of Man TT and at the Nordschleife, in addition to the GCK rallycross programme. Today Paul is Team Principal of Aston Martin Racing, overseeing their Driver and Manufacturer World Championship challenges in 2020, as well as taking victory at Le Mans and going on to secure the GTE Pro Drivers' and Manufacturers' Championships.

Officials who have completed their active service to motorsport may be invited by Motorsport UK to become an **Officiel d'Honneur**. Subject to annual renewal, this honour will entitle them to various privileges, while their valuable advice may be called upon to make optimum use of their wealth of experience.



Peter Liddle has been honoured as Officiel d'Honneur in recognition of his outstanding contribution to UK motorsport in general, and karting in particular. Peter has been involved in the sport for over 50 years, and as well as being a long-time motorsport committee member, he has also been a Scrutineer and Technical Commissioner for both car and kart. Peter has always undertaken the many duties he performed both faithfully and with fairness to all concerned, and has been held in the highest regard by competitors and officials alike.

Long Service Recognition Certificates are issued by Motorsport UK throughout the year and are selected based on nomination by a club, region or an event.

Tony Ball (back row, left) has supported EMMU Rescue since 1980, providing guidance and support to his team members as well as undertaking many other volunteer roles. He retired on his 80th birthday after 40 continuous years.

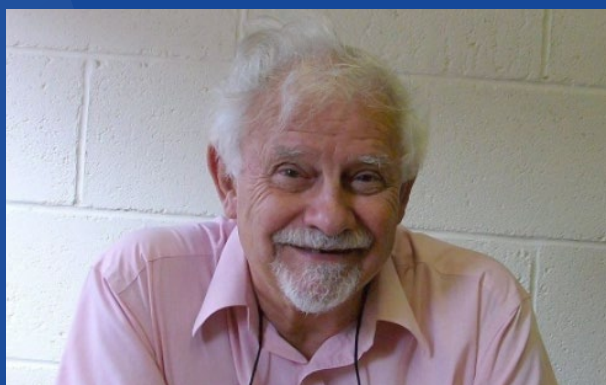




Dr Peter Cox is an active motor club member, championship organiser, clerk of the course and member of various committees including the BTRDA Autotest Committee. Peter started off his career competing in and organising events in 1974 and has remained an active volunteer ever since, helping to organise special stage rallies and autosolos.



as the Chief Scrutineer for 750 Motor Club and, most recently, Historic Motor Sports Club. He is still the registrar for a number of the formulae run by them.



Colin Ringham has supported the karting community in his capacity as a Technical Commissioner, Scrutineer and previous member of the Kart Technical Working Group over the last 40 years. With a superb engineering knowledge, he has dedicated a great deal of time to motorsport including the development and training of many Scrutineer Officials.

Dallas Smith has been scrutineering for 62 years for the 750 Motor Club and HMSC, and at over 90 years of age, has decided to retire. During his motorsport career, Dallas has been a mentor and trained a significant number of scrutineers as well as working



Harry S Tinkler is 84-years-old and has supported the motorsport community as a volunteer for almost 70 years, and for the last 40 years as a steward. Having made a huge amount of friends over the years, he intends to be a club steward at Croft and Harewood in 2021 and will then finally retire from motorsport.



**Proud to be appointed
Official Fuel Provider to the
British Rally Championship**



VP Racing Fuels knows a thing or two about rally fuel. Making technical advances year after year and working with some of the biggest names in the business, our scientists are dedicated to the art of "makin' power!". Now it's time to bring VP's expertise to the British Rally Championship in close co-operation with our UK importers, Old Hall Performance. We look forward to seeing you on the stages, and wish all BRC teams a safe and spectacular season.

Learn more about the full range of VP's fuels and consumer products

CLICK HERE

Call: 02476 717 100 | Email: sales@oldhallperformance.com

VPRacingFuels.com

CELEBRATING INTERNATIONAL WOMEN'S DAY

UK motorsport community supports the global IWD 2021 campaign

Monday 8th March marked 2021 International Women's Day, with celebrations across the globe. Motorsport UK joined the event by sharing short video clips across its digital channels featuring the incredible FIA Girls on Track UK Ambassadors - ranging from BTCC race mechanics to TV presenters, racing drivers to team managers.

The IWD 2021 campaign theme was #ChooseToChallenge:

"A challenged world is an alert world. Individually, we're all responsible for our own thoughts and actions - all day, every day."

"We can all choose to challenge and call out gender bias and inequality. We can all choose to seek out and celebrate women's achievements. Collectively, we can all help create an inclusive world."

"From challenge comes change, so let's all choose to challenge."

Motorsport UK supported the #ChooseToChallenge campaign by inviting women in motorsport to raise their hand in a photographic image to show a commitment to choosing to challenge and call out inequality.

In total, Motorsport UK posted 11 videos during International Women's Day along with messages from women competing in different motorsport disciplines, with posts reaching over 90,000 people.



FIA GIRLS ON TRACK UK HOSTS FEMALE F1® SPEAKERS

Inspirational 'Meet the women of Formula 1' webinars receive hugely enthusiastic response from online attendees

A series of online events organised by FIA Girls on Track UK and Formula 1 showcasing 22 women working in the sport has been warmly received by its speakers and audience, while engaging enthusiastic participants from all over the world. The programme of 11 virtual discussions attracted as many as 1,400 attendees and a significant number of new members to the already burgeoning FIA Girls on Track UK online community, the Facebook group doubling in size while LinkedIn and TikTok also saw extensive interactions.

Hosted by a group of five up-and-coming female motorsport journalists, speakers for the webinars included F1's Director of Race Promotion Chloe Targett-Adams and Head of Commercial Development Emily Prazer.

"I'm so grateful for the opportunity and as you could probably tell, I loved every minute of hosting!" said Ariana Bravo from the Driven by Diversity podcast. "I really appreciate the faith you had in all of us hosts and the support throughout the series."

Similar positive messages were heard from many of the attendees. "There was a fantastic community feel, I left every meet feeling really positive and motivated," said one typical submission in the post-event survey. "I cannot express how much this series has helped me feel confident about my future. Just listening to women sharing their experiences is so affirming!"

"It's made a difference to so many of our members to have this exclusive opportunity to meet with the women behind the scenes of Formula 1"



Jenny Morse, FIA Girls on Track UK Manager, says, "I was absolutely delighted with the success of these sessions, and really feel that it's made a difference to so many of our members to have this exclusive opportunity to meet with the women behind the scenes of Formula 1. A huge thank you to Charisma Mitra from F1, and to all of the hosts and guest speakers that were involved in the inspirational series."

Catch up on the content and revisit the webinars at Motorsport UK's YouTube channel. Further events are also scheduled, with April's theme confirmed as motorsport photography.

To find out more, and to receive mailings for future events, please sign up to the FIA Girls on Track UK Mailing list at: <http://bit.ly/2OHYNoF>



SPECIAL OFFER

Use **MSPORT15** for **15% OFF***

Email info@sacredcafe.com for
wholesale supply of race teams.

SACRED
GOURMET TEA & COFFEE

#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.



SACRED IS A BRAND OF QUALITY DELIVERED IN STYLE.

SHOWING A PASSION FOR WHAT WE DO AND STAYING FOCUSED ON WHAT WE AIM TO ACHIEVE.

ADOPTING ALL NEW STANDARDS OF THE POST COVID-19 PANDEMIC ENSURING COMPLIANCE WITH GLOBAL STANDARDS.

OFFICIAL COFFEE

PORSCHE
CARRERA CUP
GREAT BRITAIN

REDLINE
RACING

WSTR

ARGENTI
MOTORSPORT



VATANEN ADDS HIS MIGHT TO SNOWMAN RALLYTHON

There was no Snowman Rally this year but organisers worked around the clock to create a virtual replacement with a vital fundraising mission



9am Saturday 6th March should have seen the Snowman Rally kicking off the Scottish Rally Championship, circumstances dictating that this year clerk of the course Andy Jardine was instead flagging off an online alternative on his own from an empty Fairways car park. Branded the Snowman Rallython, this 12-hour virtual celebration of six decades of Scottish rallying history set out to raise funds for three local charities: Mikeysline, Headway Highland and Highland Foodbank.

A touching introductory message filmed by none other than Ari Vatanen highlighted the purpose of the event, the Finnish legend speaking of how hard he tried to win the rally back in 1976 and that he was hoping for a similar level of fundraising effort from all those watching.

The result of much hard work behind the scenes, the Rallython's aim was to bring rally enthusiasts a day of unique content and activity, the ability to enjoy it from the warmth and comfort of home at least a change from the typically bracing forests in the Highlands where they would otherwise have been.

The event brought together people with a huge range of Snowman stories to share, whether former competitors who went on to international success or the clubman entrants who have formed the backbone of the event over the years. They were joined by the organisers and volunteers who make the Snowman Rally possible each year, each with their own memories to share and stories to tell. In true rally style, the day ran over 10 special stages, each with its own



unique content comprising special interviews, rarely-seen photographs and other material from the club archives.

Those giving their time and sharing thoughts for these special Snowman Rally interviews included Ari Vatanen, Jimmy and Alister McRae, Motorsport UK chairman David Richards, Andy Dawson, David Sutton, John Davenport, David Bogie, Andrew Wood, Alistair Brearly and a host of current SRC competitors and winners, not to mention Highland Car Club and Snowman legends such as Donnie Ross. Another featured driver was Dave MacDonald, a veteran of five decades competing in Snowman rallies.

"It was a fantastic and very well-received event, during what has been a difficult year for everyone. The event will raise monies for charities which are very much valued by HCC and the Snowman Rally"

"I would also like to thank Ari Vatanen for his support, all those who contributed to the event itself and, of course, the Snowman Team"

A rolling celebration of this rich heritage was a common theme throughout, from the 1950s when the event first ran and was affectionately known as 'the poor man's Monte Carlo Rally' all the way up to the modern day. Bob Irvine and John Fife provided their own unique memories, concentrating less on the stages themselves and more about the raucous 'support events' that have gone down in legend over the years.

In the days leading up to the event, there had even been a virtual Snowman Rally on DiRT Rally taking place as part of the Moates Virtual Scottish Rally Championship, with over 250 competitors battling it out to find winners in each of the three classes taking part.

As the event reached its conclusion, some time was devoted to remembering some of the Snowman friends and competitors no longer with us in an emotive filmed tribute. Having acted as frontman and compere throughout the day Andy Jardine finally waved his flag again to confirm 'course clear' and share news of the donations received thus far. At the time of writing, the Rallython has raised over £5,000 in a combination of cash pledges, a blind auction and a competition for two lucky winners to earn themselves a ride alongside Mike Moates on a future test event.

As the weekend drew to a close, 'event ambassador' Ari Vatanen got in touch with the event organisers to congratulate them for their efforts, while also making the point that "we raise too little money for these noble causes." He then announced his own campaign to his 100,000-plus social media followers, encouraging them to buy one of his exclusive 1976 Snowman Rally T-shirts with a promise to pick 10 at random to sign before sending them out. Ari has been personally involved in the design of this exclusive shirt and thanked everyone who has bought one through his social media accounts, turning a local fundraising effort into a global one.

"I am very proud of the team for putting the online Snowman event together," says Fiona Munro, President of the Highland Car Club. "It was a fantastic and very well-received event, during what has been a difficult year for everyone. The event will raise monies for charities which are very much valued by HCC and the Snowman Rally. I would also like to thank Ari Vatanen for his support, all those who contributed to the event itself and, of course, the Snowman Team."

Visit: www.snowmanrally.co.uk for more information.

When you shift to electric

– Easee is the charger for you



Coming soon!

70,000 charging robots
installed in Europe.

The only thing you need to do
is choose your colour. It's that Easee!



Official EV Charging Partner
www.easee-international.com/uk

easee®

MOTORSPORT UK IS SEEKING NEW MEMBERS FOR ITS COMMITTEES IN 2022

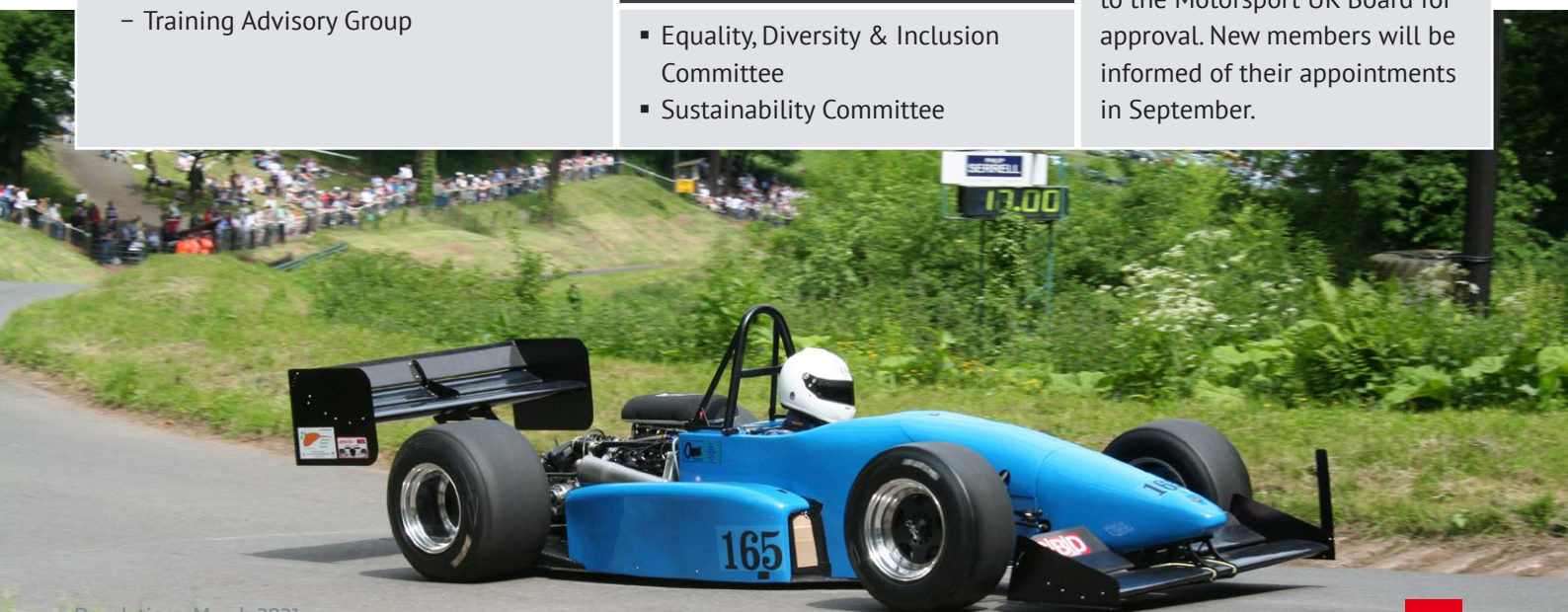
As motorsport's national governing body, recognised by the FIA as the official ASN for the UK, Motorsport UK is charged with the management and development of the sport in a safe and fair manner, allowing many thousands of people to enjoy the sport fully. At the heart of its governance lies the committee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

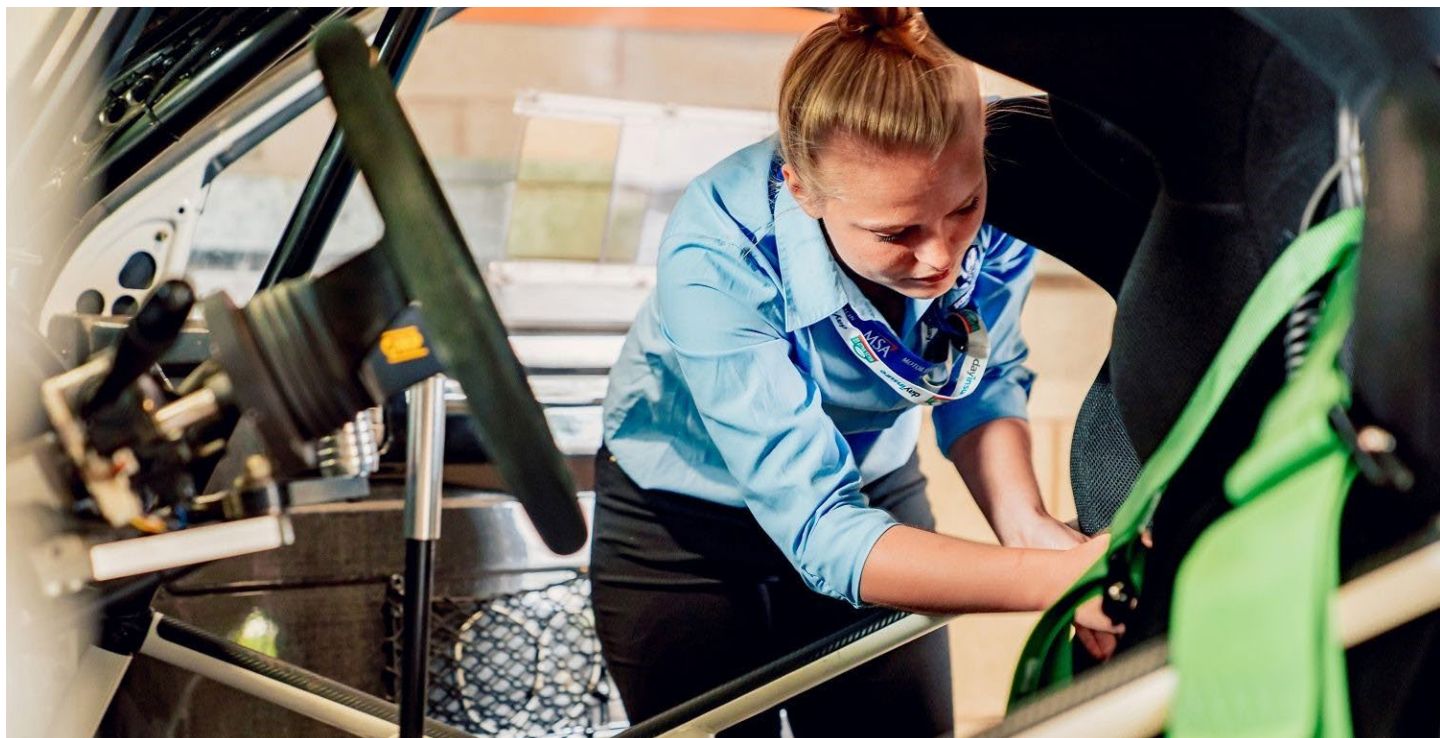
Motorsport UK's committees are made up of motorsport enthusiasts and professionals, drawn from clubs, teams, manufacturers, competitors and officials – in fact the widest

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"> Autotest Committee Cross Country Committee Historic Committee Kart Committee Race Committee Rallies Committee Speed Events Committee including: <ul style="list-style-type: none"> Autocross & Rallycross Sub Committee Dragster Sub Committee Sprint & Hill Climb Sub Committee Trials Committee Volunteer Officials' Committee including: <ul style="list-style-type: none"> Clerks' & Stewards' Advisory Group Marshals' Advisory Group Training Advisory Group 	<ul style="list-style-type: none"> Judicial Committee Kart Technical Advisory Group Medical Committee Medical Advisory Group Safety Committee Rescue & Recovery Advisory Group Technical Committee Timekeeping Advisory Group 	<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: committeeinterest@motorsportuk.org 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>
	<h2>NEW COMMITTEES</h2> <ul style="list-style-type: none"> Equality, Diversity & Inclusion Committee Sustainability Committee 	





COMPETITION SEATS: ONE-YEAR REGULATION ‘FREEZE’ AND A NEW FIA STANDARD

Motorsport UK has announced that it has extended the validity of certain FIA-homologated competition seats by one year due to the COVID-19 pandemic

The Motorsport UK Board, and its Technical Committee, agreed that competitors who were unable to benefit from the full usable life of seats that expired during 2020 or 2021 will be able to use them for a further 12 months beyond the homologated life.

The calendars for Stage Rally and Rallycross have been particularly impacted and this ‘Regulation freeze’ in relation to seats will afford those competitors a grace period as motorsport gets back on track following the latest period of lockdown.

The applicable Regulations are **N6.13.6.1** and **R48.10.6**, and the extension applies specifically as follows:

- Seats with an original homologation label detailing a manufacture date during 2013, which may be used for up to 8 years from the date on that original homologation label; and
- Seats with a ‘Not Valid After’ date (on the original homologation label) of 2019, which may be used until 31st December 2022.

The validity dates above take into account the additional two years’ use over the FIA homologation validity already afforded to seats used in National Events in these disciplines.

The date of implementation of the above Exemption (Regulation A2.4) is immediate and will cease on 31st December 2022.

New FIA Standard – 8855-2021 – Competition Seats

Motorsport UK’s one-year extension to the validity period of competition seats has the additional benefit of allowing more time for competitors to adopt the latest FIA Standard for Competition Seats should they so wish.

The aim of this standard is to provide objective performance requirements for a new generation of competition seats, which are considerably in excess of those of FIA Standard 8855-1999,

ensuring improved strength and support during rear impacts together with more extensive support to the pelvis, shoulder, and head during side impacts.

The maximum usable life of an FIA-homologated competition seat will be 10 years from the year of manufacture. Notwithstanding the “Not valid after” date, a seat involved in a serious accident should be withdrawn from service immediately.



COMMUNITY ENGAGEMENT AT THE INAUGURAL ASI CONNECT

Motorsport UK took part in the first-ever Autosport International (ASI) Connect on 10-11th March

Organised by the team behind Autosport International, ASI Connect was an innovative digital networking event for the motorsport industry which delivered the spirit of Autosport International in a digital format to bring the motorsport industry together.

Motorsport UK welcomed the motorsport community to its Virtual Booth throughout the two-day event, where team members were on hand to answer technical and membership queries, in addition to offering advice on how to get started in the sport as a competitor, marshal or official.

Hugh Chambers, Motorsport UK CEO, opened the show, discussed what's next for Motorsport UK and looked to the year ahead.

Motorsport UK Board Member, EDI Committee Chairman and CEO of W Series, Catherine Bond-Muir joined the Diversity in Motorsport panel to consider what needs to be done to break down barriers to make motorsport a more inclusive sport at all levels.

Safety in the sport was the final key topic of discussion at the online trade show with Motorsport UK's Safety, Sporting and Technical Director, John Ryan and Chairman of the Motorsport UK Safety Committee Christopher Tate joining the debate in the 'What's Next for Safety' session.



MOTORSPORT UK WELCOMES NEW PARTNERSHIPS

VP Racing to fuel the British Rally Championship

The British Rally Championship is delighted to announce VP Racing Fuels as the official fuel provider for the 2021 season.

VP Racing have a long and illustrious involvement in motorsport, in Europe and across the Atlantic. Formed in 1975, the American company currently produce more than 70 unique fuel blends across the entire spectrum of the sport, including rallying, circuit racing, motocross, air racing and drag racing.

From 2021, VP Racing Fuels, along with Old Hall Performance, will be present at all championship rounds with its refuelling kits and equipment to ensure safe handling and distribution of petroleum to all BRC registered crews.

Regulations and Registrations for the eagerly anticipated new season will be available soon. All the latest championship news can be found at: www.britishrallychampionship.co.uk

Keep tabs on all the latest BRC developments on social media using **#BRC**



Motordrive Seats announced as new member benefit

Motorsport UK and Motordrive Seats have joined forces to offer a fantastic new discounted product range for Motorsport UK competition licence holders.

Motordrive is a leading British manufacturer of world-class FIA seats and is making available a new "Partnership Series" of seats and accessories to Motorsport UK members at a 20% discount, enabling them to get started in the sport.

For more information and to buy online, visit:

www.motordrive.com quoting your licence number to access this exclusive partnership discount.

motordrive

KARTING

ONLINE CUSTOM KARTING CONFIGURATOR



**THE SUIT.
MAKE IT YOURS.**



**THE GLOVES.
IN YOUR HANDS.**



**ACCESSORIES.
BALACLAVAS,
TOPS & COVERS.**



**THE BOOTS.
FROM THE
GROUND UP.**



HRX
BESPOKEMOTORSPORT

[https://www.hrxracewear.co.uk/collections/
custom-karting-products](https://www.hrxracewear.co.uk/collections/custom-karting-products)

Motorsport UK's Official Racewear Partner

EST 1970

BAYLIS & HARDING

ENGLAND



You're in
SAFE HANDS

During these times hand hygiene has never been more important. Whether you are staying in or going out, keep your hands protected with our range of Hygienic Hand Gels. Perfect for when you are on the move or even to have around the house.

75% Alcohol content • Quick drying • Fragrance free



@baylisandhardingplc

Subject to availability instore and online at Tesco, Morrison's & Amazon

JAGUAR E-TYPE CELEBRATION AT SHELSLEY WALSH

Iconic British sports car gets a dedicated weekend of 60s themed fun and hill climb action for its 60th birthday celebration

Photo: Ben Wood

It was exactly 60 years ago that Jaguar PR man – and keen racer – Bob Berry drove the Jaguar E-type non-stop from the Coventry factory to the Geneva motor show, arriving just minutes before Sir William Lyons was due to unveil it to the world. “I thought you were never going to get here,” Lyons apparently quipped, before ordering legendary Jaguar test driver Norman Dewis to “drop everything” and drive a roadster version from the factory too, such was the interest in the car.

An icon was born, key players such as Berry, Dewis and Jaguar team boss Lofty England ensuring it had motorsport in the blood from the start.

A motorsport-themed celebration is therefore appropriate, the E-type 60 event at Shelsley Walsh in June combining action on the famous hill climb with displays, a 60s-themed party and more.

“We are determined to have an amazing celebration – we all deserve it,” says Jaguar E-type Club co-founder Philip Porter. “So, with the support of our sponsors, our exhibitors, our entertainers and, above all, enthusiasts, we are looking forward to a fabulous birthday party for the E-type.”

Organised under Visit England’s ‘We’re Good To Go’ COVID-19 protocols to ensure the safety of all attendees, E-type 60 has confirmed Hope For Tomorrow as its charity partner, supporting its work with mobile cancer units operating all over the country. For tickets and more information visit: www.etype60.com





ARE YOU AGED 16-18 AND A FUTURE MOTORSPORT CHAMPION IN THE MAKING?

Apply now for the Enhanced Diploma in Sporting Excellence (DiSE) course developed by the Motorsport UK Academy in collaboration with Loughborough College

The bespoke two-year sporting excellence and motor vehicle education course is designed to support talented drivers and co-drivers through both the sporting and academic pathway. This unique programme allows the flexibility to follow the education path of choice within motorsport, whilst simultaneously developing driving or co-driving skills. Developed from the government-funded Diploma in Sporting Excellence qualification, the course is combined with motorsport specific education to create a wholly exclusive syllabus.

These days, just being quick is not enough. If individuals want to make it to the top of the sport, teams are interested in intelligent, proactive drivers and co-drivers who can communicate on a technical level with their engineers and understand complex data that unlocks those last few tenths.

This course ensures that education is not neglected in pursuit of driving or co-driving ambitions and supports individuals to become a better athlete while also providing formal academic qualifications.

Katie Baldwin, Competitors Pathway Manager at Motorsport UK, said: "It's great to see so many drivers continuing to develop and progress through the Motorsport UK Academy to achieve outstanding results. The quality of the DiSE delivery at Loughborough College is of a really high standard and gives young talent a real insight into what it really takes, setting them up for a professional racing career."

"The DiSE programme gives an opportunity for drivers to build and work on developing all areas of their motorsport performance, both on and off the track. To see drivers graduating from the DiSE programme to achieve success at the highest levels is a testament to the success of the course and we look forward to continuing this great work with Loughborough College."

Recent graduates include Luke Browning (2020 British F4 Champion), Sandy Mitchell (2020 British GT3 Champion) and Harry King (2020 Porsche Carrera Cup Champion).

For further information on course content, delivery and how to apply, visit: www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise

"Being on the Motorsport UK DiSE programme is a must for any serious young drivers. The technical, analytical and psychological skills you pick as part of the course are imperative for taking your driving up a level, not to mention the strong relationships you form and the support from staff you receive, which make the course an amazing programme to be part of."

Casper Stevenson
(Year 2 DiSE and British F4 Driver)

Check out our huge range of
Motorsport accessories and
consumables today

RACE/RALLY/KARTING Racewear & Accessories

This is only a small selection of the FIA approved race and rally wear we stock. Full range of colourways available, please go online or call for full details.

RACE / RALLY SUITS | FIA APPROVED



OMP Sport £233.91 OMP First S £294.78 Sparco Sprint £251.30 Alpinestars Stratos £274.96

UNDERWEAR | FIA APPROVED



FIA Balaclavas from £28.26
FIA Socks from £15.22

FIA Tops from £56.52 FIA Bottoms from £48.70

RACE / RALLY GLOVES | FIA APPROVED



OMP First S £60.00 OMP First Evo £68.70 Sparco Land RG-5 £56.50 Astars Tech 1 Start V2 £62.46

RACE / RALLY BOOTS | FIA APPROVED



OMP First £117.35 Sparco Slalom RB-3 £73.90 Alpinestars SP V2 £91.63

RACE / RALLY HELMETS | FIA AND SNELL APPROVED



Bell Mag from £217.39 Bell GT5 Sport from £386.96 Sparco Air Pro RF-5w £430.43 Arai GP-7 FRP £733.33 Stilo WRC from £654.55



FREE
FHR/Helmet
bag with any
FHR device
worth £40

KART HELMETS | SNELL APPROVED JUNIOR HELMETS - SNELL CMH (CMR) *Vai Zero (CMR)



Sparco GP KF-4W CMR £343.48* Arai CK-6 £389.99* Bell KC-7 CMR from £391.30* Bell RS7-K from £521.74 Stilo ST5-CMR from £386.36*



FREE
Helmet bag
with selected
helmets

KART BOOTS |



Alpinestars Kart Boots from £66.63

OMP sparco CUSTOM DESIGN RACE SUITS

Custom Suit Design from £363.28

MORE DETAILS ONLINE

KART SUITS | CIK-FIA APPROVED



Sparco Thunder £126.09 Alpinestars KMX-9 V2 £133.09 OMP KS-3 £138.26



Sparco Kart Boots from £56.50



OMP KS-3 Kart Boots from £60.00

PROTECTION |



Alpinestars Neck Roll £29.16 Bengio Bumper £125.22

KART GLOVES |



Sparco Record £39.13 Astars Tempest V2 WP £58.29 OMP KS-2 Art £29.57 -273 Gloves from £56.50

**demon
tweeks**
MOTORSPORT



NOW AVAILABLE!
MOTORSPORT CATALOGUE
AVAILABLE AT
demon-tweeks.com
SALES ORDER LINE
01978 664466



All prices quoted are from and subject to VAT

75 Ash Road South,
Wrexham Industrial Estate, Wrexham,
North Wales, LL13 9UG

www.demon-tweeks.com

MOTORSPORT UK SEARCHES FOR NEXT RALLY STAR

Motorsport UK has announced its involvement in the FIA Rally Star programme, an initiative to find the next generation of World Rally Champions.

The FIA Rally Star programme is a worldwide detection programme that will take the best undiscovered talent from around the globe from rallying at home to the FIA World Rally Championship – with the ultimate prize of a seat in the FIA Junior World Rally Championship. Within the programme, the governing body for motorsport in the UK is excited to embark on its search for the next top rally driver from across the home nations.

The UK has a long association with rallying and has been the proving ground for many of the country's top rally drivers, including Colin McRae, Richard Burns and more recently Elfyn Evans, Kris Meeke and 2019 FIA European Rally Champion Chris Ingram.

The Motorsport UK FIA Rally Star detection programme is open to any UK resident aged between 17 and 26 and will begin on Saturday 27th March.

The first national round will be held digitally, as competitors battle it out using the WRC9 game available on PC, PlayStation and Xbox. The UK Digital Challenge will focus on three of the global online



#RallyAtHome events in March and April – with the fastest British drivers across the three events going forward to the UK Final.

- #RallyAtHome – 27th March - 1st April
- #RallyAtHome – 10th April - 15th April
- #RallyAtHome – 24th April – 29th April

25 places will be up for grabs from the virtual events, with a further five places being awarded to wildcard entries selected by partners of the competition.

The final 30 drivers will then be invited to Motorsport UK's new home in Bicester on Friday 4th June for the

UK final of the FIA Rally Star competition. The day-long event will comprise an Autosolo Slalom Challenge, with entrants putting their driving skills to the test in one of Motorsport UK's grassroots disciplines, as well as aptitude and fitness sessions and media interview assessments.

The driver who impresses the judges in every element of the UK final will represent their country in the European continental final in June.

Visit: <https://uk.fiarallystar.com/en> to register for the programme.

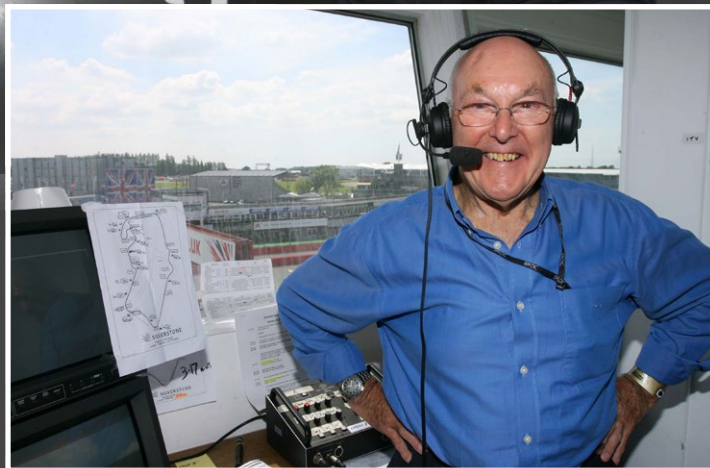
UK MOTORSPORT MOURNS THE LOSS OF MURRAY WALKER

Motorsport UK shares the sadness of the entire UK motorsport community at the loss of legendary Formula 1® commentator Murray Walker OBE, who has died at the age of 97

Since the start of his journey, when he made his first public broadcast at Shelsley Walsh Hill Climb in 1948, Murray has entertained generations of motorsport fans with his high-octane commentary. He went on to become the voice of Formula 1, first with the BBC and then ITV, before finally hanging up his microphone in 2001. Like many in Formula 1, he found it hard to leave the paddock behind and continued to visit Grands Prix around the world, including in the role of Ambassador for the Honda Racing F1 Team. Murray was proud to be British and the British Grand Prix at Silverstone always had a special place in his heart.

In 2018, Motorsport UK awarded Murray a Lifetime Achievement Award at its annual Night of Champions ceremony.

David Richards, Chairman of Motorsport UK said: "I am deeply saddened by the news that Murray Walker has passed away and wish to extend the sympathies of everyone at Motorsport UK. Murray was a much-loved giant of the sport, who played a pivotal role in the growth of its popularity throughout the UK. We will remember him fondly for his passion for motorsport in all its forms."



COTSWOLD
outdoor

15% discount

for members of Motorsport UK

Shop online now using code:

AF-GBMOTOR-M1

Full T&Cs apply. Not to be used in conjunction with any other offer or discount. Selected lines are exempt. Partnership discount is only valid for Explore More members upon production of membership identification or use of valid discount code online. Offer expires 30.06.21



You can also use your discount with:

**SNOW
+
ROCK**

runnersneed
the running specialists

5 NATIONS BRX SUPERCAR SET TO BECOME FIRST UK CHAMPIONSHIP WITH ELECTRIC V PETROL

First series to embrace electric and conventional powered vehicles competing together in the UK

The 2021 Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires plans to feature both electric and conventional internal combustion engine vehicles in its headlining Supercar class.

Motorsport UK is currently in the process of approving the inclusion of electric vehicles in the regulations which will give the green light to competitors looking to join the electric revolution. This has been made possible by utilising the STARD ERX™ powertrain, as previously seen in the World RX Projekt E Championship.

While Projekt E was an all- STARD series, 5 Nations BRX will see a mixed grid. Manfred Stohl, President of STARD and rally legend, has already competed side-by-side with conventional rallycross machinery, a concept that is also being adopted by domestic championships in Austria, Germany, Hungary, Norway, Italy and more. The performance of the STARD ERX™ is on a par with front-running engine rivals with the four-wheel drive 450 kW power delivering 1000 Nm torque, equivalent to 600 bhp.

Component kits are available to convert current Supercars to electric power. There is also the option to use STARD -built cars, currently the Ford Fiesta Mk8 ERX™ and the Rally2-based Citroen C3 ERX™. Drivers have already expressed interest in competing, including 2020 Projekt E International Champion Natalie Barratt.



ASTON MARTIN TO PROVIDE FIA FORMULA 1 SAFETY AND MEDICAL CARS



Wednesday 3rd March saw the official launch of Aston Martin's return to Formula 1 for the first time in more than 60 years and heralded the start of a new era for the iconic brand. Along with the roll-out of a stunning green livery, Aston Martin's traditional racing colours, came the announcement of a partnership with the FIA to supply Safety and Medical cars to the FIA Formula One World Championship, including the FIA Medical Car that carries Dr Ian Roberts and his equipment to the scene of any incidents.

Following the rebrand of the Racing Point team over the winter, the new AMR21 is Aston Martin's first F1 car since the DBR5, which was raced in the 1960 British Grand Prix. The driver line-up of Lance Stroll and four-time World Champion Sebastian Vettel provides youth and experience to the team's debut campaign, as it aims to add to the marque's glorious sporting legacy. The action gets underway in Bahrain on 26-28th March.



HEX
G R A P H I C S

Specialist Vehicle Wrapping



**A reputation for
quality vehicle wraps**



HEX
G R A P H I C S



www.hexsignsandgraphics.co.uk



01889 272041



sales@hexsignsandgraphics.com



MOTORSPORT UK ACADEMY CLASS OF 2021

Motorsport UK are pleased to announce the 2021 programme selections for its Academy, the governing body's talent development pathway that equips the UK's most promising young drivers with the knowledge, skills and attitude needed to maximise their performance.

Along with the existing Team UK programme, Motorsport UK are delighted to announce the introduction of the Team UK Futures initiative – with the two previous Squad and Co-Driver groups now being combined. Progression through the Academy will now have a clear pathway, with it being formed by three core programmes: Team UK, Team UK Futures and Enhanced DiSE.

A newly established Podium Programme will also run alongside the pathway and ensure that the Academy

can keep in touch with its Alumni, so that drivers who have graduated from programmes can still access support should they need it.

“Due to a disrupted 2020 season, the Motorsport UK Academy cohort couldn't benefit from a full programme delivery,” said Motorsport UK Competitors Pathway Manager Katie Baldwin.

“The Academy team felt that it was only fair that we retained many of last year's athletes for another year. A lot of our drivers had to deal with a condensed race schedule, and social distancing measures meant that we couldn't hold our face-to-face sessions. Whilst we tried to do as much as possible virtually, we're really looking forward to seeing our drivers in person later this year and delivering exciting and informative sessions with our supporting partners.”



The Class of 2021

Team UK

- Olli Cadwell
- Jamie Chadwick
- Ricky Collard
- Tom Gamble*
- Phil Hall*
- Dan Harper
- Johnathan Hoggard
- Callum Ilott
- Harry King*
- Sandy Mitchell*
- Will Tregurtha
- Tom Williams
- Keaton Williams*
- Rhys Yates

Podium Programme

- Jake Hughes
- Chris Ingram

Team UK Futures – Co-Drivers

- Jack Bowen
- Cameron Fair
- Hannah McKillop
- Ian Parker
- Gareth Parry
- Rhys Stoneman
- Ben Teggart
- Liam Whiteley

Team UK Futures – Year 2

- Luke Browning*
- Tom Canning
- Charlie Collins
- Alfie Glenie
- Josh Hislop
- Dean MacDonald

- Josh Martin
- Sam Neary*
- Alex Nevill
- Finlay Retson*
- Josh Skelton
- Rob Wilson
- Nicole Woods
- Joe Turney

Team UK Futures – Year 1

- Alex Connor*
- Jessica Edgar
- Toby Goodman
- Logan Hannah
- Louis Harvey
- James Hedley
- Rory Hudson*
- Will Hunt
- Eddie Lewis
- Emily Linscott
- Tom Llewellyn
- Joseph Loake*
- Josh Malin
- Adam Smalley
- Archie Swinscoe
- Bailey Voisin*
- Lydia Walmsley*

Enhanced DiSE – Year 2

- Lacey Brown
- Sean Butcher
- Alessandro Ceronetti
- Anderson Chilcott
- James Crossley
- Molly Dodd
- Tom Emson
- Sam Hicks

- Owen Hizey
- Abby Lock
- Will Martin
- Ellie-Anna McFall
- Gordie Mutch
- Ben O'Hare
- Abbi Pulling
- Oliver Richardson
- Brad Sampson
- Casper Stevenson
- Billy Styles
- Zak Taylor
- Jack Tomalin
- Olly Turner

Enhanced DiSE – Year 1

- Nathan Amess
- James Black
- Ben Cox
- Joseph Dalgarno
- Alfie Hammond
- Tom Johnstone
- Peter Jones
- Jon Lawrence
- Dan Mackintosh
- Sebastian Malcolm
- Ryan Margolis
- Florin-Alexandru Mazilu
- Jemma Moore
- Patrick O'Donovan
- Tom Ovenden
- Olivia Petix-Martin
- Josh Rattican
- Rhianna Regan
- Harry Rice
- Lucas Romanek
- Danny Shalev
- Alex Tuzzeo
- Harry Yardley-Rose

*Denotes new selections for 2021

MY FAVOURITE CORNER

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

Hangar Complex, Kimbolton





Name: Joe Charlton

Currently racing: "I won the 2020 KZ2 British Kart Championship and this year I'm doing the British Championships in KZ2 again, with plans to compete in some European CIK/FIA races and the World Championships, too."

My favourite corner on a British track is: "The Hangar Complex at Kimbolton."

Why I love it: "In a KZ2 kart we approach the Hangar Complex at 90mph in sixth gear, before heavy braking through the chicane down to fourth, carrying the speed round the banked corner. It rewards the last of the late brakers and you really feel the G-forces as the camber pulls you round and out!"

How to drive it like a pro: "The technique I use to attack the corner is based on how late you can brake into the chicane to carry more speed into the banked corner. Missing the first apex slightly so you can straighten up the second helps, too."

LOCAL HEROES, GLOBAL STARS

Northern Ireland's unique motorsport scene has spawned a huge range of success stories, from drivers at the highest levels of racing and rallying to local legends keeping it real at the grassroots – Ben Barry finds out more

Northern Ireland punches well above its weight in international motorsport, and across many disciplines too. Over the years it has given us numerous talented wheelmen, including Monte Carlo rally winner Paddy Hopkirk, Ferrari F1 driver Eddie Irvine, World Rally Championship winner Kris Meeke and four-time British Touring Car champion Colin Turkington. Not bad for a nation of just 1.8 million. The province represents a unique and very special corner of UK motorsport, with its own expertise and infrastructure which have created the conditions for Northern Irish motorsport to flourish.

Nicky Moffitt has been steeped in the Northern Irish motorsport scene since his childhood in the 1950s, and has tried his hand at everything from marshalling to rally driving. He was secretary of the Association of Northern Irish Car Clubs (ANICC) from 1981 to 2018, and was appointed to the board of Motorsport UK in 2006, a position he retains to this day. Few people are better placed to offer an overview of what makes Northern Ireland such a hotbed.

"One of our greatest assets (on an organisational level) is that the Association is a geographic land boundary, it doesn't merge overland with any other association area," he explains. "We've been going since 1963, we've represented Motorsport UK over here and we have a very good relationship with Sport Northern Ireland, government and all the clubs. We manage the events and ensure they don't clash – it's all done very democratically."

"The province represents a unique and very special corner of UK motorsport with its own expertise and infrastructure"



Martincich Lorenzo



Moffitt underlines the importance of closed-road events - until recently, far harder to organise on the mainland – to the province's motorsport culture. "We have three permanent venues - Kirkistown, Bishopscourt and Nutts Corner – but we also have the road-closing orders, which has allowed us to develop the Circuit of Ireland Rally and the Ulster Rally, our two major events in the past, and again that makes us unique," says Moffitt. "We can hold 10 closed events annually for three days each, and those are shared with the motorcycles."

Organising road closures with Stormont (the Northern Irish Assembly) and liaising with motorcycle clubs led to the creation of the 2 & 4 Wheel Motorsport Steering Group, an umbrella body to strategically share information, lobby at national level and co-ordinate the organisation of Northern Irish motorsport, including karting. Ronnie Trouton MBE was the first chairman of the Steering Group and he remains president of the Autotest Drivers Club Northern Ireland, a key building block of Northern Irish grassroots motorsport.

For his part, Malcolm McQueen has been involved with motorsport since 1976, and tried autotesting for fun when he was already experienced at road rallies.

Today he sits on the Autotest Committee and is heavily involved with the Autotest Drivers Club. "Ireland generally is a hotbed for autotesting, we can't put our finger on why, but we are regarded as the best in the world - the first British championship was won by Northern Ireland's John Lyons, and a Northern Irishman has now taken the title 38 times," he reveals, adding that a young Colin McRae was sent over by father Jimmy for coaching and to compete in his Mini in a Larne Motor Club autotest while still on L-plates!

"Car preparation is taken to a whole new level here too – some of the engineering is amazing," he adds. To that end, the homegrown Mini Special is a great showcase for both Northern Irish ingenuity and driver skill. The familiar Mini front end remains, but the remainder of the body is cut down to just above wheel height, much like a Mini Moke, and a large rollover bar fitted. You might see Mini Specials competing head-to-head in tandem autotesting on mirror-image courses – another local specialism that those of a certain age may remember from Grandstand back in the day.

A long lineage of Northern Irish drivers has progressed from autotesting to professional rallying careers, including Kris Meeke. But Frank Kelly is one of Northern Ireland's best-known privateers, and moved

The locally developed Mini Special is a popular mount in the thriving – and very competitive – autotesting scene

from stock cars to driving a Fiesta XR2 on gravel events. Today, he competes on both gravel and tarmac in a beautifully prepared Mk2 Escort known as 'Baby Blue', with daughter Lauren calmly reading pacenotes despite her father's famously exuberant driving style.

These days Kelly still preps his car while running his own CCTV security business – "I usually get my evening meal then go out to the workshop at 7pm for a couple of hours" – and tends to contest individual rallies rather than entire championships. This allows him the freedom to campaign overseas as well as at home.

Word of the Northern Irishman's speed and flamboyance has spread, thanks in part to a social-media campaign expertly run by Lauren. This has

earned invitations to events in Europe, and even as far afield as New Zealand. But the further Kelly's privateer career has taken him, the more he has come to appreciate home.

"It makes me realise how lucky we are with the grassroots here in Northern Ireland – you couldn't throw a stone without hitting a rally man round here!" he jokes. "We have a great infrastructure for rallying, hard workers, fantastic volunteers, I have good local sponsors and gravel rallying is more popular than people realise, too."

Like many local rally events, the Northern Ireland Hillclimb Championship is held on public roads, and runs to the same regulations as the Northern Ireland Sprint Championship, which is held at single venues such as Kirkistown, Bishopscourt and St Angelo airfield. David Evans is involved with both disciplines, but co-ordinates the sprint championship and tends to predominantly compete in sprints in his own Peugeot 205 GTi.

"Hill climbing and sprints are both really booming, and last year we had 169 registered competitors in sprints but an event capacity of 100," enthuses Evans.

"Hill climbing and sprints are both really booming, and last year we had 169 registered competitors in sprints but an event capacity of 100"



Frank Kelly is a local hero in rallying, his exploits earning him a global following on YouTube and social media



Northern Ireland's closed road hill climbs are a different level of challenge from those typically found on the mainland

"Sprinting is different to rallies – if you lose a tenth on your first corner, your run is destroyed, so you have to be on the boil immediately. It's very clubman oriented but we also have real local legends to compete against, including multiple champions Ken Culbert and Gerry McGarrity."

Hill climbing, he explains, runs on road courses which is unusual for the UK. This is in part because of the freedom of closed-road orders, but also the restriction of having far fewer stately homes with long driveways than the mainland.

"On the road, it's a totally different ballgame, it really gets the heart beating, there are bumps, no room for error and our hill climbs are nearly all longer than the mainland – Cairncastle Hill Climb is the longest of all in the UK, some sections are almost flat in top, and Craigantlet Hill Climb is a round of the British championship and has been voted hill climb of the year a few times," he adds.

Evans attributes the success of both sprinting and hill climbing in Northern Ireland to a combination of well-run events, the recent efforts invested in Facebook activity (including interviews to maintain a sense of community during lockdown) and, above all, the camaraderie of competitors.

"People who are complete polar opposites park together, no matter what their background is, it makes no difference, you're a competitor. Even through the height of The Troubles it didn't matter," he sums up. "If anyone has a problem, it's all hands to the pump."

For ambitious youngsters hoping to make it to the top, karting is typically the first step, and BTCC racer and Portadown native Colin Turkington honed his craft in the Ulster Karting Series. From the age of 10 he would race at Kirkistown and Nutts Corner, on temporary tracks laid out in car parks, and at Aghadowey, a venue more commonly associated with oval racing. "Karts would use the motorbike tracks, and I remember the farmer chasing sheep off the track and it being covered in dung – you can't get more grassroots than that!" he laughs.

"On the road, it's a totally different ballgame, it really gets the heart beating, there are bumps, no room for error and our hill climbs are nearly all longer than the mainland"



Multiple BTCC champion Colin Turkington raced karts and cars at home in Northern Ireland and believes the lessons learned helped him hit the big league

There were, he says, pros and cons to starting racing in Northern Ireland. "It's so easy to get track time, whether that's karts or circuit racing, but it's also a lot of effort, time and expense getting over to the mainland," he summarises.

An early trip for National Championship karting brought home just how stiff the competition was in the UK, but Turkington honed his car control in autograss aged 14 or 15 in a Micra and went on to win the Northern Irish Metro championship. With so little power to play with, he credits the one-make series for instilling the importance of maintaining momentum and not scrubbing speed. Eventually, he followed older brother Gary (who was racing Formula Ford) over the water to race in the Fiesta Zetec Championship. He took the title in 2001.

"I remember my first visit to Brands Hatch, I was blown away. A track like a big bowl, the grandstands... even though I'd watched it on TV, I couldn't believe the scale of it all," he recalls. "But my racing and training in

Northern Ireland set me up perfectly – it was a winter series and I broke the lap record on my first weekend."

That fresh-faced youngster has gone on to tie with Andy Rouse as winning the greatest number of BTCC championships, and is hoping to clinch his fifth title this year. Turkington upholds a proud tradition of Northern Irish competitors making it right to the top and, thanks to the efforts of the ANICC, the 2 & 4 Wheel Motorsport Steering Group and the network of grassroots clubs, there are plenty more coming through the ranks.

"My racing and training in Northern Ireland set me up perfectly – it was a winter series and I broke the lap record on my first weekend"



FUELLING MOTORSPORT IN THE UK

For many companies involved in motorsport, 2020 was the equivalent of running under a yellow flag - slow down, hold station, be vigilant and look out for hazards. For Texas-headquartered VP Racing Fuels, it was a year of opportunity and reinvention.

The diversification plan put in place ten years ago by VP's CEO, Alan Cerwick, enabled VP nimbly to address the needs of consumers in the absence of racing from their calendars. VP pivoted its production capacity and began making hand sanitiser in industrial quantities, and its range of road and race lubricants, car care and fuel additives were pressed into service in garages across the world as enthusiasts fettled their cars.

In Europe, VP continued its expansion, widening the range of available products and expanding distribution, bolstered by a new warehouse in Rotterdam, giving flexibility to the supply chain and opportunities for smaller dealers to join the VP family.

Back in the UK, VP consolidated its distribution by appointing Old Hall Performance as sole importers of the entire VP range.

The Coventry-based firm has been supplying US-sourced brands to the UK racing market for 15 years. It has invested in new staff, vehicles, and warehousing to meet the opportunities

VP is the Official Fuel Supplier, Official Performance Coolant and Official Performance Additive of the IMSA series.

presented for VP's fuels and consumer products throughout the UK. Miles Corrick, Old Hall's Sales & Business Manager, says, "We are very excited to be able to bring the full VP range to the UK. Our expanded capacity, including a dedicated new sales executive, Tom Bacon, will enable us to provide real choice and enhanced service to the UK's race and rally community."

VP's continued investment in the UK market also led to the opportunity to become Official Fuel Supplier to the British Rally Championship for 2021 and beyond. Having spent more than a decade blending specific rally fuels and developing the R5 and R5.1 blends in conjunction with M-Sport, VP now fuels a wide range of rally machinery all around Europe.

Peter Coleman, VP's Business Development Consultant for Europe, is optimistic too, "We have weathered the trials of the pandemic during 2020 and 2021, and we are now hugely grateful for the opportunity to get the green flag once again." He continues, "Our track partnerships with Santa Pod and Castle Combe have been uninterrupted, and we are grateful for such strong alliances in a key development market for VP."

As motorsport opens back up this summer, VP is ready on both sides of the Atlantic to support racers, tuners, and enthusiasts in doing what they all love – Makin' Power®.

To find out more about the VP product range, visit oldhallperformance.com/vpracing



WIN ONE OF FIVE VP RACING FUELS GOODY BAGS!



To celebrate its new partnership with the British Rally Championship, Motorsport UK has teamed up with VP Racing Fuels to offer five lucky members a VP Racing Fuels goody bag comprising a baseball cap, drink bottle and drawstring bag.

Packed in a lightweight yet strong drawstring bag, the 600ml drink bottle comes with interchangeable screw and sports caps and a belt clip, while the baseball cap is adult size and adjustable.

The full range of VP merchandise can be previewed at: www.maxgapparel.com

More information about VP Racing Fuels can be found at: www.vpracingfuels.com

HOW TO ENTER

To enter, just correctly answer this question: *VP Racing Fuels have just been announced as the Official Fuel Supplier to which Motorsport UK British Championship?*

Send your entries to: Revolution@motorsportuk.org by midnight on Sunday 4th April with the subject line 'VP Racing Fuels'. The winner will be notified by email.

For full terms and conditions visit: www.motorsportuk.org/competition-terms-conditions



CHEAP THRILLS

Want to go really fast for not a lot of money?
Hold on tight as Gareth Evans guides you
through the sensational sport of Superkarting



In a nutshell, Superkarts are one of the most extreme forms of racing available on a Motorsport UK licence. This low-cost, high-adrenaline discipline is often overlooked in the 'traditional' pathway into circuit racing, with many drivers jumping directly from short-circuit karting to Formula Ford, Ginettas or similar, leapfrogging a sport that offers more performance-per-pound than pretty much anything else on four wheels.

The name 'Superkarting' was introduced to the UK kart scene in 2012, previously it was known simply as 'long-circuit karting', which is officially classed as gearbox karts raced on circuits longer than 1,500 metres. They are powered by adapted motorbike engines or bespoke kart motors with gearboxes featuring up to six ratios, depending on class. Thanks to the aerodynamic bodywork, they look rather like mini Le Mans prototypes, with performance to back up the looks.

Ian Rushforth from British Superkart Racing Club outlines the sport's origins. He has been involved in this scene since the very beginning, racing short-circuit initially in the 1960s until a more exciting opportunity presented itself to race on bigger

tracks. "Long-circuit was pioneered by a guy called Sid Taylor from Lincolnshire, who began running events for gearbox karts as part of the Cadwell Car and Kart Club way back," explains Ian. "Sid handed over the reins to John Shaw and the Cadwell Kart Club carried on for many years before stopping when John retired. Those meetings Sid ran were a must for me in my racing days."

Ian continues, "I raced for quite some time and then took on secretary of the meeting duties and developed from there. I'm 74 now and I started when I was 18."

Speed remains a major attraction. "The 250 Twin is the Formula One of the sport," he says, "and they will do as much as 145mph."

If that sounds an exciting prospect with your backside skimming the track surface, the lap times are arguably even more impressive. For a sense of context, the Superkart lap record at Donington Park is 1:25.888, driven by Peter Elkmann in 2017. Compare that with the pole time of 1:26.548 for a McLaren 720S GT3 in British GT at the same track and you get a sense of how fast they really are.

Gary James raced a 125 Superkart for a quarter of a century before hanging up his overalls in 2015. He has spent the last six years commentating on the sport and writing up race reports. He is also very keen to see Superkarts get more recognition. "It's the unknown sport but once you find out about it - wow!" he enthuses. However, having raced at the sharp end himself he does accept the perceived risk may put some people off, likening it more to motorcycle racing in that sense.

"Car racers look at us and say 'You're mad! You've got no roll bars or seatbelts. I'm not going to drive one of those things at 120-130mph when I can sit in my saloon car or single-seater and feel perfectly safe,'" admits Gary. "It's horses for courses though. You limit the dangers where you can and the technical regs address all of that."

There are now three Superkart clubs in the UK – Ian Rushforth's British Superkart Racing Club, Irish Superkarts, and Superkarting-UK, which is run by Terry Bateman. He has been racing karts himself since the 1970s and co-organises the British Championship.

In 2012 he rebranded his Long Circuit Racing Kart Club as Superkarting-UK, at the same time opening a race school based at Darley Moor that gives people the opportunity to get familiar with the discipline. It is the only school in the UK where you can take your ARKS test (the karting race licence) in a Superkart.

"The school now provides most of the newcomers into the world of Superkarting," says Bateman. "Firstly by racing at Darley with our club races, gaining race experience, then going to the bigger circuits in the country like Oulton Park, Cadwell Park, Donington, Snetterton, and, of course, Silverstone. It's also a feeder for the British Championship."

And people come from all over the world for a taste of the action. "We have had several drivers come from European countries for the Superkart training days," says Terry, "The King of Bahrain's cousin has visited us twice, too, given he liked it so much on his first visit."

For all the excitement and relative accessibility, the discipline has struggled somewhat of late, although recent developments hope to overturn that and reinvigorate it. "Superkarting has been somewhat depleted in numbers over the last few years with grids now having to be mixed to make the meetings viable," admits Bateman. "Motorsport UK has now taken charge of the British Superkart Championship, which will give it some much-needed backing and resources. While it won't happen overnight, the initial three-year plan, and the governing body's wealth of advice and input, should see Superkarting go forward with increasing numbers for the future."

"Motorsport UK has now taken charge of the British Superkart Championship, which will give it some much-needed backing and resources"





Former British 125 champion Mark Bramhall is 46 and still races a Superkart in the 125 Open class, which is the entry-level category but still incredibly competitive. He has been racing karts since he was 18, graduating from the TKM class to short-circuit gearbox racing before taking the step up to long-circuit. "We did a meeting at Darley Moor and I've loved it ever since, really," explains Bramhall. "I raced 125s up until 2007 when I won the British Championship and then retired for a bit, came back driving the twins and then got back into the 125 class again."

But what is the big appeal of Superkarting? "Try it, and look at the smile on your face," says Mark. "The sensation of the driving, the closeness of the racing. It's very competitive and it's quite cost-effective, especially the 125 Open class."

And with the governing body on board for the 2021 season, it is looking better than ever from a competitor's point of view. "What Motorsport UK are doing this year is great," says Mark. "They've got a grip of the championship, which is obviously leading to more promotion."

"Try it, and look at the smile on your face"

How much?



We asked driver Mark Bramhall what you would need to budget to join him on the grid for the Formula 125 Open Superkart class for the 2021 British Superkart Championship. Here is what he came back with:

- 125cc Open Superkart complete – from c. £3,000 second-hand to around £10,000 new.
- One set of slick tyres per meeting at c. £219. Wet tyres £223.
- 25 litres of 102 octane race fuel at c. £90.
- Entry fees are £345 per event, including charges such as event infrastructure, medical cover and timing.



Mark is keen that people do not overlook Superkarting on their way up the racing ladder, either. "It's always been portrayed that you should go with a good short-circuit kart, European karting and then on to single-seaters and so on. Obviously, that's not the route that everybody can take because of the finances involved," he says. "If you move your way up to the 250 Twin class, you're lapping in comparable times to Formula 3 and so on. You're getting that same level of performance for a lot less of a budget."

If you fancy seeing for yourself what all the excitement is about, the opening round of the Motorsport UK British Superkart Championship is scheduled for 22nd May at Mallory Park, with a two-day round at Anglesey in July and another two-day event at Cadwell in August (postponed from its original April date) before the British Superkart Grand Prix at Donington on 25th September.

Superkart classes

Formula 450 National



Division One – The F1 of karting. These monsters have tuneable chassis set-ups, 250cc twin-cylinder, two-stroke engines with around 100hp and six-speed gearboxes. 0-60mph is well under three seconds and they will push on to speeds of around 145mph in a kart with a minimum weight of 218kg. This is the fastest and most expensive form of Superkarting, with participants all over the world.

Formula 250 – Among the most popular classes. Powered by a single-cylinder, two-stroke motor restricted to 250cc, they produce around 70hp and have a maximum of five gears. The minimum weight is 208kg. Popular engine builders include British-based THR and Viper, along with Gas Gas from Spain and DEA from Italy.

Formula 450 National – A fairly new class, reflecting the fact that motocross, from where a lot of kart engines originate, has moved to four-stroke motors. As the name suggests, these are 450cc in capacity and built by motocross stalwarts like KTM, Husqvarna, Rotax, TM, Honda and Yamaha. Minimum weight 218kg.

Formula 125 Open – The smallest class on the Superkarting grid but also the most accessible and perfect for newcomers. Very reliable single-cylinder, two-stroke engines with reed-valve induction and up to 48hp, built by the likes of TM, DEA, IAME and Vortex. These karts handle brilliantly, second-hand parts are cheap and the minimum weight of 195kg means they have lap times not far away from the Formula 250 class.

MOTORSPORT CLASSIC & SPORTS FINANCE

Teams, Drivers and Preparers.

Once again, we have a tough year ahead, cashflow will be the key to your survival and growth over the coming season. With the CIBIL and BBLs schemes coming to an end, you need to consider your options.

Capital release is a fast loan turnaround facility that can raise your working capital quickly and easily. Our refinance products are competitive and flexible offering low interest rates and simple solutions.

If you have capital expenditure or debt restructure needs, we can offer experienced advice on the right or wrong way to increase your financial status either with loan facilities or capital raising products.

As a funding partner for Motorsport UK, we understand the industry and hence your business properly to help with the months ahead.

For an exploratory chat about your wants and needs contact us on 01869 351512. We are here to help and can offer real time advice. ed@classicandsportsfinance.com

01869 351512

www.financemotorsport.com





INSIDE HQ



THE MOTORSPORT UK ACADEMY: DRIVING TALENT FORWARD

The Performance Pathway for talented young drivers that provides the UK's future motorsport stars with the opportunity to learn, develop, thrive and ultimately unlock their full potential

Over the years, the Motorsport UK Academy has supported hundreds of young drivers in their quest to be the best, with stars such as Lando Norris, Tom Ingram and Elfyn Evans amongst the Academy alumni.

Across the Academy programmes, expert coaches, partners and staff all work together towards a shared vision of identifying and supporting talented athletes on their motorsport journey, effectively preparing them for the world of high-performance motorsport and beyond. What makes the Academy unique is that it provides these programmes independently at no financial cost to the athlete, and with no vested commercial interest. The only goal is developing the sport's best talent.

"When I joined Motorsport UK, I inherited an Academy that had already achieved a great deal of success in preparing competitors to perform consistently at the highest levels," says Katie Baldwin, Competitors Pathway Manager. "The ambition was to build on that success and push it to the next level, ensuring that the Academy becomes integral to transforming the future of motorsport."

Whilst only a handful of drivers will compete at the highest level, the Academy makes sure that each of its 100+ athletes leaves the programme having developed their full potential and enjoyed their experience. It is hoped that each driver will then want to remain a part of the sport for many years to come, be it as a competitor, volunteer or part of a team. "To create a sustainable future for the sport, it's so important that we provide opportunities for continuous development to create a constantly evolving chain of role models and ambassadors of the sport," says Katie. "We want our drivers to inspire the next generation and engage new audiences."

'Participation by Inspiration' is one of the pillars of the Academy, so the pathway can give back to the sport and the community by creating sporting heroes who connect with people. The Academy aims to use its profile to recognise and share the journeys of its athletes to promote the variety of disciplines, competition levels and roles within the sport, to encourage all generations to get involved.

New for 2021

The Academy has adopted a new look and feel as part of its strategy to 'transform the future of motorsport' in the UK. Katie Baldwin, Competitors Pathway Manager, commented, "Our mission is to connect the talent pathway with the wider motorsport community and form genuine partnerships, so we can work together in delivering exciting performance development opportunities."

By collaborating with the motorsport community and working closely with championship coordinators, clubs and teams, it is hoped that talent identification will become broader, which will lead to a performance pathway with greater strength and depth. "We really hope that this collaborative approach will support a talent pool that everyone is proud of, that contributes to the health and vibrancy of the sport and will ultimately lead to international success," she adds.

In a drive to make the performance pathway clearly understandable, the Academy has been redesigned to three core programmes: Team UK, Team UK Futures and Enhanced DiSE.

The Team UK programme remains the pinnacle of the pathway and will now include a co-driver strand, with a new addition to the Academy team confirmed by Katie. "We're so pleased to announce that Seb Marshall will be joining us as the Team UK Co-Driver Mentor and he will be sharing his vast experience with our two newly selected Team UK Co-Drivers," she says.

The two separate programmes formerly known as 'Squad' and 'Co-Drivers' are now being combined to form the Team UK Futures. Whilst there will still be some aspects of the programme delivery that will run separately, bringing both programmes together as one will show the clear progression to the Team UK programme and bolster team spirit amongst the drivers. "In combining the two programmes, we can share resources and make delivery more efficient," says Katie. "The resounding feedback from past and present drivers is that they find the individualised support really beneficial but want to do more sessions together as a group."

A newly established 'Podium Programme' will run alongside the pathway and ensure that the Academy can keep in touch with its alumni, so that drivers who have graduated from programmes can still access support should they need it.

Bringing all this together, the Academy is launching a revitalised identity; a talent pathway that the nation can be proud of. The new branding provides a platform for the Motorsport UK Academy to inspire the future of motorsport and promote a sport which is vibrant, exciting and fresh, so fans feel an affinity to our athletes and want to get to know them, their story and support their journey. It captures the importance of the link from grassroots all the way through to the world stage, reinforcing the idea everyday people can achieve extraordinary things.

motorsport uk
ACADEMY



The need for speed >>>>

Motorsport is naturally a fast paced and dynamic environment.

Dealing with a **specialist insurance adviser** helps to ensure that your specific risks and exposures are covered.

As **the appointed broker to Motorsport UK** we can provide a range of products and services to suit your needs.

- On track accident damage
- Motor trade
- Personal accident
- Property, including tracks, circuits and venues
- Event liabilities
- Storage & transit
- Event cancellation
- Contractual bonus



0345 872 5060 Mon to Fri 9am to 5pm
motorsport@bluefinsport.co.uk
bluefinsport.co.uk/motorsport

How we use your data. If you are interested in how we use your personal information and how you may exercise your rights in respect of that information, please refer to the Marsh Privacy Notice <https://www.marsh.com/uk/privacy-notice.html>



This is a marketing communication.

Bluefin Sport is a trading name of Marsh Ltd. Marsh Ltd is authorised and regulated by the Financial Conduct Authority for General Insurance Distribution and Credit Broking (Firm Reference No.307511). Registered in England and Wales Number: 1507274.
Registered Office: 1 Tower Place West, Tower Place, London EC3R 5BU.

FREE Eye Test*



SAVE 10%

on laser eye and lens surgery[^]

SAVE 10%

on complete glasses, sunglasses and contact lenses⁺

Visit opticalexpress.co.uk

OpticalExpress

To qualify for these offers, Motorsport UK Members must present proof of eligibility in clinic, such as membership card or proof of membership. Offers are valid at Optical Express clinic only. *Free Essential eye test worth £50 can be redeemed once every two years. Members may upgrade to an Essential Plus eye test and pay an upgrade fee of £50. ^To claim 10% discount on corrective eye surgery, the offer must be presented along with proof of eligibility at the Member's initial free consultation appointment. Offer is not available to anyone who has booked surgery prior to being eligible for this offer. Treatment is subject to clinical suitability as determined at time of consultation. Minimum laser eye surgery value is £3,000 or more after discount has been applied. Minimum lens replacement or cataract surgery value is £5,000 or more after discount has been applied. Offer only valid with bilateral lens replacement surgery. Toric lens and phakic IOL surgery are excluded from this offer. *Member discounts do not apply to online purchases and direct debit contact lens sales. Discounts cannot be used in conjunction with any other promotion, offer or discount available to the general public. Offers cannot be redeemed for a cash alternative. Optical Express reserves the right to amend this offer. Offer valid until 31st December 2021. Over 18s and UK only.



VANTAGE POINT

Levelling the playing field



Motorsport has made great strides to be ever more inclusive, but there is always work to do and EXCELR8 Motorsport team owner **Justina Williams** is one person doing her bit to help. Her experiences in roles as varied as working as an industrial electrician in a nuclear power station to being a specialist recruitment consultant in the City of London have demonstrated her ability to succeed in male-dominated environments, a mindset she has carried into motorsport and now shares through her work as an ambassador for FIA Girls on Track UK. A successful competitor in judo and then motorsport, Williams and husband Antony have gone onto great things with EXCELR8 Motorsport, running cars in the British Touring Car Championship (BTCC) and managing the supporting MINI CHALLENGE championship. Here she talks about her experiences overcoming the odds and how her FIA Girls on Track UK role offers the opportunity to share them with others and prove young girls have the power to shape their own destinies.

I guess I didn't have a very typical upbringing - I lost my dad at an early age and he was very much my inspiration in life, so I knew I didn't want to be sat behind a desk. I decided to do an apprenticeship as an industrial electrician, and after a really good interview was convinced I'd not got the job because I was female. Then I had another interview that went terribly but the guy said 'there's something about you, just don't let me down' and that resonated and spurred me on. Later, when I worked in the City, I'd be looking to recruit senior people for very specialist jobs and you couldn't be a wallflower, you had to be strong and stand your ground. I'm very honest and people found that refreshing, I think.

It's true this makes me seem very self-confident and I realise that doesn't come naturally to everyone, but it wasn't always the case for me either and there were some tough times working on-site as an electrician. There was one guy who, after a particular incident, told me not to give up. If it hadn't been for him I probably would have given up, but that gave me the self-confidence and, often in my life, that has come from other people showing faith in me. Sometimes you have to pick yourself up, and if there's someone there who can help you, it can be really inspiring.

That's a natural fit with what I do as an Ambassador for FIA Girls on Track UK. There are so many different things you can do in motorsport and if I can inspire young girls to think 'I could be an engineer or a team

owner later in life, it can happen' that's what it's all about. Early on, I was invited to a Dare To Be Different (forerunner to Girls on Track UK) event at Thruxton. I was only meant to be doing an hour but I ended up spending the whole day just talking to people and sharing stories.

Obviously, it's been more difficult in recent months and we have adapted with webinars and online activities, but the real power is getting girls along to events and seeing behind the scenes. Giving them an honest view, an interaction and witnessing it makes it so much more realistic - they've got to have that opportunity to get hands-on. We've done practical things like changing tyres, mocking up a pit stop and it's just so different for the girls to see that. The interaction is important, and I've done things like taking my photo albums from when I was doing judo, and articles that were written about me being an electrician working in a nuclear power station, and they can see it happened. For them to relate to that, hear about the times you've succeeded and when you've failed, it makes it real.

I'm not sure if all of them were considering getting into motorsport but I think it was powerful for them to see a woman working in that environment, it makes it genuine and believable and provides an opportunity for them to talk and ask me questions about managing a team with lots of men in it, and the different jobs there are in the sport.

We've got plenty of women working in our business too, as technicians, as managers, all sorts of roles. I always want anyone who works for us – male or female – to progress, because if your people don't move up they stagnate, and so does the business. I don't have children but having my team is like my family – they do call me 'mum' because they know it annoys me but we have a giggle about it. I'm just very proud to build something and see them progress with us and learn new skills.

I do think girls sometimes need that extra little push because it doesn't always come from home or school. For me, it came from my dad, and the fact he had me help him fit kitchens, work on the car and do practical things like that. It showed me I could do anything.

In terms of what I do for FIA Girls on Track UK, and in my work for the British Army as a Female STEM Ambassador, I think it's important for youngsters to be able to speak to someone about what they've done, what they've been through, both the good and the bad. To meet someone that's been through some hard times, helps people take pride, move on in life. I tell them the only restrictions are the ones other people put on you – don't restrict yourself.

That mindset helps us at EXCELR8 because it's a business first and it needs to be successful. We want drivers to be clients for many years, which we can do with that stepping stone through the MINI CHALLENGE from Coopers to JCW, and then all the way into the BTCC. It works for our members of staff, too. For instance, we have one female working for us as a number two technician on a JCW but on a Cooper race weekend she's a number one technician. Going forward, she might swap over to be a number three on a BTCC car before going on to run a JCW as number one technician – we hope to keep our staff for longer because we're keeping them interested and gaining experience in different areas, or if they do move on, they come back, which has happened on many occasions I am pleased to say.

There are opportunities for females, and if you get a knock back just keep trying, that is what I did. Determination and persistence are very strong traits and can help get you noticed. I have always been headstrong and have the belief in myself to think 'I will make the change, I will make a level playing field.'

Fundamentally, motorsport is great because women can compete on equal terms with men, too. I remember in my judo I had to fight this guy who was twice my size. He won but afterwards he said 'Wow, I thought you were going to beat me, you're really good!' I didn't, but I'd given it my best shot and what he said gave me the confidence. I've had the same in my racing, too. I was racing against Sam Osborne who's now in BTCC in the MINI CHALLENGE Coopers at Thruxton and I overtook him through Church and people were saying 'you're mad!' but I'd got the confidence from doing laps with an instructor in a road car before the race. He said that if I drove a race car the same way I'd win that weekend. He gave me the confidence and, again, that was coming from another person having faith in me. If I can do the same for others, it makes it all worthwhile.

I can think of a good example where I've seen this play out, too. There was a gentleman who wanted me to meet his daughter – I think she was only seven at the time and had a love for cars and was interested in motorsport. She started karting and she's now winning and her dad has kept in touch, sending me pictures of her with her trophies and saying if it wasn't for me she wouldn't have got in a kart. But because she came to a race meeting and I'd told her she could do it, there she is. It's great to see girls of all ages so receptive to this kind of thing and if we can give them real life experiences through the activities of FIA Girls on Track UK, it will just continue to grow."





GET BACK ON TRACK WITH GINETTA AND WANT2RACE

Britain's leading motorsport group, Ginetta, is primed to welcome back drivers ready for action ahead of a record-breaking and exciting 2021 motorsport season.

Following confirmation that motorsport in England will restart at the end of March, Ginetta's track day brand Want2Race will be amongst the very first to welcome those with a high-performance car back on to the circuit when track days resume at Silverstone on April 1st.

Want2Race offers unrivalled, professionally-run track day events and exclusive experiences across the UK and Europe. Whether you drive your own car or take advantage of an arrive-and-drive package in a purpose-built racer, Want2Race is ready to help you gain the upper hand on track in 2021.

For those missing their racing fix, Ginetta is preparing for another exciting season across its single-make championship ladder, with record-breaking entries already confirmed. 2021 will be the inaugural season of the GT Academy - the entry-point to Ginetta racing. The car is based on one of the most successful GT4 chassis and with a race-prepared V6 engine and confidence-inspiring dynamics, it delivers the speed, power and exhilaration of GT racing in a cost-effective, easy-to-operate package. Ginetta's headline Millers Oils Supercup offers the opportunity for drivers this year to run in the UK's premier support series on the BTCC package.

Ginetta has a proud history of developing drivers, with famous alumni including McLaren F1 driver Lando Norris, 2019 W Series champion Jamie Chadwick and two-time BTCC Independent Drivers' champion Tom Ingram. Using the wealth of experience gained from Ginetta's motorsport ladder, coaching is pitched to the development needs of drivers at any stage of their progression.

Its driver development programme allows its latest crop of racers to gain valuable insights, tips and coaching, including from the brand's own factory Le Mans drivers.

Ginetta championship drivers also benefit from exclusive use of the company's world-class simulator, fitness and track testing facilities, all of which are open and ready to help those eager to develop. Located at its technical centre near Leeds, SIMTrack is Ginetta's dedicated, state-of-the-art simulator, which can be used for one-to-one coaching, track familiarisation and set-up preparation. It offers drivers over 100 race circuit layouts from across the globe and a comprehensive array of cars, from single seaters to GTs, with a variety of cockpit and gearbox options. This ensures that the simulator can be configured to suit drivers from all UK motorsport disciplines.

In the real world, valuable on-track coaching is provided at various locations, such as Ginetta's own test track, the fast and flowing Blyton Park circuit. The 2.57km track can be configured in 10 different ways, making it the ideal venue for anyone seeking driver development, testing and shakedown.

With the race season just around the corner, now is the ideal time to ensure you and your race car have the correct, updated and working race timing hardware. Race transponders are one of the UK's largest MYLAPS resellers with products available to buy online at: www.racetransponders.co.uk

Whatever your needs, Ginetta and Want2Race are perfectly placed to help you fulfil your on-track ambitions in 2021. For more information, please visit: www.ginetta.com and www.want2race.co.uk

want2race?
GINETTA

WHAT'S COMING

A selection of confirmed championships and events for 2021



National Schools Karting Association (NatSKA), Fulbeck, 10th April

Saturday 10th April will see the post-lockdown resumption of the NatSKA season at the Fulbeck Kart Circuit in Lincolnshire. This will be the third round of the annual championship which culminates in July at the end of the academic school year. Pupils aged between 8-18 from school member clubs will compete across 10 racing classes ranging from Cadets up to Junior Rotax and TKM. Two separate grids of complete novices will get the opportunity to try karting, and once hooked and fully licenced, can ultimately race against their school mates. The absolute seed of grassroots motorsport!

Bath Motor Club – Spring Autosolo, 11th April

Grassroots motorsport is back with Bath Motor Club just one of many clubs taking advantage of the lifting of lockdown restrictions to host an autosolo on 11th April. A qualifying round of various championships, the event is a great way of getting a first taste of competitive motorsport and will welcome a capacity entry of 42 competitors to Kemble Airfield to tackle the four courses three times each. The event usually runs with a capacity of 55 cars, but has been reduced to ensure all cars can complete the fast course within the allotted time. Demand for places was high with entries full just one hour after opening. Visit: www.bathmotorclub.co.uk for more information.



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

BARC Midlands



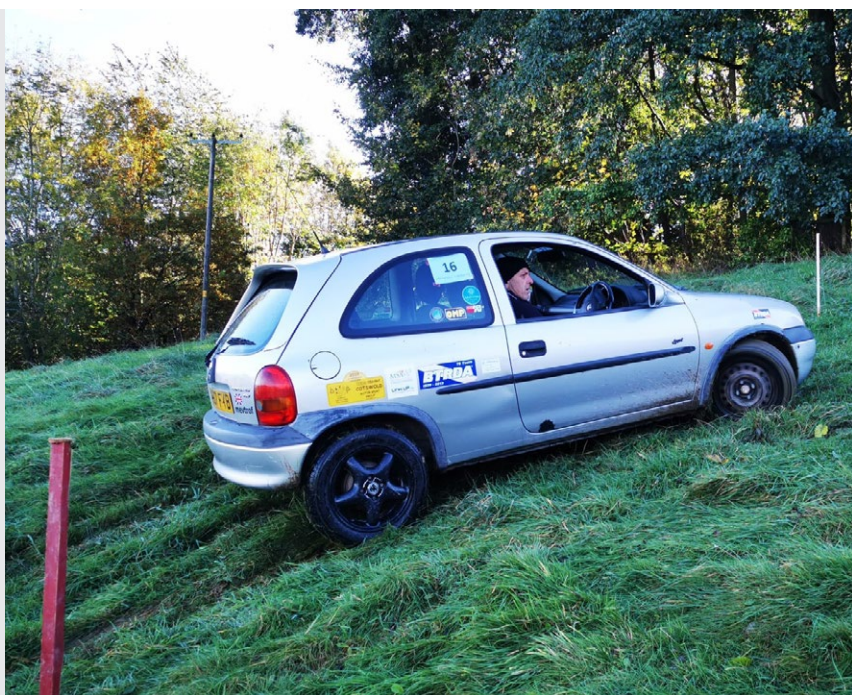
BARC Connaught Speed Championship – various dates

Held at a variety of hill climb and sprint venues across the country, the popular BARC Connaught Speed Championship has confirmed a full programme for 2021 after being forced to cancel its entire calendar last year. In terms of variety of venues and machinery, not to mention the accessibility of its multiple class structure, the Connaught Speed Championship is equally popular with seasoned competitors as it is with complete beginners who all race against the clock. With cars ranging from specialist single-seaters all the way to standard, road-legal production cars, there really is something for everyone, with venues including Shelsley Walsh, Pembrey, Prescott, Snetterton, Harewood, Curborough, Anglesey and many more. For full details on classes, dates and venues see:

www.barc.net/championship_informa/barc-connaught-speed-championship

Motorsport UK British Car Trial Championship – various dates

For a detailed exploration of the world of Trials, check out the full feature in the January issue of *Revolution*. Suffice to say, this grassroots and accessible motorsport discipline commands a strong following, so it is cheering to see a provisional full season of 11 rounds planned for the 2021 Motorsport UK British Car Trial Championship. Kicking off on 18th April with Falcon Motor Club's Ivinghoe Trial, the championship then visits venues across the country, taking in the Wye Valley as well as various spots across Wales, the Midlands and also the north of England. Accepting that the schedule may be a little much for amateur competitors, the championship is organised so that entrants are scored with their best seven results contributing to their overall standing.



Drew Gibson



Goodwood Members' Meeting, 16th-17th October

A move from its traditional late March billing was probably sensible with hindsight, Goodwood deciding that even the proposed May date looked a little risky and instead choosing to run its popular Members' Meeting the weekend of 16th-17th October. Open to members and fellows of the Goodwood Road Racing Club and their guests, the focus of the Members' Meeting is very much on the racing rather than the dressing up associated with the Revival or garden party vibe of the Festival of Speed. The grids are also more varied, ranging from aero-engined Edwardian monsters to 1970s and 1980s Touring cars beyond the usual 1966 Revival cut-off. More generally, Goodwood is hoping to open for track days from 29th March and other driving experiences from 12th April.



Motorsport UK British Rally Championship

The British Rally Championship will return in 2021 with a revised calendar of events after a radical overhaul from the originally planned schedule due to ongoing restrictions. The re-formatted BRC will now start in July with four gravel and two asphalt events across the four home nations. The Nicky Grist Stages will become the opening round of the championship before crews make the first-ever trip to Kincardineshire in North East Scotland in August for the Grampian Forest Rally ahead of the Trackrod Rally Yorkshire making a welcome return to the calendar in September. The Beatson's Building Supplies Mull Rally and Visit Conwy Cambrian Rally will host the BRC crews in October before the final round is played out across the infamous and tricky closed-public roads of Northern Ireland at the Today's Ulster Rally. For more information, visit: www.britishrallychampionship.co.uk



Image © FIA

Formula 1® Bahrain Grand Prix, 28th March

The first event in a 23-race Formula 1 championship kicks off at the end of this month in Bahrain, with fans once again permitted trackside at the Sakhir circuit to see the action in person subject to demonstrating they have had either a COVID-19 vaccination or are fully recovered from having had the virus. With Sebastian Vettel joining the new Aston Martin F1 team and Fernando Alonso returning with Alpine, there are former champions in the mix with points to prove, offering the tantalising prospect that Lewis Hamilton may just have a fight on his hands this season.



From Motorsports teams and tracks to competitions and events, our team is a **well-established market leader**

Entertainment of all types is a foundation of our business, from 100 years of Hollywood to over 25 years of Motorsport. We are committed to supporting the Motorsport sector through innovative insurance partnerships to support all aspects of the Motorsport industry including live events, contingency and manufacturing Insurances.

www.agcs.allianz.com



With news that Gillard Racing Karts has been bought out by the OTK Kart Group, we spoke with founder Tim Gillard about his 40-odd years in the sport



TIM GILLARD

With an incredible record including three European Championships and a World Championship among countless other wins, Gillard Racing Karts is arguably the greatest success story in the English karting scene. Having confirmed his intentions to retire at the end of last year, the Italian OTK Kart Group has announced that Gillard Racing Karts will join its stable of brands. A measure of the esteem in which Gillard is held can be heard in the words of OTK boss Roberto Robazzi when the news broke. "I've always admired Tim's work and I've always respected him," he said. "It's a great honour for me to have the only British chassis brand capable of winning a World Championship as part of my brands. OTK will carry on Gillard's legacy with enormous pride." Here Tim tells us more about the Gillard Racing Karts story and how it all came about.

Revolution: "Let us start at the beginning: What is your earliest motorsport memory?"

Tim Gillard: "The first memory I have of karting is when I was still very young and being taken to the Boy's Own exhibition in London, where there was a small track with some electric karts. I vividly remember the thrill and excitement of driving one to this day – it proves the electric phenomenon is nothing new!"

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

TG: "I think it was one Easter when I attended a Goodwood meeting with my family. It poured with rain all day and my brother fell over and got mud all down his brand-new school raincoat, which did not please my mother very much!"

R: "Who do you most admire in the world of motorsport?"

TG: "It would have to be Frank Williams, who started with nothing and, despite many setbacks, built a company that was able to win Formula One World Championships. Also, the fact he called his cars by his own name had a big influence when deciding what to call my karts. The drivers who have impressed me the most in karting for their ability to drive just over the limit but still be total control are Mickey Allen, Ayrton Senna, Jan Magnussen and Kimi Räikkönen, who I knew very well as he drove my kart for a couple of years."

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

TG: "Motorsport became a job when I first started working in the sport, which I did for five years before I started my business."

R: "How did your big breakthrough with Gillard Karts come about?"

TG: "I owe a huge debt of thanks here to Peter de Bruijn and Lotta Hellberg. I used to buy a lot of equipment from Peter and would travel to Holland every six weeks, returning with the car absolutely laden. On one visit in the mid-1990s, I was talking to Peter about the fact that we had been struggling in Europe that year. He said why don't I bring a chassis to Holland and let Lotta try it, which I subsequently did, going to their local track just outside Rotterdam. From what I could tell, the day seemed to be going quite well and Lotta kept saying the kart was fine. Peter then said they were going to put new tyres on the kart but I told him it was not really necessary, but Peter was insistent. Over dinner that evening I asked why and their reply was 'Tim, we had to know how fast your chassis could be!' and, evidently, Lotta had broken the lap record.

"Lotta never forgot and, a few years later when she and Peter were travelling back from the World Championships, I received a phone call from Peter asking whether I would be



interested in Lotta driving my chassis the following season. I said of course, as I could not pass up the chance of working with a world-class driver like her. So, the PDB race team was started with Lotta, one mechanic and myself working out of a small tent in the corner of the paddock. Although we did not win any major races that year, Lotta set three fastest laps and, at the end of the year, Peter decided to join the PDB race team full-time, and our relationship continued until the end of last year when I decided to retire.”

R: “Oliver Oakes is another big part of the Gillard story, isn’t he? Tell us about the success you enjoyed with him.”

TG: “Even though we had won the European Championship in 2004, 2005 had started out being a very difficult year with the death of Lotta in February, while the wet and dry conditions at the first round of the European Championships meant it was hard to judge our competitiveness. At the second round, it became clear that the chassis was not performing well, with all of my drivers finishing well down the results. I then made three prototype chassis, which Oliver and his mechanic took to Italy and visited several tracks to test and decide which was best. We then all returned to Italy

for the third and final round of the European Championships, where Oliver won both finals. A few weeks later we were in Portugal for the World Championship and Oliver winning that race was, without doubt, the highlight of my karting career. After the race, my dad said to me, ‘Perhaps the Italians would be interested in buying your brand!’ I just laughed at his suggestion and said, ‘Dad, we have only won one World Championship, the Italians have won loads!’ Little did I think that 15 years later his comment would become a reality.”

R: “That is a fantastic tribute – now that it has been announced that Gillard will become part of OTK, how do you feel about the company you created going off on its own?”

TG: “After the press release went out that the Gillard name was now going to be incorporated into the OTK Kart Group portfolio, Erica Robazzi, the daughter of the owner, told me they had received very good feedback and that the Gillard name was loved all over the world, which was very pleasing to hear! I’m just proud that the name will live on, I’ve achieved my ambition and won at the top level of my sport which is more than I could ever have hoped for.”



South Oxon Car Club

A fresh face in the motor club community, South Oxon Car Club prides itself on attracting a new generation into the organisational side of the sport

Grassroots clubs are the backbone of the motorsport scene in Britain and many have long and illustrious histories. New 'start-ups' are, accordingly, relatively rare but South Oxon Car Club (SOCC) is among them, having formed as recently as 2019.

The Club has shown impressive growth since then, and now has a thriving membership and – in normal times – a busy calendar of events, comprising autotests, 12-car rallies and shakedown for members competing in series such as Formula 1000 stage rallying and its Junior offshoot. Appropriately, the young age of its members is one of SOCC's notable features, the fact it boasts a 19-year-old Club Secretary and 21-year-old Chief Timekeeper a contrast with the more typical club demographic. This injection of fresh blood into the organisational level of the sport is of critical importance, given the difficulties many clubs face attracting junior members.

There is, of course, considerable wisdom and experience underpinning this, too, as founding member Rob Hall explains. "My dad and I had been into motorsport for years," he says. "When I realised

my rallying days were coming to an end I wanted to put something back into motorsport."

To cut a long story short, Rob saw an opportunity to start afresh with a new club – he just needed to convince everyone else. "I chatted with the lads I work with, who are all involved in motorsport as competitors or marshals," he says. "They were 100 per cent behind it, so I thought it's worth the gamble. I had the competitors on board but there were others saying 'it'll never happen', so I organised a meeting down the local pub and invited them half an hour after everyone else. By the time they arrived, I had 15 or 20 membership forms filled in and paid up!"

From there it was a case of completing the application paperwork and presenting it to Motorsport UK. "We found the process surprisingly easy," admits Rob. "I'm a talker and a do'er, but I went through the application with my dad. We had one little hiccup because we needed to be a member of a regional association, but we sorted that out and got the nod."



Rob sees the secret to SOCC's success as empowering the various sub-committees to get on with organising their own events. "If you've got 20 people at a committee trying to organise an autotest, you'd never get anything done," he says. "We obviously support them through the committee but I set up the club for the grassroots and the juniors, because they're the future of our sport."

This struck a chord with Simon Ayris of Witney-based Rally Preparation Services, who had competed with Rob over the years. "Rob kicked things forward to get SOCC going and get events on, which stood out and got my support early on," he says. "Rob is very proactive in getting the junior scene going, which again resonates with me. My son is at the early stages of his competing and youngsters need the enthusiasm around them, not only for them but for the longevity of our sport."

Paul Gwynne of Bill Gwynne Rally School shares this passion for getting the next generation involved. "Rob Hall and his father Tim told me they were setting up a new motor club in Oxfordshire," says Paul. "My dad had been an active member of North Oxon Car Club during his career, so I wanted to be of help in some way to re-establish Oxfordshire's role offering club motorsport events. Rob's son James did his rally licence assessment with us and Rob's passion for bringing young drivers in through the F1000 championship matched our support, given we sponsor one driver each season with driver training."

James Hall now brings his youthful skills to his role as SOCC's Competition Secretary. "I'm old-school," laughs Rob, "but they can just bang it out on Facebook or wherever in a way that is much more attractive and brings in new people."

So what is it about SOCC that has attracted such support? "It's a fresh approach," says Rob. "I've probably got 120 members signed up for 2021, and at least 80 per cent are competitors. I could run a shakedown day for the F1000s on a Friday, Saturday a 12-car and an autotest on Sunday, knowing full well all three of those events would be full."



Navigating the challenges of the last 12 months has obviously been difficult, especially for a rally-focused club such as SOCC, but Rob and his team have risen to it. "After the first lockdown, we ran an autotest at our usual venue and [Motorsport UK CEO] Hugh Chambers came," says Rob. "We couldn't believe he'd come along to a car park in Oxford to see an autotest, but he couldn't find fault with the way we were running under the social distancing rules."

The support of seasoned players like Paul Gwynne and Simon Ayris is also a huge boost. "My professional background is international historic and long-distance endurance rallying," says Simon, "so feeding back some of that experience at club level keeps things very much in check for me!"

Gwynne meanwhile celebrates the fact that SOCC found ways to keep young rally drivers busy, even if they couldn't compete. "Junior 1000's founder Tristan Dodd has always stressed the importance of professional training to young drivers and their parents," he says. "In organising a J1000 driver shakedown and coaching event last year we were pleased to be able to help Rob and Tristan give some of their drivers coaching whilst rallying was on hold."

The 2021 calendar is steadily filling up, too. For all the enthusiasm, though, Rob is keen that the club keeps its feet on the ground. "I don't want to go organising big events and then struggling to run them," he says. "There's more than enough big events for our members, so let's stick to grassroots, juniors and what we're comfortable with."

This realistic approach – and the enthusiastic support from grassroots competitors – is seemingly working out well for SOCC and proves that, with the right dedication, there will always be room for more clubs in the UK motorsport scene.

For more information visit:

www.southoxoncarclub.co.uk/444880347 or

www.facebook.com/southoxoncarclub/

Specialist Insurance Deals

from Adrian Flux

Up to
15% off
for Motorsport UK members!



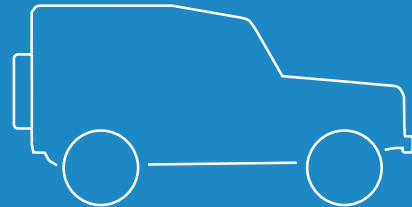
Standard Cars



Classic Cars



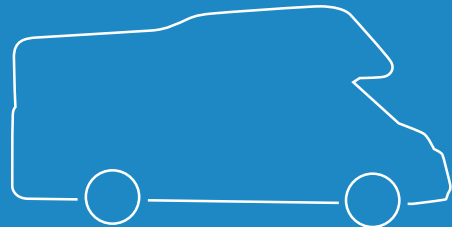
Vans



4x4s



Caravans



Motorhomes & Campervans

We can also offer cover for your modified car, imported car, performance car, kit car, American car, military vehicle, Mini, wheelchair adapted vehicle plus much more!

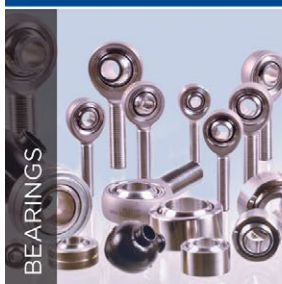
Call us today on: 0344 381 7539

Authorised & regulated by the Financial Conduct Authority

Supplying the parts that others cannot reach

Trident

Racing Supplies



BEARINGS



AERO SPEC KNUITS



REDLINE



HIGH TENSILE BOLTS



LATCHES

Our specialism is in the detail of race engineering – the hard to source simple things that can make or break a deadline. Check online, call us or call in.

CHECK OUR WEBSITE
your search is nearly over.

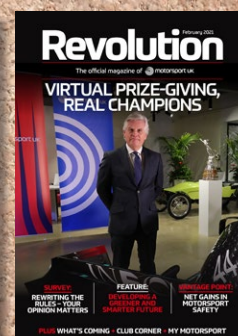
The one-stop shop for parts and components

WWW.TRIDENTRACING.CO.UK

SILVERSTONE CIRCUIT 01327 857822

WHAT'S YOUR STORY?

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



Automotive Accessories



Power Maxed Unit 3B, Wellington Road, Waterloo Park, Bidford-on-Avon, Warwickshire, B50 4JH
Phone: 01789 330668
www.powermaxed.com

Automotive Destination



Bicester Heritage
The Station Armoury, Building 123, Buckingham Road, Bicester, OX26 5HA
Phone: 01869 327928
Email: hq@bicesterheritage.co.uk
www.bicesterheritage.co.uk

Automotive Destination



Bicester Motion
The Station Armoury, Building 123, Buckingham Road, Bicester, OX26 5HA
Phone: 01869 327928
Email: hq@bicestermotion.com
www.bicestermotion.com

Batteries



DMS Technologies
Belbins Business Park, Cupernham Lane, Romsey, Hampshire, SO51 7JF
www.dmstech.co.uk

Breakdown



RAC
Phone: 0330 159 8727
www.rac.co.uk/uk-join/motorsportuk

Circuits



Castle Combe Circuit
Chippenham, Wiltshire, SN14 7EY
Phone: 01249 479881
www.castlecombecircuit.co.uk



Knockhill Racing Circuit
by Dunfermline, Fife, KY12 9TF
Phone: 01383 723337
www.knockhill.com



Llandow Circuit
Llandow, Cowbridge, Vale of Glamorgan, CF71 7PB
Phone: 01446 796460
www.llandow.com



Silverstone Circuit
Towcester, Northamptonshire, NN12 8TN
Phone: 08443 750740
www.silverstone.co.uk

Coaching



IAM Roadsmart
Motorsport UK has partnered with IAM Roadsmart to offer members a 20% on advanced driving courses.
Phone: 0300 303 1134
www.iamroadsmart.com



iZone
2255 Silverstone Technology Park, Silverstone Circuit, Silverstone, Northamptonshire, NN12 8GX
Phone: 01327 856872
www.izoneperformance.com

Coffee



SACRED Coffee
Unit 14 Highbury Studios, 8 Hornsey Street, London, N7 8EG
www.sacredPOD.com

Communications Equipment



Tower Communications
12 The Rampart, Haddenham, Cambridgeshire, CB6 3ST
Phone: 01353 749859
www.towercomms.co.uk



Anglo American Oil (Control Fuels)
58 Holton Road, Holton Heath Trading Park, Poole, Dorset, BH16 6LT
Phone: 01929 551557
www.aaol.co.uk



Haltermann Carless UK Ltd
Grove House, Guildford Road, Leatherhead, Surrey, KT22 9DF
Phone: 01372 360000
www.haltermann-carless.com

Control Systems


Moog

Ashchurch, Tewkesbury,
Gloucestershire, GL20 8NA
Phone: 01684 296600
www.moog.co.uk

Data Logging


Racelogic – VBOX Motorsport

Unit 10, Swan Business Centre,
Osier Way, Buckingham,
Buckinghamshire, MK18 1TB
Phone: 01280 823803
www.vboxmotorsport.co.uk

Esports


iRacing

Motorsport UK members can
get a free three-month iRacing
subscription code to get up and
running in the world of Esports.
www.iracing.com

Experiences


Silverstone Experience

Silverstone Circuit, Towcester,
Northamptonshire, NN12 8TN
Phone: 03339 999886
www.silverstone-experience.co.uk

Finance


Classic & Sports Finance

Building B,
6 Kirtlington Business Centre,
Kirtlington, Oxfordshire, OX5 3JA
Phone: 01869 351512
www.classicandsportsfinance.com

Fire Extinguishers


Fire Extinguisher Valve Co

Unit B3, Ford Airfield Industrial
Estate, Ford, Nr Arundel, West Sussex,
BN18 0HY
Phone: 01243 555566
www.f-e-v.co.uk


Lifeline Fire & Safety Systems Ltd

Falkland Close, Coventry,
Warwickshire, CV4 8AU
Phone: 02476 712999
www.lifeline-fire.co.uk

Fuels


Anglo American Oil

(Fuels Sunoco)
58 Holton Road, Holton Heath
Trading Park, Poole, Dorset, BH16 6LT
Phone: 01929 551557
www.aaoil.co.uk



www.vpracingfuels.com

UK distributors

Old Hall Performance

Phone: 02476 717100
Email: sales@oldhallperformance.com
www.oldhallperformance.com

Fuel Cells


Aero Tec Laboratories Ltd

ATL Technology Centre, Denbigh Road,
Bletchley, Milton Keynes, MK1 1DF
Phone: 01908 351700
Email: sales@atltd.com
www.atltd.com

Garage Equipment


Lista (UK) Ltd

14 Warren Yard, Warren Farm Office
Village, Wolverton Mill,
Milton Keynes, MK12 5NW
Phone: 01908 222333
www.lista.com

HANS System


SCHROTH Racing

www.schroth.com

Helmets


Arai Helmets

Protecting champions for over 50
years. At the forefront of motorsport.
With hand built helmets for every
discipline; from karting to Formula 1.
www.whyarai.co.uk

Hotels


Hilton Group

Members can access best available
rates at Hilton, Doubletree, Hilton
Garden Inn and Hampton Hotels
around the country.
www.hilton.com

Instruments


ACES

26 Gainsborough Drive, Lawford,
Manningtree, Essex, CO11 2JU
Phone: 01206 395324
www.aceserve.co.uk

Instruments

**Aim Shop**

Unit 8 Riverside, Campbell Road,
Stoke-On-Trent, Staffordshire,
ST4 4RJ
Phone: 01782 393843
www.aimshop.com

Insurance

ADRIAN FLUX**Adrian Flux**

Phone: 0333 696 9676
www.adrianflux.co.uk

**Gallagher**

Insurance | Risk Management | Consulting

Gallagher Motorsport

The Walbrook Building,
25 Walbrook, London, EC4N 8AW
Phone: 0800 138 7535
ajg.com/uk/motor-racing-insurance

**Bluefin Sport**

The Paragon, 32-36 Victoria Street,
Bristol, BS1 6BX
Phone: 0345 872 5060
Email: motorsport@bluefinsport.co.uk
www.bluefinsport.co.uk

**Grove & Dean Motorsport Insurance**

96 Market Place, Romford,
Essex, RM1 3ER
Phone: 01708 606768
www.grove-dean-motorsport.com

**Reis Motorsport**

Unit 4 Wheatcroft Business Park,
Landmere Lane, Edwalton,
Nottinghamshire, NG12 4DG
Phone: 0115 965 1020
www.reis.co.uk

**Ryan Motorsport Insurance**

150 Minories, Suite 609,
London, EC3N 1LS
Phone: 01799 524202
www.ryanmi.com

Kart Equipment

**KKC Kart Shop**

Whilton Mill Kart Circuit, Whilton Locks,
Northamptonshire, NN11 2NH
Phone: 01327 844320
Email: sales@kkckartshop.co.uk
www.kkckartshop.co.uk

Media

**Autosport**

1 Eton Street, Richmond,
Surrey, TW9 1AG
Phone: 0203 405 8100
www.autosport.com

**F1 TV**

Enjoy live timing, leaderboards and
data, the best of team radios, plus
exclusive documentaries and shows.
https://f1tv.formula1.com/en/

**GP Racing**

1 Eton Street, Richmond,
Surrey, TW9 1AG
www.gpracing.com

**Motorsport News**

Motorsport News, Kelsey Media Ltd,
Cudham Tithe Barn, Berry's Hill,
Cudham, Kent, TN16 3AG
www.motorsport-news.co.uk

**Motor Sport Magazine**

18-20 Rosemont Road,
London, NW3 6NE
Phone: 020 7349 8484
www.motorsportmagazine.com

**Readly**

Motorsport UK has partnered
with Readly, the new way of
reading magazines on tablets and
smartphones.
https://gb.readly.com/motorsport

**Octane**

Octane is the premium monthly
magazine celebrating over 100 years
of automotive design, from classic
Bentleys to the latest BMW.
subscribe.octane-magazine.com


WRC+

WRC+ All Live is the official video platform of the FIA World Rally Championship (WRC). Watch WRC action like never before.
www.wrc.com

Medicals

D4 Drivers

Building 1, Charlesworth Court,
Hotspur Park, Knights Way,
Shrewsbury, Shropshire, SY1 3AB
Phone: 0300 3030 668
www.d4drivers.uk

Motorsport Products

LMA Autoparts Ltd

The Green Barn, Antlands Lane
East, Shipley Bridge, Surrey, RH6 9TE
Phone: 01342 891877
www.lmaautoparts.com


SW Motorsports

Unit 3b, Talbot Rd, Leyland,
Lancashire, PR25 2ZF
Phone: 01772 378224
Email: info@swmotorsports.co.uk
www.swmotorsports.uk

Noise Measurement

Cirrus Research

Phone: 01723 891655
Email: sales@cirrusresearch.com
www.cirrusresearch.co.uk

PPE

Baylis & Harding PLC

Park Farm, Nash Road, Redditch,
Worcestershire, B98 7AS
Phone: 01527 505056
www.baylisandharding.com

Prototyping

ID Mouldings Ltd

Unit 5 Griffin Business
Park, Walmer Way, Birmingham, B37 7UX
Phone: 07835 88882
www.idmouldings.com

Racewear

Demon Tweaks Motorsport

75 Ash Road South, Wrexham
Industrial Estate, Wrexham, LL13 9UG
Phone: 01978 664466
Email: sales@demon-tweaks.com
www.demon-tweaks.com


HRX Racewear

Unit C, Rosie Road, Normanton,
West Yorkshire, WF6 1ZB
Phone: 07887 514548
www.hrxracewear.co.uk


Grand Prix Racewear

Unit 1, Silverstone Technology Park,
Silverstone Circuit,
Northamptonshire, NN12 8TN
Phone: 01327 855585
www.gprdirect.com

Rally Plates/Signs

Hex Signs & Graphics

Church Lane, Hixon,
Staffordshire, ST18 0PS
Phone: 01889 272041
www.hexsignsandgraphics.co.uk


Event Signs

Unit 6 Poplar Drive,
Witton, Birmingham, B6 7AD
Phone: 0121 344 3141
www.eventsigns.co.uk


Macro Motorsport

Phone: 0800 567 7381
www.macromotorsport.net

Rally Schools

Bill Gwynne Rallyschool International

Turweston Aerodrome, Brackley,
Northamptonshire, NN13 5YD
Phone: 01280 705570
www.billgwynne.com


Phil Price Rally School

Coed Harbour, Llangunllo, Knighton,
Powys, LD7 1TD
Phone: 01547 550300
www.philprice.co.uk

Retail

Cotswold Outdoor

The UK's widest range of outdoor clothing and equipment.

www.cotswoldoutdoor.com


Lky7 Sports

Lky7 Sports Nutrition & Cycling,
357 Staines Road West, Ashford,
Surrey, TW15 1RP

Phone: 01784 258111

www.lky7sports.com

OpticalExpress
Optical Express

5 Deerdynes Road, Cumbernauld,
Glasgow, G68 9HF

Phone: 0800 023 2020

www.opticalexpress.co.uk


Grandstand Merchandise

Unit 4, Chalker Way, Banbury,
Oxfordshire, OX16 4XD

Phone: 01869 337554

www.grandstandmerchandise.com

halfords
Halfords

Halfords are pleased to offer
Motorsport UK members a 10%
discount off anything in store.

www.halfords.com


Haynes

shows you how

Haynes

Haynes Publishing, Sparkford,
Yeovil, Somerset, BA22 7JJ

Phone: 01206 256101

www.haynes.com

PLAYseat®
Playseat

From novice to professional, young or
experienced, you will definitely enjoy
the thrill of racing at home.

www.playseatstore.co.uk


Porter Press

Hilltop Farm, Knighton-on-Teme,
Tenbury Wells, Worcestershire,
WR15 8LY

Phone: 01584 781588

www.porterpress.co.uk


Race Transponders

Race Transponders is Europe's
leading motorsport timing and
accessory supplier.

www.racetransponders.co.uk


Runners Need

Whatever gets you moving, Runners
Need is the running specialist and
here to help you every step of the way.

www.runnersneed.com


Snow+Rock

Founded by a small team of crazy
snow sport enthusiasts, Snow+Rock
is all about pushing boundaries,
breaking rules, never compromising.

www.snowandrock.com


want2race

Helios 47, Isabella Road, Garforth,
Leeds, Yorkshire, LS25 2DY

Phone: 01332 470 057

www.want2race.co.uk


Wera

Wera Tools is a global tools' specialist
that firmly believes its tools make
life 'simpler, safer and full of joy' for
users.

www-uk.wera.de

Roll Bars/Cages

Custom Cages

Units 1 - 2, South March, Long
March Industrial Estate, Daventry,
Northamptonshire, NN11 4PH

Phone: 01327 872855

www.customcages.co.uk


Caged Laser Engineering (SW) Ltd

Unit 12, Ash Farm Business Park,
Radstock, Somerset, BA3 5EX

Phone: 01761 239133

www.cagedlaser.co.uk



Safety Devices International Ltd
Cambridge House, Holborn Avenue,
Mildenhall, Suffolk, IP28 7AN
Phone: 01638 713606

Roll Bars/Cages



Tube Direct
Units 1 - 2, South March, Long
March Industrial Estate, Daventry,
Northamptonshire, NN11 4PH
Phone: 01604 931 300
www.tubedirect.uk

Seats



Corbeau Seats Ltd
17 Wainwright Close, St Leonards-on-
sea, East Sussex, TN38 9PP
Phone: 01424 854499
www.corbeau-seats.com



Racetechnic Europe Ltd
Unit 3, Heron Court, Kettlebrook Road,
Tamworth, Birmingham, B77 1AG
Phone: 07401 703750
Email: sales@racetecheurope.co.uk
www.racetecheurope.co.uk/shop

Seats/Harnesses



GSM Performance Ltd
Unit 5, High Hazles Road, Cotgrave,
Nottinghamshire, NG12 3GZ
Phone: 0115 989 3488
www.gsmperformance.co.uk

Track Days



OpenTrack Events Ltd
45 Jeavons Lane, Great Cambourne,
Cambridge, Cambridgeshire, CB23 6AF
Phone: 01954 710911
www.opentrack.co.uk

Travel



APH
Discounts for members off APH
prices at all participating airport car
parks and lounges in the UK.
Phone: 01342 859536
www.aph.com



DFDS
Phone: 08715 211531
www.dfds.com



**Nutt Travel in partnership
with Stena Line**
Phone: 028 7035 1199
www.nutttravel.com

Tyre Companies



Avon Tyres
Bath Road, Melksham
Wiltshire, SN12 8AA
Phone: 01225 357855
Email: avonmotorsport@coopertire.com
www.avontyres.com



Cooper Tire & Rubber Co. Europe Ltd
Bath Road, Melksham
Wiltshire, SN12 8AA
Phone: 01225 703101
coopertiresport@coopertire.com
www.coopertire.co.uk/motorsport-tires



Longstone Tyres
Doncaster Road, Bawtry,
South Yorkshire, DN10 6NX
Phone: 01302 711123
www.longstonetyres.co.uk



Michelin Tyre PLC
Campbell Road, Stoke-on-Trent,
West Midlands, ST4 4EY
Phone: 0845 366 1535
www.michelin.co.uk/about/michelin-
in-the-uk



Pirelli Tyres Ltd
Derby Road, Burton-on-Trent,
Staffordshire, DE13 0BH
Phone: 01283 525252
www.pirelli.co.uk



Protyre Motorsport
Govan Road, Fenton Industrial Estate,
Stoke-on-Trent,
West Midlands, ST4 2RS
Phone: 01782 411 001
www.protyre.co.uk/motorsport



Nankang Tyre UK

1 SGC Business Park, Oldbury Road, West
Bromwich, West Midlands, B70 9DP
Phone: 0121 500 5010
Email: jamie@nankangtyre.co.uk
www.nankangtyre.co.uk

Tyre Companies



Toyo Tires

Shipton Way, Rushden,
Northamptonshire, NN10 6GL
Phone: 01933 411144
Email: info@toyotyres.co.uk
www.toyo.co.uk

Tyre Warmers



M. A. Horne Ltd

Unit 9, Enterprise Park,
Ebblake Industrial Estate,
Verwood, Dorset, BH31 6YS
Phone: 01202 822770
www.m-a-horne.co.uk

Wheels



Revolution Wheels International Ltd

2 Eco Court, Latimer Way, Sherwood
Energy Village, Ollerton,
Nottinghamshire, NG22 9QW
Phone: 01623 860000
www.revolutionwheels.com



Speedline

SL Corse Ltd, Haybrook Industrial
Estate, Telford,
Shropshire, TF7 4QW
Phone: 01952 582825
www.speedlinecorse.net

Wire Wheels



Borrani

Doncaster Road, Bawtry,
South Yorkshire, DN10 6NX
Phone: 01302 711123
www.borrani.com

ENQUIRIES For partnership and supplier enquiries, email: commercial@motorsportuk.org

motordrive

 motorsport uk

EXCLUSIVE
Partnership Series
Get 20% OFF
FIA RACING SEATS



MOTORSPORT UK LICENCE HOLDERS' DISCOUNT



01772 624024

www.motordrive.com



PREPARE PERFORM RECOVER

**-15%
OFF BASKET**

USE CODE:
MOTORSPORTUK15

Exclusive Motorsport UK licence
holders' and officials'
discount code



15% CODE

EXCLUSIVE MOTORSPORT UK
Licence holders' and officials' discount code

Discount code: **MotorsportUK15**

15% off entire basket spend in-store and online

- **LARGEST INFORMED**
Sport Certified nutrition range
- **CYCLING SALES**
from Merida & Fred's
Bicycle Company
- **CYCLE SERVICING**
and Bike Fits from Cytech
qualified technicians
- **WATTBIKE**
Performance Studio

FOR MORE INFORMATION

01784 258111

www.lky7sports.com | info@lky7.co.uk

Lky7
SPORTS
Official Nutrition Partner
for the Motorsport UK Academy

The Parting Shot

Just one month after the launch of the Jaguar E-type at the Geneva Motor Show in March 1961, Graham Hill drove the car to victory in its debut race, the Oulton Park Trophy for GT cars. Roy Salvadori finished second to secure a double podium finish for the new marque, beating Aston Martins and Ferraris in the process. The 60th anniversary of the launch of the E-type will be celebrated at Shelsley Walsh in June, as reported on page 25 of this edition of *Revolution*.

Photography courtesy of Motorsport Images.

