

**+ BRAND NEW
FEATURES**

July 2021

Revolution

The official magazine of  motorsport uk

GETTING THE SHOW BACK ON THE ROAD



FEATURE:

**WHY SMALL-SCALE
RACING IS THE
REAL DEAL**

GET TO KNOW

**NEW RALLIES
EXECUTIVE:
IAIN TULLIE**

GETTING STARTED:

**ALL YOU NEED TO
KNOW ABOUT
HILL CLIMBING**

PLUS: WHAT'S ON + RESULTS + MY OTHER LIFE

CEO's MESSAGE

Hugh Chambers



Britain has long been one of the world's leading countries for the development of young drivers on their pathway to a professional life in circuit racing. This really started in the immediate post-war era - as Europe began to rebuild, it was Britain that was best placed to reinvigorate the motorsport industry that had been dormant for the previous ten years.

One of the first to define the new era was Cooper. The marque's first cars were single-seat 500cc Formula Three racing cars driven by John Cooper and Eric Brandon and powered by a JAP motorcycle engine. The diminutive engine size reflected the impecunious state of the enthusiasts and the continued

presence of petrol rationing. Since all materials were in short supply immediately after World War II, the prototypes were constructed by joining two old Fiat Topolino front-ends together. According to John Cooper, the stroke of genius that would make the Coopers an automotive legend - the location of the engine behind the driver - was merely a practical matter at the time. As the car was powered by a motorcycle engine, they believed it was more convenient to have the engine in the back, driving a chain. In fact, there was nothing new about 'mid' engine racing cars (vis the all-conquering pre-war Auto Unions) but there is no doubt that Coopers led the way in popularising what was to become the dominant arrangement for racing cars and the entry point for single seater aspirants.

This really was the start point for a continuous thread that has run through the 1960s F3, to the all-pervasive Formula Ford in the period from 1976 to 2013, followed by our current FIA Formula 4. And in parallel there was a plethora of other junior single seater championships including Formula Junior, Formula V, Formula Vauxhall, Formula Renault and Formula BMW. The names of stars who have graduated from this UK system is far too long to list, and is not limited to British drivers, but extended to the best from all around the world.



Stirling Moss takes first place in the 500cc support race at Oulton Park on 7th August 1954 driving a Beart-Cooper MkVIIA



Lando Norris becomes FIA Formula 4 Champion at Brands Hatch on 11th October 2015

You will of course notice that a good many of the series were created and funded by major vehicle manufacturers. But times have changed and the level of interest in backing this branch of the sport has waned – some of this is the new focus of manufacturers on electric or at least hybrid technology, but the shift began a long time before electric road cars became the prevalent vision. The result is that the business model for single seaters, at a national level at least, has shifted to a greater reliance on the entrants and teams as well as the continued support of the specialist suppliers for the series.

That brings me to FIA British Formula 4, which is at something of a crossroads. The most obvious milestone is the introduction of the new Generation 2 F4 car by the FIA in 2022. The first generation is now in its seventh year in the UK and has been a resounding success in continuing that British single seater pathway to F1, with Lando Norris and George Russell both winning British F4 titles. The Gen 2 car is a significant step forward, especially in terms of safety, with the most visible aspect being the adoption of the Halo for the first time.

Motorsport UK, as the national governing body, has ultimate ownership of all British Championships, and a clear responsibility to ensure they continue to deliver world-leading standards and quality of competition. Right now, we are looking

closely at the FIA British F4 championship and considering how it should evolve in the next five years. As I mentioned before, the shift of emphasis to the entrants and their teams has really made us question how we can deliver to a world-class standard in all aspects including equipment, scrupulous management of equality, presentation, promotion and links to the feeder series (British Kart Championships), and the academies run by the Formula One teams.

We are very excited about this evolution and feel that 2022 presents a fantastic opportunity to ensure that we have the very highest standard of delivery and attract the most prodigious talent from around the world, providing the best showcase of their abilities.

In the meantime, the government has indicated its intention to further unlock the restrictions in England on 19th July, and in anticipation we are preparing the protocols for how we can all manage this transition successfully. Thank you to everyone in the community for your continued hard work and diligence.

Wishing you good health and stay safe.

Kind regards,
Hugh Chambers
 CEO, Motorsport UK

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In this month's *Revolution*: Top tips and lessons learned from running events during the pandemic, why radio-controlled car racing is a real sport you should get involved in, find out what it takes to run Goodwood's motor circuit, a first-timer's guide to Hill Climbing, the latest news from Motorsport UK and the community, and much more.



Latest news



Cover story:
Getting the show
back on the road



COMPETITION

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Motorsport UK has teamed up with Autosport to offer members the chance to win one of two free six-month subscriptions for Autosport Plus.

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Cover image: Cannock Chase Classic Car Tour on Sunday 13th June organised by Wolverhampton & South Staffordshire Car Club. Image credit: Mark Sims, RallyGallery.com

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Results from
Motorsport UK
Championships

KARUN CHANDHOK JOINS MOTORSPORT UK BOARD

Chandhok brings a wealth of motorsport experience, as well as a track record of championing representation in the sport

Motorsport UK has appointed Karun Chandhok to its Board of Directors with effect from 2nd June 2021.

Chandhok is one of only two Indian drivers to have progressed to Formula 1. A multiple race winner and podium finisher in GP2 (now F2), he was a test driver for the Red Bull Racing Formula

1 team in 2007 and 2008, before going on to race in Formula 1 for Hispania Racing and Team Lotus in 2010 and 2011. Since 2012 he has competed in Sportscars, becoming the first Indian to race in the iconic 24 Hours of Le Mans and finishing in the top six in class in 2012, 2013 and 2015. In Formula E,

Karun negotiated the entry of Mahindra Racing into the championship and competed for the team in its inaugural season in 2014-15.

Although he still competes from time to time, Chandhok, who for two decades has called the UK his home, has carved out a successful media career. He is a motorsport commentator and analyst, currently with Sky Sports F1, and a prolific contributor and columnist for a variety of motorsport publications.

The 37-year-old is a member of Motorsport UK's Equality, Diversity and Inclusion Committee and sits on its Racial Diversity Sub-Committee. As a member of the FIA Drivers' Commission – the Fédération Internationale de l'Automobile of which Motorsport UK is a founding member – he is an advocate for the rights and views of drivers across the world, and he has been a Driver Representative on the FIA Single Seater Commission. Through his charitable trust he has also worked to support underprivileged children.

David Richards, Motorsport UK Chair, commented: "Karun is a respected and accomplished member of the motorsport community, whose wide-ranging experience from a variety of vantage points will be a major asset to Motorsport UK as we continue to





grow and sustain the sport. In particular his values as a champion for a more equitable future for our sport will be a force for good as we ensure motorsport in the UK celebrates diversity and enables the full involvement of disadvantaged groups. I am confident that he will have a positive impact on our Board, on our organisation as a whole, and on our community.”

Karun Chandhok, who is Motorsport UK’s youngest ever board member, commented: “I feel very honoured to be invited onto the Board of Motorsport UK. I moved to England from India nearly twenty years ago because the belief at the time was that if you wanted to get to Formula 1, you had to come and race in the UK as it was the capital of world motorsport. To now

have the opportunity to work with the rest of the Board and the Motorsport UK organisation in shaping the future landscape of motorsport in the UK is very exciting.”

"Karun is a respected and accomplished member of the motorsport community, whose wide-ranging experience from a variety of vantage points will be a major asset to Motorsport UK"

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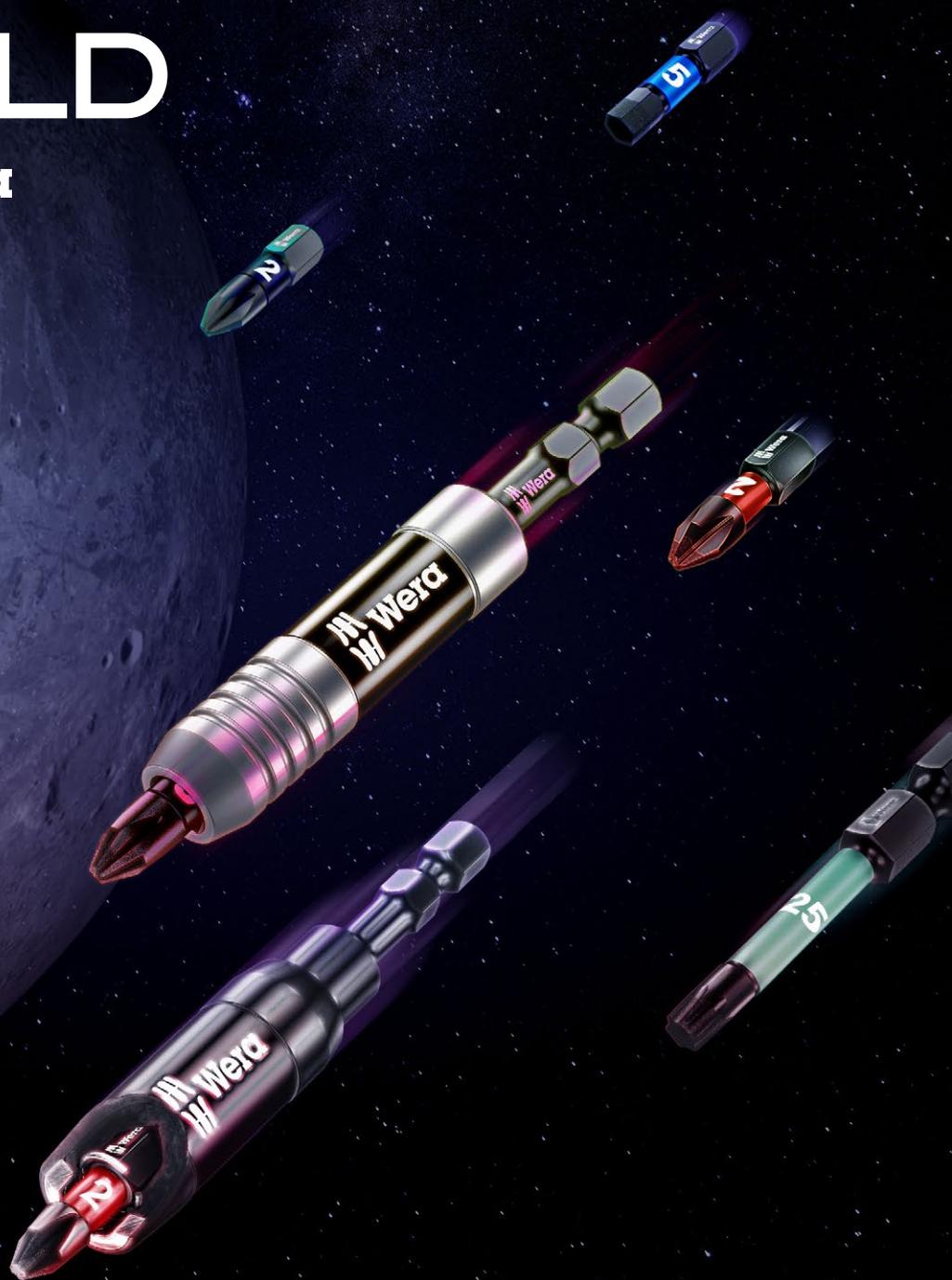
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125 YEARS ON THE ROAD TO BRIGHTON

Entries are now open for this year's 125th anniversary edition of the RM Sotheby's London to Brighton Veteran Car Run

The world's longest-running motoring event takes place on the first Sunday of November and commemorates the famous Emancipation Run of November 1896, which celebrated the passing into law of the Locomotive on the Highway Act. It was this landmark legislation that raised the speed limit for 'light locomotives' from 4mph to 14mph and came after the abolition of the requirement for a man to walk in front of all moving vehicles waving a red flag.

125 years after that very first Run, this year's Royal Automobile Club event on

Sunday 7th November will see hundreds of pre-1905 vehicles honour those early motorists for the historic 60-mile journey from London's Hyde Park to Madeira Drive in Brighton.

The Royal Automobile Club intends this year's event to be a major celebration with possibly up to 500 participants.

"There is no motoring event anywhere on Earth to rival the incredible history and charisma of the RM Sotheby's London to Brighton Veteran Car Run, and this year's 125th commemoration

will be the most special since the Centenary Run back in 1996," commented Ben Cussons, Chairman of the Royal Automobile Club.

"Not only do we have another major milestone to honour but there is also so much pent-up enthusiasm – from both participants and huge numbers of well-wishers who always line the roads – to see veteran cars back on the hallowed route to Madeira Drive."

For more information, visit: www.veterancarrun.com



STEP 4 OF GOVERNMENT ROAD MAP IS IMMINENT IN ENGLAND

Current Restart Guidance remains in place until at least 19th July pending review

Since the start of the COVID-19 pandemic, Motorsport UK has moved in step with government guidelines in developing and implementing its Restart Guidance.

Following the announcement on 5th July regarding the Step 4 changes that are planned to come into force in England on 19th July (to be confirmed following a review of the latest data on 12th July), Motorsport UK will now begin consulting with its medical and safety teams to update its guidance to reflect the easing of restrictions.

Hugh Chambers, CEO Motorsport UK said: "Motorsport UK's Restart Guidance has provided us with the framework to navigate the essential requirements to keep our community safe, while at the same time enabling our

sport to continue when lockdowns were lifted. Although the pandemic is not over, the announcement that Step 4 of the government's roadmap will be implemented in England from 19th July is extremely welcome news.

"I would like to thank the entire motorsport community for the commitment and resilience in adhering to the protocols we have put in place, which has enabled the sport to resume with no reported cases of COVID-19. We will now review our guidance to reflect the government's direction, and we look forward to supporting organisers as they plan and run more events during the second half of the year, and ultimately welcome spectators back to the sport they love."



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POWER IS NOTHING WITHOUT CONTROL



UK TEAM CROWNED ARAMCO F1® IN SCHOOLS WORLD CHAMPIONS 2020

The global initiative engages students in STEM subjects and gives them the opportunity to develop key skills such as communication, presenting and teamwork

The UK claimed the Aramco F1® in Schools World Champions 2020(21) title in June, with Brittanica Red, a team of six 16- and 17-year-old students from Hampshire, being announced the winners at the award celebrations. The talented youngsters narrowly beat 42 other teams from 18 countries, with Quintolux from Ireland in second place and Nebula from Australia rounding out the podium in third.

Student teams from around the globe took on their international rivals in the biggest global STEM (science, technology, engineering and maths) educational initiative which saw

them designing and developing a scale model F1® in Schools car with advanced engineering, producing a highly creative and instructive presentation of their team, and building a car that had the speed to compete with the best of the world.

The virtual awards ceremony, with online attendance by the teams, teachers, families and friends, dignitaries and key Formula 1 paddock personnel, celebrated the achievements of the F1® in Schools World Finalists, with the winning team earning valuable University scholarships from UCL Engineering, London.

Brittanica Red impressed the judges who praised the team saying: "The team excelled in many areas of the competition, with a superbly designed and engineered car, an engaging, professional presentation, showing innovation and a depth of STEM understanding far beyond their years."

The team also collected the Best Engineered Car and Verbal Presentation Awards on their way to the ultimate victory, with Amelia Doward, Team Manager, Callum Green, Zachary Taylor, Edward Hodgson, Caolmhe Thomas and Abigail Bessant delighted with their achievements.

ENOVATION CONSULTING AND HEXAGON TEAM UP WITH GIRLS ON TRACK UK

STEM businesses to support national programme encouraging girls to explore careers in motorsport

Motorsport UK is delighted to announce two new partners for its Girls on Track UK programme who will support the governing body's initiatives to inspire girls to consider a role in the subjects of Science, Technology, Engineering and Mathematics (STEM).

Girls on Track UK run events for schoolgirls aged 8-18 with schools invited to bring groups of girls to try fun motorsport-related challenges. These are designed to demonstrate potential careers within the motorsport sector including those in the STEM industry.

Activities include race car preparation, presenting to camera, coding, karting, reaction games and engineering challenges and are all specially designed to allow schoolgirls a first-hand glimpse into a possible future career in motorsport.

Enovation Consulting and Hexagon will support the programme by delivering engaging engineering activities including a Lego coding activity at each of the five Girls on Track UK events for the remainder of the year.

Enovation Consulting is a purpose-driven company which, amongst other services, creates and delivers activations and community engagement activities on sustainability and STEM. It is also a founding signatory of Tomorrow's Engineers code,



a commitment to work towards common goals, or pledges, to increase the diversity and number of young people entering engineering careers.

Dr Cristiana Pace, Founder and Director of Enovation Consulting said: "I have been an ambassador of the Girls on Track UK programme since its very early days and have been lucky enough to see it grow and thrive. We are proud to have been chosen as an official STEM partner of the programme, as it allows us to become even more involved, continue the great legacy and inspire more girls in the future."

Hexagon is a global leader in sensor, software and autonomous solutions. They put data to work to boost efficiency, productivity, and quality across industrial, manufacturing, infrastructure, safety, and mobility applications. Hexagon's technologies are shaping urban and production ecosystems to become increasingly connected and autonomous – ensuring a scalable, sustainable future.

Claire Waterson of Hexagon said: "I am delighted to be working with Motorsport UK's Girls on Track UK initiative. We are especially excited to use our Full STEAM Ahead! programme which we designed to bridge the skills and gender gap in coding and engineering."





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GO KARTING

The 2021 British Indoor Karting Championship is underway

The British Indoor Karting Championship (BIKC) launched in 2020 with Motorsport UK and TeamSport Karting forming a partnership to create an accessible and affordable grassroots British Championship. Over 1,500 drivers entered the qualifying stages before a series of local and regional finals, with the national final concluding in early June 2021.



Qualifying for the 2021 BIKC season began on 1st July, with drivers needing to submit their qualifying times at TeamSport venues across the country by 30th September. The top drivers will then go into the local finals, followed by regional finals. The national final will again take place at TeamSport's Warrington track in early December 2021. The Championship has five categories catering for drivers from the age of eight years old to adult, with the finalists racing for the chance to take home a BIKC trophy and a Motorsport UK British title.

To enter the 2021 BIKC, drivers need to register as a TeamSport Elite member for just £34.99. This includes a range of benefits from TeamSport in addition to membership of Motorsport UK which gives access to its Member Benefits Programme, providing exclusive discounts and offers from major retailers and automotive partners.

To find out more, visit the championship website at: www.bikc.co.uk

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MEMBER ENGAGEMENT AT THE YORKSHIRE MOTORSPORT FESTIVAL

Motorsport UK attended the inaugural event on 25th-27th June

Motorsport fans were treated to a three-day programme of entertainment at the Yorkshire Motorsport Festival, which took place in Holmfirth last month.

Motorsport UK's member engagement team was present at the show to connect with the governing body's northern members and the event's organising clubs, Mid-Derbyshire Motor Club and Ilkley and District Motor Club.

The team was joined by volunteers from the Girls on Track UK community, and engaged with members of the public interested in competing in grassroots motorsports or volunteering in the sport. Former British Autotest champion Dave Mosey and former British Car Trial champion Henry Kitching also stopped by to say hello.

The festival was a celebration of all forms of motorsport with the competitive element being the first-ever closed road Hill Climb in the North of England which saw over 80 mainly pre-1986 cars blasting up the 0.8-mile hill each day. The event also featured many other attractions including rally and supercar displays.



Former British Autotest champion Dave Mosey and former British Car Trial champion Henry Kitching visited the stand



Howard Fielding Official Photographer
of the Yorkshire Motorsport Festival

BRITS ABROAD: ONE TO WATCH

Harry Tincknell is one of Britain's most promising racing drivers and continues to establish himself as one of the UK's fastest men on four wheels

Part of Motorsport UK's Team UK programme in 2010 and 2011 for aspiring and talented drivers, Harry finished fifth in his first full season in the FIA European Formula 3 Championship in 2013 before going on to cement his reputation as one of Britain's brightest young talents by winning the LMP2 class for Jota Sport at the Le Mans 24 Hours in 2014 in his fourth ever sports car race.

In 2016 Tincknell won the LMP2 class in the European Le Mans series and took the chequered flag twice in the Ford GT's debut FIA World Endurance Championship (WEC).

2017 saw Devon-born Tincknell competing in his second season in the WEC, securing a second-place finish in the GTE class at the 24 Hours of Le Mans, and taking an overall third place in the FIA World Endurance Championship with a hard-fought podium finish at the series finale in Bahrain.

He worked with the NIO Formula E Team as their Rookie Test and Simulator driver in 2018, as well as making his debut in

the North American International Motor Sports Association (IMSA) WeatherTech SportsCar Championship with Mazda Team Joest, finishing fourth in the WEC.

In 2019, Tincknell won the IMSA Six Hours of the Glen, a feat repeated at the end of June this year when he sealed back-to-back victories for Mazda with a car so low on fuel that it ran dry on the cool-down lap, leaving him to wait for a ride back to the pits.

Tincknell took victory in the LMGTE Pro class at the 24 Hours of Le Mans alongside Brit Alex Lynn in 2020 and became the first driver in the history of the race to win in both LMP2 and LMGTE Pro. He signed off the year with a win at the Sebring 12 Hours to secure a brilliant overall third in the IMSA WeatherTech Championship.

With a glittering career to date, Tincknell continues to raise the bar in his pursuit of success as he flies the British flag on the world stage.



LATEST UPDATE: EUROPEAN UNION VNUK LEGISLATION

All vehicles exclusively intended for motorsport to be excluded from the Vnuk legislation

As reported in the February edition of *Revolution*, Motorsport UK's considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue have been successful, with the Department for Transport confirming that it would be taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive.

This news was met with enormous relief within the motorsport community – the EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

There remained some concern that implementation of the Vnuk law in Europe would affect UK members competing

in Europe and significantly increase insurance premiums. Furthermore, businesses would have looked to pass the costs down their supply chains, which could have had an impact on motorsport businesses based in the UK.

In the most recent development, the EU Commission announced on 22nd June that they would exclude all vehicles exclusively intended for motorsport from the Vnuk legislation. See the press release [here](#).

There remains a need for clarity on the matter of dual-use vehicles (road registered car used in competition) and Motorsport UK will provide a further update once that becomes available. In the meantime, those competitors should actively check the extent of cover provided by organisers as part of their pre-event preparations and entry process, and ensure that they have adequate valid insurance cover for all road use within the EU, as with the UK.



SAVE 33% ON SILVERSTONE INTERACTIVE MUSEUM TICKETS

Iconic cars and bikes and a thrilling immersive show deliver a great experience that all the family will enjoy

The Silverstone Interactive Museum is an immersive visitor attraction which celebrates the past, present and future of Silverstone and British motor racing. Over 60 hands-on exhibits give visitors the opportunity to try out a variety of activities – including operating a wind tunnel, taking part in a pit stop and climbing into a replica Grand Prix car.

In addition to the hands-on fun, the museum features some of the most iconic cars and bikes that have played a part in the 70-year history of Silverstone including Nigel Mansell's iconic "Red 5", an E.R.A car from the first ever Grand Prix and Barry Sheene's 1979 Suzuki motorbike.

A thrilling immersive film show – the ultimate lap of Silverstone – brings together some of the circuit's most famous racing moments and is the perfect way to round off each visit.

Motorsport UK members can purchase on-the-day tickets from just £16 for adults and £9.60 for children.

For more information and to book online, visit: www.silverstonemuseum.co.uk

To redeem the offer, log into your **Motorsport UK membership portal**



Member Offer

A TRIBUTE TO MIKE GASCOIGNE AND DAVID PIERRE



Mike (left) with Allan Dean-Lewis (MSA, now Motorsport UK) receiving an award in recognition of 100 years of the RSAC.

Mike Gascoigne

Mike Gascoigne was involved in many aspects of motorsport in Scotland, and at the time of his death he was still chair of RSAC Motorsport Limited.

Mike's first involvement with the club came when he was a sector marshal on the Scottish Rally in the early 1970s, before becoming the event's first-ever Communications Officer and then progressing on to be Deputy Clerk of the Course, based in Rally Control, where his wise counsel and considered view of any incidents were invaluable. Mike was Chair of the club's Motor Sport Policy Committee and the Roads Policy Committee and became Chair of the RSAC in 1998.

He also had considerable involvement with Scottish Motorsport Marshals Club and Scottish Motor Racing Club, and for many years he was also a senior official on the RAC Rally. It was all, as he once put it, "hard work and good fun in equal measures".

David Pierre

David Pierre was a longstanding club member, official and volunteer of the British Racing and Sports Car Club and marshalled at race circuits all over the world. He also provided training to many marshals and clerks both domestically as well as internationally as part of Motorsport UK's Training Team.

David was a member of Motorsport UK's Rescue Panel for several years and was involved in the marshal selection process for the Formula 1 British Grand Prix during the 1980s and 1990s.

David also found time to be a member of the British Motor Racing Marshals' Club (BMRMC) and British Motorsport Marshals Club (BMMC), and an integral part of the team that managed the transition of the marshal grading scheme from the BMRMC to the MSA (now Motorsport UK).

In more recent times, David was an International Race Director and Clerk of the Course, involved in major series including the British GT Championship, W Series and F4 British Championship certified by FIA – powered by Ford EcoBoost.

Anyone wishing to make a donation to Help for Heroes in memory of David can do so at: <https://herofunds.helpforheroes.org.uk/In-Memory/David-Pierre>



LOOKING AHEAD: 2022 BTCC CALENDAR ANNOUNCED

The season will kick off at Donington Park in April before concluding at Brands Hatch in early October

The 2022 British Touring Car Championship calendar has been announced which will include three official pre-season test days at various venues in order to allow as much time as practical for teams to carry out Hybrid testing.

Following the season opener at Donington Park, the action will move to Brands Hatch (Indy), Thruxton, Oulton Park and Croft during May and June prior to the traditional summer break.

Knockhill, Snetterton and a second visit to Thruxton will kickstart the second half of the schedule, before the

penultimate weekend at Silverstone in late September and the grand finale on the Brands Hatch Grand Prix circuit in early October.

“I’m pleased to confirm our calendar for the 2022 Kwik Fit British Touring Car Championship,” said BTCC Chief Executive, Alan Gow. “As the biggest series in the UK, it is vital that our schedule is issued so early, to allow the rest of British motorsport to plan their respective calendars.”

For more information, visit: www.btcc.net

2022 Kwik Fit British Touring Car Championship Calendar

Rounds	Date	Venue/Circuit
1, 2, 3	23rd – 24th April	Donington Park (National)
4, 5, 6	14th – 15th May	Brands Hatch (Indy)
7, 8, 9	28th – 29th May	Thruxton
10, 11, 12	11th – 12th June	Oulton Park (Island)
13, 14, 15	25th – 26th June	Croft
16, 17, 18	30th – 31st July	Knockhill
19, 20, 21	13th – 14th August	Snetterton (300)
22, 23, 24	27th – 28th August	Thruxton
25, 26, 27	24th – 25th September	Silverstone (National)
28, 29, 30	8th – 9th October	Brands Hatch (Grand Prix)



ARE YOU INTERESTED IN HELPING TO GROW THE FUTURE OF MOTORSPORT?

Motorsport UK is recruiting for a number of new positions within the organisation

As part of its long-term strategy to sustain the sport, Motorsport UK has announced several opportunities to join its growing team based at Bicester Motion, Oxfordshire.

The new **Volunteer Development Officer** and the new **Training Officer** roles will become part of the Learning and Development Team reporting to the Officials Pathway Manager.

The **Volunteer Development Officer** will assist in the development and implementation of effective strategies to recruit, retain and recognise Motorsport UK marshals; ensure the grading and development schemes are fit for purpose and that resources are in place to support the marshals journey; and provide project support for international training and grant-funded initiatives.

The **Training Officer** will support the delivery of the Officials' Pathway programmes by ensuring that all marshals and officials can access training and learning resources in a timely and appropriate manner. They will also create and deliver training materials and programmes for staff, trainers, competitors

and volunteer communities; assist in the development of Motorsport UK's Learning Management System; and collate and respond to post-intervention feedback from training events to ensure the training team is continuously improving.

The new **Sustainability Manager** position will become part of the Operations Team reporting to the Operations Director to continue to make progress on the workstreams created from the new EDI and Sustainability Committees. The successful candidate will work closely with the relevant committees, senior management team and other external consultants to develop initiatives to promote sustainability within the organisation, with motorsport stakeholders and play an essential role in shaping and enhancing both inward and outward facing policies and engagement plans.

The full job descriptions for these and other roles are available at: www.motorsportuk.org/contact-us/careers

Applications should include a CV and covering letter and be sent to: hr@motorsportuk.org



MEET IAIN TULLIE



Motorsport UK's new Rallies Executive, Iain Tullie, lives and breathes rallying. Having been taken to events by his parents at an early age, he has participated in the UK club rally scene for much of his life, even fitting in competitions during his 13 years on the road managing logistics and operations for M-Sport in the World Rally Championship (WRC).

As he prepares to take over from Ian Davis who has retired after 30 years of service, we caught up with Tullie to find out about his background and his vision for the future of UK rallying.

One important aspect of my new role is to support clubs with their events, and as we start to get more rallies running after lockdown, I know things will build very quickly. I am looking forward to having lots of events to get stuck into and help get the sport moving again.

What I have seen on events around the world is that the standards we have in the UK already are world-leading across a lot of areas in rallying, from safety protocols to operational procedures. Indeed, in many cases, the skills from the UK are being used to help run rallies overseas. Recently, for example, several stage commanders and operational managers from Rally GB were out in Kenya for the Safari Rally, supporting their teams to deliver a successful event.

Getting involved

We have a fantastic network of more than 700 clubs around the UK, all of which have events they want to put on. While we must concentrate on maintaining all the safety standards and making it a safe sport to participate in, we also need to try to remove any barriers for those who want to get involved, making organisational aspects easier to encourage clubs to run even more events.

Motorsport UK has made good, continuing progress to access a new generation through schools and universities, and we always need new volunteers for rallies to carry on. We have to support the motor clubs to attract new people to compete and to get involved in the marshalling and organising side of rallying. This is vital for the lifeblood of the sport.

One thing we have seen since the start of the pandemic, throughout the whole of society, is people embracing technology. Things like electronic signing-on and

scrutineering, which we have had to do for events running during the restrictions, are potentially fantastic tools we can use for the future, to create more efficient systems that save time for organisers before and on events.

Building from experience

I have a deep-rooted interest in trying to maintain, improve and grow the sport. My first taste of motorsport was being taken to events as a child. My parents were both involved in Ilkley and District Motor Club, where I am now proud to be a Vice President. I grew up with other people of my generation that were the same, and once motorsport is in your blood and you're hooked, it never really goes away.

I often went to Production Car Trials and Autotests, and I remember being in the Yorkshire forests in the dark on the RAC Rally when my dad would have been a stage commander. I was setting up stages as soon as I was allowed to be out without my parents, and then I started competing on Navigational Scatters and tabletop Rallies as a teenager, although I had to wait until I was 18 for my mum to allow me to compete on a 'proper' Rally - but mums worry, so that was natural!

At Southampton University I was involved with Wessex Motor Club and back in Yorkshire I continued doing more Road Rallies, club level Stage Rallying, single venue events and, when I'd saved up enough, forest Rallies. I never tried to make it as a professional co-driver, but I would like to think I have got to a high level as one of the best Road Rally navigators in the country.

I never thought about a career in motorsport back then because my working life started in supermarket management. Before all the communications that rallying has these days, M-Sport recruited a band of



Ilkley Motor Club members to go on events and do weather reporting and split times. One person would do the timing and then radio through to another a few kilometres up the road, who would hold out a pit board to show the drivers whether they were up or down. That's how I got the opportunity to work at M-Sport.

I thought I would need to find a different hobby because if I was doing motorsport for a living, I would not be interested in doing it as a hobby anymore - but it was sufficiently different that I enjoyed carrying on with both. I still managed to fit in competing in UK events between going away on rallies, and also got the opportunity to compete on historic regularities, even in FIA events abroad.

Bring back WRC

Rallying events, of whatever format, are my second home, and in my role I really want to be as accessible as possible. Hopefully, people who know me and may have known my name will say 'right, there's a guy there who knows about Stage Rallying and Road Rallying up to international level' and will be confident knowing that I have a lot of experience in what the clubs and club competitors do.

I will be going to events around the UK so that I can be there to give Motorsport UK a visible face. One of the biggest priorities is to keep building enthusiasm and helping to attract new people into the sport. There are so many draws on people's leisure time these days, that you are fighting to get attention. That is why we really need to get WRC back in the UK. I think it gives the sport visibility and promotion and it will attract people. You will have the media coverage to get it in the public eye, so more people will see it and want to get involved.

Back in the Colin McRae and Richard Burns heyday, rallying was more popular in the UK and possibly even globally than Formula One. That was the era that turned me around. I grew up watching more F1 because there was more of it on the TV in the 1970s and 1980s, but then in the 1990s and early 2000s rallying had more TV presence.

It needs that profile back to help get increased numbers of people involved at the grassroots levels. Inevitably, the challenge is money, because it costs a huge amount for the privilege of running a round of the WRC, so without the sponsors and finances it is not easy. So we need to focus on doing whatever we can to make that happen once again.



Looking to the future

The global rally scene has changed a lot since my days back in the Yorkshire forests, shifting from events that spanned entire countries to made-for-TV cloverleaf set-ups centred on single locations that simplify logistics and support sponsorship opportunities. WRC now works with the format it is but, for me, rallying can come in so many formats, and I think at lower levels it is important to continue with the variety.

Most clubs find what works for their particular event just by doing it. Some things work well in Wales, some things work differently in Scotland or in England. In some cases, it is good if you can bring visitors and revenue into one area. Trying to keep as compact a route as possible is good for others, because it means the cars are doing less miles which means less emissions, less fuel and lower costs. One of the great things about rallying is the variety of the events. You don't want every event to be identical at the club level.

There is also an environmental consideration as we move into the future. A lot of clubs are already looking at their carbon footprint and doing what they can to enable them to carry on with the same types of events,

so that the net balance is good for the environment. Going forward, we do also need to embrace vehicles that are less damaging, whether that be electric vehicles or those that run on net zero fuels.

We have a great history in rallying that we want to retain, but we also have great new opportunities as we move forward into the future.

I believe my experience means I can fulfil Motorsport UK's role in governance and regulation, and help more people to enjoy our sport for many years to come.

"One of the great things about rallying is the variety of the events"



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GETTING THE SHOW BACK ON THE ROAD



Motor clubs and venues around the UK are embracing a return to competition as the country emerges from the shadows of the pandemic, but what does it take to put on an event in these changing times?

The wait is finally over. After more than a year mostly devoid of revving engines, the buzz of competition and the camaraderie of bustling paddocks, an increasing number of events are now taking place.

It is a huge relief for the clubs and event organisers who have been working hard to keep things going; for the competitors who are eager to have some fun again; and for anyone who has suffered from the void.

The continued potential of coronavirus spikes means that events are 'different' these days, but they ARE possible to run. The government is due to lift England's restrictions later this month, but some nations may be slower to fully unlock, and in some cases the changes induced by COVID-19 may be here to stay even once full freedom returns.

So, to help you plan or participate this summer, we review the hard work of organisers, club officials and competitors who are already back in the groove and share some of their hints and tips.



Mark Sims, RallyGallery.com

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Barrie Parker

Clerk of the Course, Wyre Forest Trial, and a member of the British Car Trial Championship organising team

The pandemic effect

The onset of the pandemic in March 2020 turned the whole world upside down. The response led to knock-on effects throughout society and has been felt to varying degrees in the world of club motorsport.

Barrie Parker: “Not knowing if or when events might be able to be run has been very difficult. We had to decide how many events would represent a worthy championship – it’s usually 10-12 but early last year there were slim prospects for that. Fortunately, Motorsport UK worked with the government and we managed to get permission for five events under strict guidelines. That enabled us to test many of the operating procedures that are being used this year and we now have a plan for 11 rounds in 2021, with four already having run successfully.”

Dafydd Edwards: “Our last pre-lockdown event was a Road Rally in February 2020. As restrictions eased, we made plans for an Autotest in December, but when the Welsh government announced further restrictions from January we thought it unwise to hold the event so we cancelled it and refunded entry fees. We normally run more than 10 events a year, so it was a huge disappointment not to have any. We gave all members a further twelve months of membership free of charge to compensate for that.”

David Balderson: “We were conscious we had to keep up with the changing regulations at all times, we ensured the goodwill of local landowners and worked within the COVID-19 rules so we were ready to make things happen whenever permitted. We used Zoom for planning and committee meetings and the club even held a ‘virtual’ AGM on it.”

Richard Hinton: “One positive I have found is that there has been plenty of spare personal time to dedicate to checking and double-checking. That has helped ensure that everything would be safe when planning to bring back events.”

Angelo Apa: “I really missed the adrenaline of being out there and I think some older competitors started to think ‘how many years have I got left to go to compete?’ For a lot of people, you’ve lost the opportunity to make memories for 18 months, and that is very important. On the flip side, people have had the opportunity to spend a lot more time working on their cars, making sure they’re ready for when they do get back out there. It’s been challenging, but there’s also been a little bit of light.”

Planning the return and pre-event preparation

Driven by determination and belief (and plenty of Zoom meetings), club motorsport organisers have not stopped thinking about how to get back to running events. Detailed preparation has been more important than ever in order to meet strict protocols, and this will continue even when restrictions ease further to provide reassurance to officials and competitors alike.

DE: “On our first event, a navigational scatter in May, we used email and WhatsApp to issue clues during the event. On our Autotest, we used Sapphire Solutions’ ‘TimingAppLive’ for pre-event documentation and on-event timing. Changing from the usual paperwork such as issuing information, test diagrams and signing-on marshals proved to be easier than expected.”

AO: “As a touring event, finding suitable locations for the start with a good breakfast and car park for spare cars, a coffee and comfort halt with a quick turnaround, and a finish where a late Sunday lunch could seat people safely over a 60 or 90 minute period was not easy – but we managed to do it.”

DB: “From the beginning of the pandemic restrictions, we have successfully set up and run seven Autotests on grass and one AutoSolo on tarmac. We have not even considered indoor events yet, but outdoor events have been made very possible by COVID-19 protocols. The key is to carefully plan ahead – and to be aware that last-minute changes CAN be accommodated.”

JA: “This has actually helped the pre-event preparation in some ways because we are not allowed to have any paperwork. It used to take about four days just to do the printing and packing of envelopes for all the officials and marshals etc. We don’t have that now”

BP: “Some people are not too computer savvy, so it has been tough on occasions working with competitors to make applications online – but people get used to it eventually. There is always a way. We have also needed to extend our planning times and have had to cope with late ‘go-aheads’ from landowners, who have been nervous about committing to events because of not wanting to encourage the spread of the pandemic or to be seen as irresponsible.”

JA: “You need to think of every detail, right down to ordering extra portaloos to avoid people being close to each other. We planned one-way systems for loos and food, and placed sanitising products everywhere. We actually secured a new sponsor, Gwalia Healthcare, who provided tall foot-pump gel posts for toilets and gave every competitor and marshal their own pack of gels - a special gel that is not flammable so is safe to use in motorsport and other places.”

“Follow the Motorsport UK and regional government guidance and just go ahead and do it”

Dafydd Edwards





Shaking off the cobwebs

Drivers may be a little 'rusty' with a lack of running, while marshals and organisers may also feel a little less 'event-ready than normal. But there are some tricks that can make things easier.

DE: "The events we have run so far have had very experienced marshals. That has been important as we are using new timing methods and they have been able to quickly adapt to them. We did find the drivers were a little rusty and perhaps a bit 'overenthusiastic' to start with, but they soon settled into competition."

RH: "Distancing protocols and car-sharing has been a major challenge, as has access to water! We have tried to seek teams of two from the same household to work together, and we planned our routes to allow travelling officials to take rest, comfort breaks and refreshments within protocols."

BP: "We have found that marshalling has actually become a bit easier, because a system of scoring has been adopted whereby marshals just call out a competitor's score for them to record, rather than having to go to the car to take, mark and return the card."

AA: "As a competitor, a little bit more thought needs to go into preparation the night before, rather than just getting out there and winging it. I found that when you're in the car and you receive your final instructions on the start line, you look at them and go 'oh, my goodness, how did that work?' but you quickly remember."

AO: "Learning the route again was a challenge as it was no longer fresh in my mind and the whole route had to be driven again. Do not rely upon memory and very brief notes scribbled in a moving recce car to convey important details."

"Allow a lot of lead time for all involved to understand and agree what is expected of them"

Barrie Parker

Motorsport UK Guidance

Motorsport UK is working hard to support motor clubs, events, officials and competitors get back to action. As the sport gets used to new approaches and as protocols continue to evolve, there are plenty of resources to help make things as simple as possible to get the show back on the road.

Learning Hub

This online learning platform is the first stop for Motorsport UK members, whether you are an official, competitor, marshal or event organiser. It provides an easy to use and time-efficient digital learning experience that will help you enhance your skills and prepare you for your role.

www.motorsportuk.org/news/introducing-the-motorsport-uk-learning-hub

COVID-19 Guidance

Motorsport UK has developed a dedicated COVID-19 section on its website, providing all the latest guidance for event organisers and competitors including discipline-specific information, regional updates, COVID-19 Officer guidance and much more.

www.motorsportuk.org/covid-19

Resource Centre

This comprehensive section of the governing body's website is where clubs, competitors, officials and marshals can find all the files and documents they need to get an event up and running.

www.motorsportuk.org/resource-centre

Lessons learned and future challenges

Many clubs have now run events under COVID-19 protocols. It has been easier than you might think, and some new approaches are likely to be here for the long-term, because they have actually made processes more efficient.

DE: “On our first event, a navigational scatter in May, we used email and WhatsApp to issue clues during the event. On our Autotest, we used Sapphire Solutions’ ‘TimingAppLive’ for pre-event documentation and on-event timing. Changing from the usual paperwork such as issuing information, test diagrams and signing-on marshals proved to be easier than expected.”

RH: “We had 70 cars entered and signing-on was electronic, we emailed basic instructions to competitors and the full details and road book were only handed out at the start line. All control points were contactless, with car numbers identified and marked-off on a check sheet as competitors passed. Each control was handed equipment by the course opener in an envelope and check sheets were collected by the course closer, dropped into a box in the rear of the car to avoid any human contact.”

JA: “It’s crucial to give plenty of time to prepare and get your digital systems up, tested and running well before the event, so you know they all work properly. Learn from the first event and the subsequent ones will be a lot easier – that isn’t just COVID-related, it applies to anything.”

AA: “We used ‘Rally App Live’ and it worked extremely well. Inevitably, some people were less comfortable with it, but throughout the day most got to the point where they were happy. You do lose a bit of the banter with the marshals, but it does make the event run more smoothly because you’re not stopping for timing points. With some entry-level events finding it difficult to get the marshals they need, I can see sticking around too, so we end up with a combination of marshals and technology.”

AO: “On the admin side, I sometimes found cheques sent to me for the first attempt at running the event had exceeded six months, so they had to be scrapped and new ones obtained. Always bank cheques as soon as they are received or encourage the use of online banking.”

“Don’t default to cancellation, default to run it and find a way”
Angelo Apa

DE: “Motorsport UK’s COVID-19 guidance requires more online pre-event interaction now, to ensure social distancing, mask-wearing and other aspects. There are restrictions on the scrutineering of vehicles, so it is important to be aware of the potential situations that could arise from not having a full examination, such as safety issues and regulatory compliance.”

AO: “Ensuring people obey the instructions is a challenge – for example, not forming groups of more than six people at a table and wandering about in a casual non-COVID manner, ensuring car occupants are either related to each other or in the same ‘bubble’ and making sure everyone uses hand sanitiser and face protection.”

AA: “There is still a level of concern out there, but it is clear events can be set up to avoid close contact, with things like the apps, and hand sanitisers can be placed everywhere. Despite this, we are still seeing events being cancelled through to October at the moment. It’s very often too easy now to say ‘I can’t do this’ so I think we need to make sure we are not defaulting to cancellation. You CAN run these events in a very safe way. The key is not making it all about COVID-19. We need to default to thinking how we can do this within the regulations and the realms of common sense to make sure that we all feel comfortable.”

“Have fun. This is a hobby for most people and sometimes we lose sight of that”

Jon Aston

The world has been through a lot, but an increasing number of organisers and clubs are proving that it IS possible to run events, with more and more competitors seizing the opportunity to get back in their cars and participate in the sport they love.

In many ways, absence has made the heart grow fonder. And with so much advice and experience now available, including from Motorsport UK, there is no longer any excuse to hold off plans to get back to action.

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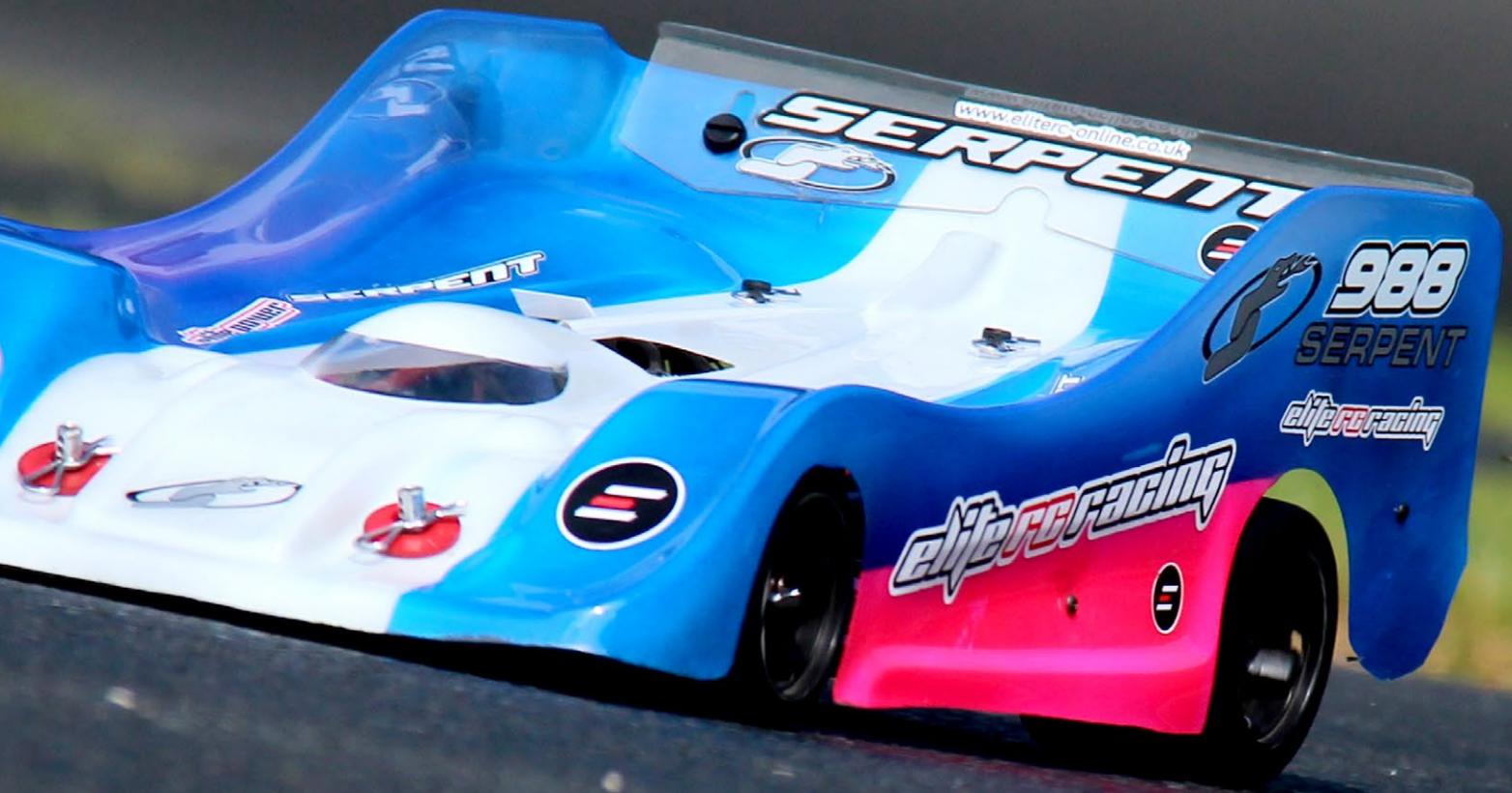
SCALING UP

Radio-controlled car racing is a popular sport in its own right, but it is also a gateway into full-size motorsport, with skills and knowledge travelling both ways – Dan Trent finds out more

Radio-controlled car racing may be regarded as more of a 'hobby' than a 'real' form of motorsport but it actually has its own Motorsport UK affiliated governing body – the British Radio Car Association (BRCA) – and around 8,000 members are participating in it on 'mini' racetracks around the UK.

In fact, many radio-controlled (RC) racers actually compete both behind the controls and behind the wheel, and the technical grounding and pathway it provides has proven to be a successful route for careers in all areas of motorsport. Need proof? You may remember a young lad from Stevenage showing off his driving skills around the Blue Peter garden some years back. Now that youngster is a seven-time F1 champion.

Lewis Hamilton and his British Touring Car-racing brother Nic both cut their teeth racing model cars before graduating into full-size ones. From science, technology, engineering and maths (STEM) courses in schools to off-season entertainment for life-size racers, the scene is far more established within the wider motorsport world than you might have realised. And, with the high-tech transponder timing and electronic speed control systems used by the latest electric road and racing cars, scale motorsport has also blazed a technical trail in more ways than one.





Radio-controlled cars are complex pieces of engineering

SERIOUS 'TOYS'

The first thing to settle is what to call it. Over to Jim Spencer, BRCA treasurer. "We tend to refer to it as radio-controlled model car racing, or RC motorsport," he laughs. "Model cars' is fine, although we try to avoid 'toy cars' unless we're talking to people who race cars in a full-size sense. Then they're all toy cars!"

Spencer holds a similar role at the Association of North-Western Motor Clubs, so he has feet in both camps and sees crossover that benefits all. "Certainly, there are plenty of people in the full-size motorsport community who have passed through model car racing," he says, highlighting the number of F1 engineers and other motorsport professionals racing model cars in their spare time.

One of those is Mark Stiles, a design engineer for the Mercedes-AMG Formula One Team. "RC car racing became a part of my life when I started secondary school," he explains. "I had my sights set on a career in motorsport from a very young age. I would have liked to be a racing driver, but I also had an interest in the reasons why racing cars look as they do, and a desire to understand how they work. Building, maintaining and racing RC cars is a really good way to develop an understanding of mechanical principles, and also what racing is all about."

The grounding also applies to the social and organisational side of how motorsport works. "The biggest problem we have in terms of bringing people into full-size motorsport isn't necessarily cost, it's the fact it can seem an intimidating world to enter for the first time," says Jim. "Well, we've got thousands of model car racers who would find any motorsport meeting, whether it be karts or cars, no different. Apart from the fact you don't sit in the car, the mechanisms of running the race meetings are pretty much the same. Scrutineering is a bit easier because instead of pushing your car 200 yards through a busy paddock you just pick it up and put it on a table on the other side of the room but, apart from that, a race meeting is a race meeting!"

Spencer obviously takes great pride in how RC racing can be a launchpad for careers in the sport, too. "We've been quietly doing our bit and watching people progress into bigger and better things," he says. "It wasn't that long ago you'd bump into both Lewis and Nic Hamilton at a meeting. You'd see Lewis in the pitlane with everyone else, calling his brother in for stops and chucking another 150ccs of fuel in the car while Nic was up on the driver's podium. It was great to see!"

However, you do not have to be on a path to F1 superstardom to appreciate how a childhood in RC motorsports equips you with skills that even more recent innovations such as Esports cannot mimic.

ENGINEERING CHALLENGE

"There are lots of transferrable skills between RC racing and full-sized motorsport, and vice versa," says Stiles. "The obvious ones are vehicle dynamics and car set-up, as well as physically working on the cars. However, I think one of the biggest things is a basic understanding of racing car architecture and terminology.

"It was RC car racing that offered me an insight into how suspension operates, what a transmission system does, how electrical energy can be stored and then used to power a vehicle or system and a host of other things that apply to full-sized racing cars."

Alan Leighton is a lecturer on the Motor Sport Diploma course at South & City College Birmingham and founder of Active Learning Support, which, in partnership with the BRCA, provides schoolchildren with hands-on experience of RC cars through courses that can be incorporated into STEM curriculums at any level.

"I retired from racing motorcycles, somebody bought me a model car and it went from there," says Leighton. "We know how people who aren't at the right school can't get hands-on with motorsport. This is a way of identifying skills they may not know they have."

From junior schools to further education colleges, this approach has had serious success, helping to engage a class with hands-on experience working with suspension, transmission and aero, and then to demonstrate that in the school hall or playground. It opens motorsport up to a far wider audience than would be possible with a full-size car or kart.

The blurred lines between scale and full-size motorsport go back a long way too, as the experience of Robin Schumacher attests. "It started when my dad bought me a radio-controlled car for my 14th birthday," says Schumacher. Like many dads, Schumacher's father Cecil was keen to support his son's hobby, the difference being he happened to be a senior transmission engineer at Cosworth. He designed a ball-bearing differential for his son's car and, before they knew it, he and his friends were spending their weekends building components to sell to other racers. In 1978, Cecil set up Schumacher to further develop his products, leaving his F1 job to commit full-time to a business that his son now runs and which thrives to this day.

Robin Schumacher has turned a hobby into a business

VARIETY OF SKILLS

In Schumacher's eyes the crossover extends to all aspects of motorsport. "The driving skills are very similar, so someone who's fast in a model car will be fast in a real car," he says. "The coordination, racing lines, throttle control and the knowledge of how to set up a car – they're all applicable and equip you equally well to be a driver or race engineer. And you learn quickly, because you can make changes and then see immediately how they affect the car's handling. You'd need a test session and team of mechanics to do the same in a full-size car."

For the likes of Cy Turner, RC racing simply offers accessible relief from the pressures of family life and running his business, Cotic Bikes. "I realised I needed something 'not bikes' to do in my spare time," he admits. "I've always loved RC cars and still had the Tamiya Thunder Dragon I got for my 13th birthday, so it snowballed from there. Tinkering with RC cars gives me something to learn about, understand and directly apply my engineering skills to. Also, it's in that lovely zen area of being just easy enough to not require huge effort, but just complex enough to not be able to think about anything else."



Tuning damping and suspension systems for mountain bikes has helped his understanding of the same on his RC cars but the benefits go both ways. “The correlation of observation and set-up is definitely something that reads across from my work as a bike designer,” he says, “while one of the most useful side effects of the RC hobby is the 3D printing. I learnt about it as a way to improve my old Tamiyas but I can also rapid-prototype forged parts for bikes to check shapes and clearances before committing to expensive tooling.”

From grassroots enthusiasts to pros making a living from their racing, RC motorsport mirrors that of its full-size equivalent. Newbury’s Lee Martin is one of the latter, having raced professionally since 2011. “It started as something I could do with my dad that progressed into a career,” he reflects. “My secondary school had a club that ran in the evenings and I was hooked from the first time I saw it. The evolution from hobby to job was not something that I set out to do at the beginning, but with hard work and commitment I was able to get good enough to be able to gain the sponsorship to compete at the highest level and become professional.”

For the majority doing it for fun rather than as a career, the sheer accessibility of RC racing is one of its most appealing attributes. It offers a level playing field to drivers of any age, background or ability to participate competitively and safely, with whole families able to compete alongside each other at the same meeting. Indoor electric track cars, off-road buggies, internal combustion-powered racers of all shapes and sizes racing on purpose-built outdoor circuits or off-road tracks, oval-racing stock cars, drifting, rock-crawling – the world of RC motorsport is just as varied as that in the full-size realm, with something for everyone.

So, where to start? “Find a local club and get advice from the people in your area,” advises Martin. “YouTube tutorials are good and will help you get up to speed with the general understanding of how it all works.” Spencer agrees. “We’ve got 200 clubs so find some you like the look of,” he says. “Eventually you’ll see a race category and say ‘that’s the one for me, how do I get into that?’ This is much better than just buying a car and then trying to find somewhere to use it.”

Suffice to say, in the eyes of the people who do it there is no ‘model’ motorsport or ‘real’ motorsport – both are the genuine article with a sense of community, competitive spirit, shared values and greater overlap than you might have ever realised. And whether it is restoring that old Tamiya for a bit of fun or moving to more high-performance levels, you will find a thriving community of fellow racers ready to welcome you into their world.

Thanks to: Jim Spencer of the BRCA; John Russell and Halifax Track <https://halifaxtrack.co.uk>; Elite RC Racing www.eliterc-online.co.uk

What to race

1/8th scale Circuit

Electric or internal combustion powered with prototype style bodies, extremely fast and raced outdoors on purpose-built tarmac tracks

1/12th scale Electric Circuit

Indoor racing with prototype style bodies for the LMP12 cars or GT style cars with reduced power to weight and narrower tyres for lower costs or smaller tracks

1/8th scale Rallycross

“Fast, colourful and action-packed” and “huge fun with big jumps and big grids”, these open-wheeled buggies are generally powered by internal combustion engines and are usable anywhere

1/10th scale Electric Off-Road

2WD or 4WD trucks or buggies with low running costs and good for beginners, youngsters and experts alike with excellent racing at a huge number of venues

1/10th scale Electric Circuit

Classes for Touring, F1 and GT-style cars with a brand-new FWD, ‘Fronties’ class using hatchback-inspired bodies for a mini-BTCC vibe

The above is just a small selection – for a full guide to the disciplines and 50-plus classes available visit:

www.brca.org



Lee Martin (right) got hooked on the sport at secondary school

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

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



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OFFICIAL COFFEE



Exciting changes are planned to improve the marshals' pathway, creating a clear development route for new and existing volunteers in the sport

Volunteer marshals are the beating heart of UK motorsport. Proudly standing out in their orange overalls or marshals' tabards, they are vital to the safe and effective running of events all over the country.

For anyone who is passionate about motorsport but does not necessarily want to get behind the wheel, becoming a marshal is a great way to get close to the action.

The role involves a wide range of essential duties to help events to run safely and effectively, from clearing debris and managing spectators to operating a start, finish line or assembly area. Being a marshal affords you one of the best seats in the house and the opportunity to go behind-the-scenes at all of the most exciting championships and events.

Motorsport UK is keen to encourage more people to take up this role, young or old, and is undertaking a review of the marshals' development pathway in conjunction with the Marshals' Advisory Group and other key stakeholders including clubs and regional associations.

As part of its ongoing commitment to deliver a sustainable future for the sport, one of the aims of the governing body is to help increase volunteer participation in every discipline. To that end, all discipline-specific Trainee Marshal grades (Accredited Marshal in Rally and Cross-Country) will be renamed Registered Marshal, meaning that volunteers will be able to expand their knowledge by experiencing some of the other exciting disciplines on offer, whilst being supported by someone of a higher grade. Those who currently hold a grade above Trainee will also have Registered Marshal added to their registration card, which will create a larger pool of marshals for organising clubs to call upon. This change will automatically happen upon renewal for 2022, so current members do not need to take any action.

James Betchley, Officials' Pathway Manager at Motorsport UK, said: "Marshalling is a fantastic way to get involved with motorsport and by creating a multi-discipline marshalling grade, our volunteers will have the opportunity to utilise their skills in different environments, boosting the number of marshals available to events and providing an opportunity to experience all of the different disciplines."

As the governing body of four-wheeled motorsport in the United Kingdom, Motorsport UK have a duty of care to its volunteers and competitors and will also be launching introductory online training modules for new marshals.

James explained: "These will be undertaken as part of the registration process for first-time applicants and this means we can equip them with the correct knowledge to be able to carry out their role safely, leading to a safe, fair and fun sport for all."

Nadine Lewis, Chair of the Marshals' Advisory Group, said: "Bringing in the multi-discipline Registered Marshal grade recognises the importance of all our volunteers and is a clear first step on the Marshals' Pathway. This is a great step forward in recognition of our volunteers, and I look forward to its continued development."

All marshals are strongly encouraged to register with Motorsport UK, as this is the best way to ensure that they receive the proper training for their role regardless of the discipline. Those participating in Clubman level events (such as Autotests, Sporting Trials and Navigational Rallies) are particularly encouraged to join. Being a Motorsport UK Registered Marshal also gives access to the governing body's Member Benefits Programme, which provides exclusive discounts and offers from major retailers and automotive partners.

Current marshals will be able to renew their membership and new marshals can access the online training and registration system via: www.motorsportuk.org from late August.



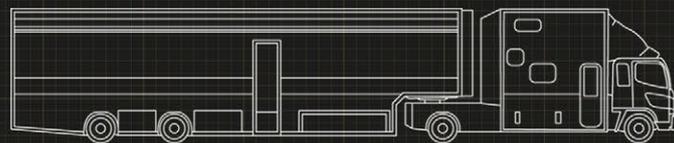
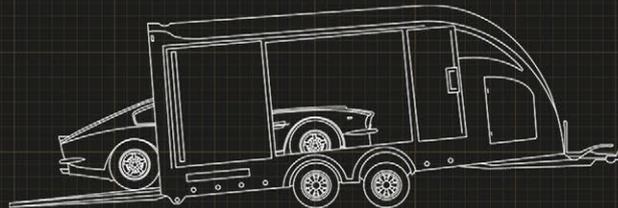
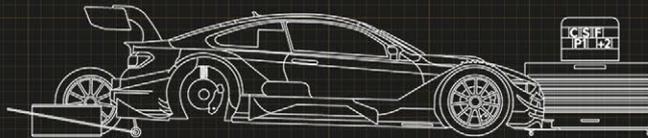


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MILLENNIALS AND HISTORIC MOTORSPORT

The link between a vinyl record and a classic car is not immediately obvious. What binds them together is an analogue experience devoid of electronic interference. For the same reason that vinyl has proved popular in recent years, the same could be true for classic cars.

It is said that the resurgence of vinyl amongst millennials is based upon the desire to step back from the digital world of Instagram, TikTok and smartphones. They instead wish to explore more analogue experiences that liven the senses – the groove of the record and the physical movement of the cartridge create something that clicking ‘play’ on Spotify cannot replicate. A millennial family member has a record player that takes pride of place in his living room, I asked him why he has it. “There’s a purpose to using it, you’re not just putting on background music. It feels purposeful and wholesome.”

This desire for a lack of technology is not something that is limited just to millennials or records. At the time of writing, the three cheapest Ferrari 360s for sale are all F1 transmission, the three most expensive are all manual. That is

by no means scientific, but it supports the anecdotal conversations in the marketplace that even older buyers in the modern classic market want something pure, mechanical and tactile. They want to know that the inputs they are creating are being acted upon by a piece of machinery.

With the recent announcement that new petrol and diesel cars will not be available in the UK after 2030, how as an industry do we move to protect the sector? A child born during 2020 (Generation Alpha) may never drive a car with an internal combustion engine. That means that they would never drive a manual car, go to a petrol station or know how to check the oil. The more pressing issue before this is how do we engage millennials and Generation Z enough to keep the industry going until then? Does the answer lie in the electrification of classic cars? Or do changing tastes and government regulation mean that there is no place for anything with an engine in another twenty years? Will vehicles instead become pieces of art?

Millennials are buying from brands that are putting out all the same signals as the classic car market, but no one is bringing

the two sides together and drawing the parallels. There’s no one campaigning for the industry and extolling the virtues, even though the signs are there that millennials are ready to listen.

Historic motorsport may play an important part. It allows cars that will soon no longer be permitted for use on the road to have a purpose and a unique one at that. Furthermore, historic motor racing may just provide the pursuit that millennials are looking for – individuality and an alternative hobby for those that have an appreciation of old cars and wish to give them purpose. The question is, how do we engage that demographic to protect historic cars and keep historic motorsport alive? Well, I suppose that is up to all of us.

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MY OTHER LIFE

Phil Montgomery-Smith

Motorsport enthusiasts come from all walks of life so when you are getting stuck into a club competition, you never know who you might be up against. Some people have extraordinary backgrounds, and in this feature we celebrate those who do something a little different in their 'other life'.

Phil Montgomery-Smith

Profession: Violinist

Motorsport activity: Hill Climbs/Sprints

What type of motorsport do you race in and what car do you drive?

"I compete predominantly in Hill Climbs and Sprints. This season is the first in a newly acquired OMS 2000M with a supercharged Hayabusa engine. Prior to this, I competed in a Fisher Fury with the same engine for many years. I enjoy competing in the local Trials scene in my dad's Marlin Roadster which I have also acquired."

How did you get into motorsport and when did you start?

"My dad was the inspiration for my passion for cars and motorsport. I grew up helping him prepare, repair and rebuild his Morgan Plus 4 for Hill Climbs and Sprints and the occasional circuit race. We travelled far and wide, usually towing a tent trailer with the racecar! I loved listening in on the conversation and banter, and it wasn't long before I was driving around in fields. My first event was a Production Car Trial at the age of 12 or 13, double-entered with my dad in his Morgan. I did my first Speed event double-driving with dad at Curborough as a 17-year-old and I remember competing at Wiscombe, Werrington and I think Batings Dam. Thereafter for a few years I bounced and drove various cars in Trials, including a Vauxhall Viva, Morris Minor, the Morgan and latterly the Marlin. After finally getting a proper job (and access to credit!) I bought a Fisher Fury in kit form, and after building it I then used it on the road and track."





What does your day job as a violin teacher involve?

"I have worked as a primary school teacher and, since 2001, as a music teacher teaching whole-class music and also as a peripatetic (travelling) violin teacher. One of my specialities is teaching whole-class violin (yes, 30 at a time!) which works astonishingly well. I currently work for Cornwall Music Service Trust in approximately 7-8 schools in both the state and independent sectors. I am also involved as a violinist/violist in much of the professional music-making locally."

What aspects of your day job help you in racing - or vice versa?

"This is an interesting question! I have spent most of my life regularly performing as a musician, and that has helped me to develop my concentration skills, my ability to control my nerves and to live and express myself in the moment. When I'm sat on the start line waiting for the green light, I do think of the run as being like a performance. It sounds implausible, but standing up in front of an audience of 1,000 people and being accompanied by a symphony orchestra whilst performing the 'Lark Ascending' is not so different from lining up at the start line, dropping the clutch and doing the 'perfect' run!"

What do you enjoy most about teaching the violin?

"It's no coincidence that music features so strongly at the most important parts of our lives: weddings, funerals and any kind of ceremony. I enjoy helping young people understand, appreciate and develop their own skills in music and ultimately enjoy the thrill of performing music."

What is the one thing you love most about motorsport?

"I love the thrill of competing in a car that I prepare and develop myself. I love the adrenaline rush and taking cars and racing to other like-minded people."



Do you have a unique hobby or intriguing day job outside of motorsport? Get in touch with us for a chance to be featured on these pages. Send an email briefly outlining your interesting talent or day job to: revolution@motorsportuk.org

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Goodwood is one of motorsport's most legendary venues, and after spending his childhood at the track, **Gabriel Ludlow** is now the Circuit Operations Manager



GABRIEL LUDLOW

Goodwood may be famed for the Festival of Speed and the Revival, but the race circuit itself is actually active for around 300 days per year, and Gabriel Ludlow is the man who keeps it ticking. He first set foot on the estate when the Duke of Richmond (previously known as Lord March) gave away free tickets to the fire service, in which Ludlow's mother worked. We caught up with him to find out more.

Revolution: "What was your earliest memory of motorsport?"

Gabriel Ludlow: "I grew up in Chichester and I came up to Goodwood when I was five or six. My first event was the Festival of Speed. We also came to watch track days and I used to like watching David Coulthard racing in F1 on the TV."

R: "How did you get more involved in motorsport?"

GL: "I started off doing volunteer marshalling at Sprint events through the Goodwood Marshals Club. I did a few events with Farnborough and District Motor Club, a few race meetings for BARC (British Automobile Racing Club) at Thruxton and some events at Brands Hatch too. I ended up doing a lot of the pit lane, paddock and startline jobs and it gave me the experience and the contacts to progress."

R: "How did that turn into a job at Goodwood?"

GL: "I started as a marshal. I was 16, still at school and it was a paid role that I did now and again at the weekends. I wanted to be a police officer, but then the bug got me and in 2013 I took a full-time role as an Assistant Track Steward. That meant 'dogsbody' really, just doing all sorts of stuff that needed to be done to run the events. A year later I became a Track Steward, spending a lot of time in the control room dealing with recoveries, crashes or medical incidents. It's an operational role - they are now called Operational Stewards - running everything from bins to getting cars prepped. I even did a few stints in the burger van. We serve organic burgers from the farm, so I can cook a mean organic burger."

R: "What makes the Festival of Speed and Revival so special?"

GL: "What I love about them is the drivers and cars they attract. You get the best machinery and drivers in the world descending on the Sussex countryside, with 50,000 people coming in to watch. It's really nice to bring all these like-minded people together to enjoy what you enjoy - and if you've been involved in the planning of it, it is just fantastic to see all the smiles on everybody's faces as you're walking around. Then there's the set dressing of all of the events, all the other stuff that goes on and the parties in the evenings. The whole footprint of the Revival site is double the size of the track. One year we celebrated 50 years of the fish finger, with Captain Birdseye greeting people as they arrived. My personal highlight is when we did a feature on British transport, shipping in a steam train (with real steam) and rails and siting it at the entrance. All those kinds of funny little surprises you wouldn't really get anywhere else, and they are what make it for me."

R: "What is your role now?"

GL: "I became the Operations Manager for the motor circuit in January 2017. My role is running the track operations and the general management of the motor circuit site. It's a critical role, obviously, but it is one part of an absolutely massive team. There are about 600 full-time people working for Goodwood and everyone has a really important job to do. For example, the event operations team, the motorsport content team, and the Duke sitting at the top overseeing it all."

R: “What do you do at the big events?”

GL: “I’m the liaison between BARC and Goodwood, so I sit in the track control room to be the eyes and ears of Goodwood and help with the operations. The circuit is only used twice a year for race meetings - the Members’ Meeting and the Revival - so it’s quite handy to have somebody who knows what Goodwood is and where we can pull cars off and assist with the smooth running of the meeting.”

R: “What are your favourite moments from the Festival of Speed?”

GL: “I saw Bruno Senna driving Ayrton Senna’s 1993 McLaren up the hill and, when the flames came out the back, that was really, really cool. Then, a few years ago we ran some drift cars up the hill to see if people would like it, and the crowd absolutely loved it. And most recently, seeing the track record get smashed with the electric Volkswagen ID.R was great. It just shows where motorsport is going and how it is ever-changing. Even with combustion engines slowly dying out, things are still as fast as they used to be and there’s still so much more to come. The beauty of it is you will run one batch with a car from the early 1900s, then literally half an hour later the latest hypercars will be setting records. We are very privileged because on the Thursday night ahead of the event, my team and I get to run these cars for a party before anybody else gets to see them. Just being there with the whole firework display in the background and seeing these cars in action is an amazing experience.”

R: “What are the most challenging things with the event?”

GL: “The whole logistics in the build-up, I think. We get involved with running film shoots ahead of the event, because a lot of the sponsors want to get content to show on their stands. Having to run all that while you’re building a temporary city in the middle of the Sussex countryside, liaising with all the different departments to make all these films happen, while you’ve got an eight-week build, that’s pretty challenging for us.”

R: “Aside from those events, what does your work entail?”

GL: “Well, the track is in use probably 300 days a year, which people don’t tend to realise. When we’re down at the motor circuit we run testing, corporate events, driving experiences, track days, and even cycling events which are a recent big thing. We run five Sunday morning breakfast clubs a year, where 15,000 people come on-site from 7am to midday and we have one thousand display cars. We also do about 50 days a year of filming. We’ve just done a shoot with a Spitfire and a racing car, we’ve done a few shoots with Top Gear and we also have TV and film shows here regularly because we’ve got that lovely background of the Sussex Downs and the circuit. We filmed one of the last episodes of Downton Abbey here and part of The Man from U.N.C.L.E. was shot here too.”



Nicole Hains

R: “It’s a pretty diverse job, isn’t it?”

GL: “It really is. I mean, it’s hard, it’s very long hours, there’s something different going on every day. One day you can be in the trenches with our classic Land Rovers and the next emptying bins, but it’s all part of the fun and makes working here one of the best jobs in the world.”

R: “Who is your unsung hero in the history of motorsport?”

GL: “All of the people behind-the-scenes that aren’t in the limelight but get everything going, from the marshals through to the Clerks of the Course. The drivers will get the headlines, but all of the team members and everyone behind-the-scenes make the sport what it is.”

R: “What is on your future to-do list?”

GL: “Personally, I would like to stay involved in motorsport and running events but in my spare time either hop in the driver’s seat or sip some champagne on the spectator’s side of the fence.”

R: “And what about the future of motorsport?”

GL: “I would like to see the sport become more diverse and encourage younger people from all kinds of backgrounds. There are a lot of initiatives happening at the moment, which is great to see, but there is still a long way to go and lots of catching up to do. Events like AutoSolos are a fantastic and affordable way to introduce newbies into the sport. Working on sustainability so that future generations can enjoy the sport in a way that we have is also very important to me. Outlooks are starting to change and I hope they continue to.”



The need for speed >>>>

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WHAT'S ON

FIA Formula 1 British Grand Prix

IT'S COMING HOME

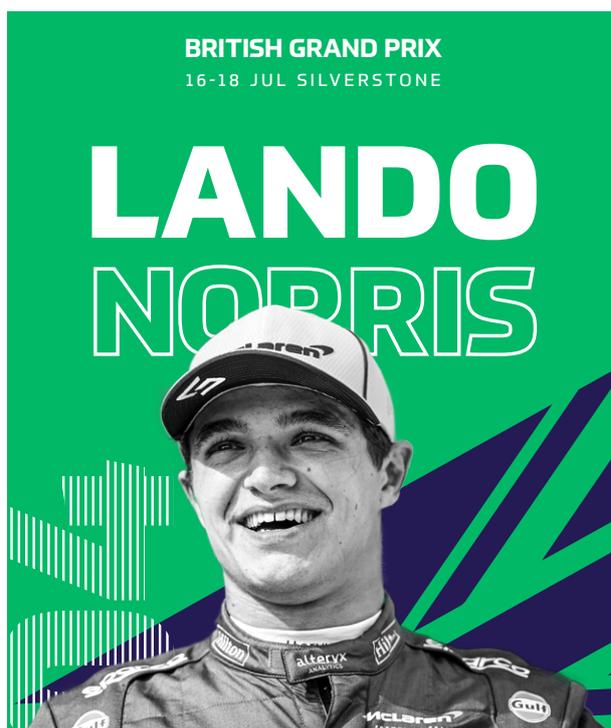
The FIA Formula 1 British Grand Prix is one of the highlights of the Great British summer of sport, and its designation as a government test event will see the much-heralded return of a capacity crowd to the Silverstone grandstands



Ones to Watch

The UK's current crop of F1 drivers have all impressed during the first half of the 2021 season, but a home race and the roar of a supportive crowd have always been worth an extra tenth of a second. This is the race the Brits all want to win or do well in.

While **Sir Lewis Hamilton MBE** is driving like he has a record-extending eighth world Drivers' Championship in the tank, the power to resist the hard-charging Red Bulls rests in his team's hands rather than his own. A double defeat in Austria – Rounds 8 and 9 of the season – only served to consolidate Max Verstappen's assault on the 2021 title race. If anyone can help Lewis bounce back to the top step of the podium, it is the mighty Mercedes AMG F1 team, and the Brackley squad have been burning the midnight oil to try to reverse their talisman's fortunes. With 14 rounds remaining of this bumper 23-race season, there is still everything to play for.



BRITISH GRAND PRIX
16-18 JUL SILVERSTONE

GEORGE RUSSELL



Hot on Lewis' heels is Motorsport UK Academy alumnus **Lando Norris**, who is making a big third-year step in his F1 career. The McLaren driver is giving his significantly more experienced teammate Daniel Ricciardo a run for his money and has already scored more points in the first nine rounds of 2021 than he did in either of his first two seasons. Fresh from a sensational weekend in Austria, where he brought his tally of third-place podium finishes to three, it is not beyond the realms of possibility that he could steal a march on Verstappen and Hamilton with a debut pole position, if not a win in the not-too-distant future.

Fellow Academy graduate and Mercedes Junior Driver **George Russell** has experienced plenty of highs and heartbreaks during his first two full seasons in Formula 1, but his skill and talent have never been in doubt. Who could forget that fantastic debut race for Mercedes in Bahrain last year? Russell has been patiently working towards a promotion to the top team, and his 100% qualifying record ahead of his teammates and making it through to Q3 in Austria have done him the power of good in pursuit of that mission. He is knocking on the door of his first points with his current berth, Williams Racing, and with a bit of luck that might just happen on home asphalt.

Formula 2 and W Series will be supporting the main event, ensuring plenty of track action for spectators between Formula 1 sessions. In Formula 2, Dan Ticktum, who won the second race at Monte Carlo earlier this year, will be flying the flag for the UK, alongside Williams reserve driver Jack Aitken, yet another Academy alumnus.

BRITISH GRAND PRIX
16-18 JUL SILVERSTONE

JAMIE CHADWICK



In W Series, the cream of the world's best female racing talent will be sharing the F1 stage, chief among them Team UK's **Jamie Chadwick**, who is once again leading the series, closely followed by fellow British drivers Sarah Moore and Alice Powell, who won the first race of the season in Austria. Making her W Series debut will be 18-year-old Abbi Pulling, who has never even been to a British Grand Prix weekend before, and whose first taste of the special Silverstone atmosphere will likely stay with her forever.

Sprint Qualifying debut

Devoted Formula 1 fans flocking to Silverstone have something even more special in store, as the British Grand Prix sees Sprint Qualifying making its debut on the Saturday. As well as the traditional qualifying, the Sprint Qualifying allows the opportunity for drivers to obtain additional points if they secure a place in the top three over the 100km sprint. The session will take place over 30 minutes and teams are able to select a tyre compound of their choice. With the standings closer than ever, the Sprint Qualifying is sure to produce some action-packed racing.

Where to keep up with all the action

Watch the entire race weekend event on Sky Sports F1 and Channel 4 or listen in on BBC Radio 5 Live.

To get closer to the action and behind the scenes, follow us on social media and keep up with the latest news on our website.

WHAT'S ON

A selection of confirmed championships and events

James Roberts



Mazda MX-5 and Fun Cup Race Weekend Anglesey, 10th-11th July

This event promises close action-packed racing in a mix of endurance, sports cars, saloons and single-seaters. It includes two rounds of the FunCup Endurance Championship, where 23 teams compete in identical silhouette cars over three hours, with mandatory driver changes and pit stops. Three different Mazda MX-5 championships are also on the bill among others.

For more information visit: <https://brscc.co.uk/events/anglesey-summer-race-weekend-july-2021>

Nicky Grist Stages

Builth Wells, 10th July

Organised by Quinton Motor Club, this event has a rich history dating back to 1980, when it ran in the Welsh forests for the first time. Matt Edwards and Darren Garrod are seeded at number one this year, contesting their first gravel rally in their VW Polo. The rally counts towards the Motorsport UK British Rally Championship as well as the MRF Tyres BTRDA Rally Series and Motorsport UK Pirelli Welsh National Rally Championship. The action will be streamed live at:

facebook.com/specialstage

For more information visit: www.nickygriststages.co.uk



Gurston Down Hill Climb

Broad Chalke, Salisbury, 17th-18th July

Two one-day events will comprise the Tony Marsh Memorial Weekend taking place at the premier speed hill climb in the South, located in the glorious Wiltshire Downs. The course starts downhill and takes in corners named 'Hollow Bend', 'Karousel' and 'Deer Leap', where the fastest cars will get airborne. It is a quick run, with a record average speed of just over 85 mph and a fastest 'across the finish line' of 159mph.

For more information visit: www.gurstondown.org

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



Britpart British Cross Country Championship Round 4

Sweet Lamb, 17th-18th July

Legendary Sweet Lamb plays host to the latest round of this Cross Country 4x4 championship, which kicked off the season at Parkwood in Yorkshire last month after the cancellation of the opening two rounds. Justin Birchall, the reigning champion who is defending his title in his Lofthouse M3, finished fourth in the opener, with Richard and Mason Kershaw taking the win.

For more information visit: <http://crosscountryuk.org>

Bug Jam

Santa Pod, Northamptonshire, 24th-25th July

This is Europe's largest Volkswagen festival, with a vibrant and fun atmosphere that combines comedy, music and on-track action which ranges from professional drag racing to entry-level 'Run What Ya Brung', where anyone with a VW can have a go. The Volkswagen Drag Racing Club will be joined by Funny Cars, the Outlaw Flat Four, the road-legal hot rods of Street Eliminator, Sportsman ET, and the showpiece Supercharged Dragsters.

For more information visit: <https://bugjam.co.uk>



Super Lap Scotland (Hot Lap Challenge)

Knockhill, 24th-25th July

This championship aims to uncover the fastest driver in Scotland, with a complex set of rules and class structures that equalise the most powerful cars with even the most modest of road cars, hot hatches and track cars. The opening race runs anti-clockwise with the second outing going the opposite way round. It is open to all drivers, including first-timers, with eight classes based on flywheel horsepower to weight ratio.

For more information visit: www.superlapscotland.co.uk

Northern Historic Sporting Trial Penrith, 25th July

This brand-new sporting trial, run by the Northern Phoenix Trials Car Club, takes place in the beautiful grounds of Gale Hall in Cumbria. It is the third of seven events in 2021 for the Historic Sporting Trial Association which was formed to provide competitive events for sporting trial cars built between 1952 and 1974 and prides itself on organising events popular with newcomers and experts alike.

For more information visit:
www.historicsportingtrials.com



The Classic

Silverstone, 30th July-1st August

This epic three-day festival includes on-track action from the golden age of F1, Sports Cars, GT and Touring Car grids. It features the inaugural Murray Walker Memorial Trophy, a part of the Masters Historic Formula One Championship for 3-litre Formula One cars from 1966 through to 1985. With entertainment for all ages and plenty of wheel-to-wheel action throughout the range of races, there really is something for the whole family. Kids aged 11 and under go free.

For more information visit:
www.silverstone.co.uk/events/the-classic

Triumph and MG Inter-Club Weekend Malvern, 13th-15th August

The UK's largest outdoor Triumph and MG Show is set in the stunning Malvern Hills and includes an AutoSolo around the Three Counties Showground. This event celebrates many notable anniversaries, including 90 years since the launch of the Triumph Super 9; 60 years of the Triumph TR4, Herald 1200 and MG Midget; 40 years since the debut of the very last Triumph, the Acclaim; and 20 years since the launch of the MG Zeds.

For more information visit:
<https://triumphandmgweekend.com>



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HOW TO GET STARTED IN...

Hill Climbing

Hill Climbing is a popular form of first-timer motorsport, with a wide range of classes to suit all budgets and a rare combination of intense but friendly competition. We spoke to three figures from within the sport to build this beginner's guide containing all you need to know to prepare for your first time on the hill.



CAR / EQUIPMENT

What makes a good car?

You can drive pretty much any car you want and power-to-weight ratio is key. Classes are split by engine capacity (e.g. up to 1400cc, 1400-2000cc and over 2000cc) and sometimes also by 2-wheel and 4-wheel drive. The cheapest solution is to use your everyday road car and older, lighter models often do well, such as Peugeot 205s or 106s. Currently, Clio 172/182 and MX5s are popular. Whatever you pick, it is also good to choose a car with a good supply of aftermarket parts. As you become more competitive and want to progress, take a look at the classes run at events around you and the types of cars that compete in them. People run everything from classics to high-powered single-seaters. It can be exciting to develop a model that hasn't been used before, but it can turn out to be very expensive.

Can you drive to events?

The most popular classes are for road cars, so these can be driven to the event. Many competitors progress to a trailer if they travel further afield, or if they decide to move up to a class where the car is not road-legal or runs on racing tyres.

What other kit do you need?

Personal safety equipment is mandatory. Some clubs run Standard Car classes, aimed at minimising costs for first-time competitors, where the only mandatory safety equipment is a helmet. For Road Car classes you also need a race suit, with classes above this also requiring gloves and a Frontal Head Restraint device. Car preparation can be as little as fitting a timing strut and a couple of stickers to identify tow points and ignition 'off' position.

BACK TO SCHOOL

The Association of Hillclimb and Sprint Schools (AHASS) includes six schools across England, providing instruction and introduction to the disciplines. Formed in conjunction with Motorsport UK in 1997, they cover a set syllabus, ensuring a common approach and standards.

The AHASS website has an excellent page providing a step-by-step guide on what you will experience as a Hill Climb beginner. It can be found by scrolling down beyond the 'About Us' section at: <https://ahass.co.uk/how-we-do-it>

BUDGET

What are the general costs of running a car?

Fuel costs are low if you stay local, as you only do a few miles on the event itself. A set of tyres will last a season, depending on how many events you do, and wear and tear on the car is small compared with other forms of motorsport, mainly due to the fact that you are on track on your own and events take place on smooth tarmac.

What about travel and accommodation - how far around the country do you have to go?

Most people compete locally, so they can travel there and back in one day. Many clubs organise championships at one venue, such as Harewood (Yorkshire), Gurston Down (Wiltshire), Wiscombe (Devon) or Loton Park (Shropshire). This is perhaps the best way to start, then you can venture further afield, as each Hill Climb is different and has its own challenges.

How do I enter and what are the costs?

Entry fees are typically £100-£150 per event and you can either pick and choose single events or enter a championship that visits several venues and sometimes also include Sprints.

Realistically, what budget can you do it for?

Budget varies considerably, ranging from a few hundred pounds to enter a handful of local events in your road car to thousands if you are competing at the top level in a purpose-built single-seater racing car.



SKILLS

What makes a good Hill Climber?

The best Hill Climbers are smooth, precise drivers who have the ability to analyse their performance in comparison to others. The sport is all about being the fastest over a short racetrack, so it is all about focusing on placing the car precisely, using the correct driving lines and maintaining momentum. On a steep uphill track, the car will quickly lose speed if you brake or slow unnecessarily.

What is the most important skill?

Precision, because you only get one shot at each corner on each run so you have to hit every apex to achieve the best time. This is different to circuit racing, where you can make up time on the next lap if you make mistakes. You also need the ability to concentrate very hard for what is often an intense five or six minutes from leaving your paddock position to reaching the finish line at the end of your run. Sometimes you might be waiting for four hours between runs, but when it is your time, you have to be on top form. That is where it is absolutely unique as a sport.

How can you learn the basics?

There are a number of Hill Climb driving schools around the country and these typically cost around £150-£200 for a day. You can use own road car on these events and get tuition from experienced drivers. They are typically held on competition Hill Climb courses including those mentioned previously and also Shelsley Walsh and Prescott which run school days.

How do you improve and progress?

Enter more and more events and learn your technique in competition on the track. Also talk to others in the paddock, as most people are happy to lend advice and there is plenty of experience to benefit from.

5 TOP TIPS FOR NEWCOMERS

- Ask for help, both before you start and once you are competing
- Try out a driving school to get tips on driving style
- Enter your road car for a low-cost way into the sport
- Develop a smooth, precise driving style to maintain momentum
- Take time to see what classes and cars best suit you and your budget

COMPETITION

How tough is the competition?

It is often very competitive throughout every class, but beginners and people new to the hill are always welcomed, and it is an environment where natural talent can be discovered.

How does a beginner 'break the ice'?

You only have to speak to someone in the paddock when you arrive and say you have never been there before, and they will walk you up the hill, show you videos or give pointers. It is a very open atmosphere and the whole community will help anyone who needs assistance. It is also very inclusive and very welcoming to women.

How do you win and what are the prizes?

The fastest driver on the day in each class will usually win a trophy and you may get a cash prize if you win a championship.

What is the top level and how good do you have to be?

The pinnacle of the sport is the Motorsport UK British Hillclimb Championship (BHC) in which competitors drive highly developed single-seater racing cars, typically with super-light carbon fibre chassis, engines that push 600bhp, and even traction control. The BHC Cup is a class-based championship that follows the BHC to all the mainland rounds and caters for all types of car, from road cars to racing cars. The top runners in this championship so far this year include a Caterham running on race tyres, a modified Peugeot 106 and a road-legal Peugeot 205. For more information visit: www.britishhillclimb.co.uk

Is Hill Climbing a stepping-stone towards other motorsport?

Usually people are just competing for the fun of it, but some drivers have moved on to other forms of the sport, such as British Touring Car star Andy Priaulx, who won the BHC in 1995. Currently, there are some extremely promising 16-18-year-olds coming through.

GET INVOLVED

How many clubs are there around the country?

There are many clubs organising these types of events, and a full list can be found at: www.motorsportuk.org/clubs-organisers/find-clubs

How does someone with no experience get to their first starting line?

The best way to try it out is to enter an event in your road car and see if you like the vibe. For more information, visit: www.motorsportuk.org/get-started/types-of-motor-sport/hill-climb

Do I need a licence?

Yes, you will need an RS Inter Club Competition Licence, which costs just £69 and can be applied for online at: www.motorsportuk.org/competitors/competition-licences



Contributors:

Lindsay Summers: Competitor in a range of cars including a top-level single-seater also used by son Alex, a former British Hill Climb champion.

Mike Geen: Instructor at the Harewood Driving Academy, with experience of competing in Hill Climbs in road cars.

Tim Wilson: British Hillclimb Championship co-ordinator and a regular competitor himself.

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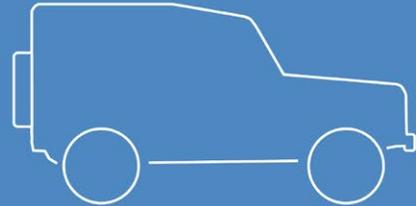
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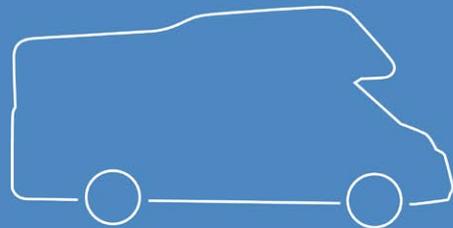
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Kirkistown is the fastest circuit in Northern Ireland. It is located near the bottom of the Ards Peninsula and runs events for cars, karts and bikes.

Richard Young, a former radio breakfast-show presenter and three-time Northern Ireland Hill Climb champion, is club secretary at Kirkistown and gave us the low-down on the venue.

Circuit: Kirkistown

Location: Kircubbin, County Down, Northern Ireland

Length: 1.53 miles



History

The site was originally a World War 2 RAF airfield but was passed to the Navy at the end of the war, and in 1953 the Five Hundred Motor Racing Club of Ireland leased it as a permanent circuit for its events, parking up a double-decker bus to use as race control. The club bought it outright in the 1970s and has recently built a new clubhouse, pit garages, scrutineering bay and associated facilities.

Track

The track layout has barely changed from the original and contains a wide variety of challenges ranging from a flat-out left-hander to a super tight hairpin. Corner names include Fisherman's (in acknowledgement of the local trade), Crosslé (honouring the eponymous car builder John), and Maguire's Hairpin (after an early 1950s racer who crashed his powerful V8 Mercury Special there, apparently several times).

Categories

The circuit is synonymous with the Formula Ford 1600 class, holding the 'Martin Donnelly Trophy' meeting each year. It runs a Fiesta Zetec Championship, a Saloon series, Roadsports and NI Sevens, welcomes visiting series and holds events for Larne Motor Club, Ulster Automobile Club and North Armagh Motor Club.

Events

There are six meetings planned this year, including a round of the National Sprint Championship in August. The circuit also regularly hosts track days and testing, and a new bicycle race is due to take place later in the year.

How to get on track

Usually drivers start with 'Track Skills' track days to get a feel for the action, progressing to the 1250 Fiestas as a starter series. It is very fierce and you can learn your craft – or not – very quickly. You'll gain a good overall knowledge of the track... including the run-off areas!

Best corner

The amazing 'Debtor's Dip' is a fast left-hander that comes immediately after the start line. For the brave, this is taken flat-out in top gear – Philip Shields is the current lap record holder reaching 180mph. It is certainly one that can bite you and it is always changing. The track is built on what was originally a swamp – it used to be known as 'Sydney Bog' – and it is slightly tidal. When the water table rises, bumps appear and disappear on the surface over a period of time.

Best viewpoint

Being flat, there are no high vantage points but the chicane has a bank on the infield, which is a popular spot. The paddock offers good views of the hairpin which is prime overtaking space. Spectators also go along the runway down into Colonial and stand on the infield for a safe spot close to the action.

Best spot for photography

I've seen people here with stepladders! Probably the back of the chicane is the best. You're right in the middle of the chicane there, looking at the first element, and with the correct lens you can get a good long shot.

Ian Lynas





Best place to eat

We've got a circuit restaurant – the standard chips and burger operation. They do breakfast and evening meals on Friday nights. A lot of people stay overnight in the paddock and they end up down there. There is also a bar.

Family fun

There is plenty of flat space for kids to play games, and the paddock is big so there is open access there. We will have to see how that goes with COVID-19 at the moment, as we're all still learning.

Where to stay

Many people stay in the paddock, but because the whole peninsula is a tourist attraction these days there is a reasonable array of bed and breakfasts in the area. There is also a good hotel in Portaferry.

Best pub

The pubs haven't really reopened since lockdown, but there is 'The Mermaid' in Kircubbin, good pubs in Portaferry and a lovely seafood restaurant called 'The New Quays' down on the water in Portavogie.

Great things to do

There is a lot of beautiful nature on the peninsula and the BBC's Springwatch programme came here recently. There's a good Aquarium down at Portaferry called 'Exploris' and several National Trust properties that are worth a visit. Mount Stewart is a mansion house with stunning gardens and a lot of history attached to it. The old pre-war TT motorbike course included the town of Newtownards, and you drive along part of that coming down from Belfast.

How to get there

The closest major town is Newtownards, which is 14 miles from the circuit and 12 miles from Belfast. There are no real long distances here – you can be in Belfast in an hour, or an hour and a half to the international airport on the other side of the city.



Fascinating fact

The Navy declared the site 'a ship' named H.M.S. Corncrake II and although it is no longer an airfield, the circuit still has an official call sign.



Image: Mathieu Bonnevie



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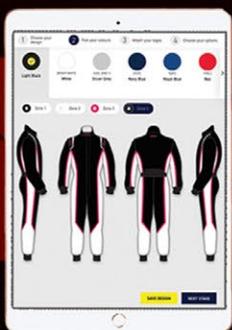
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RESULTS

Latest results across the different types of motorsport governed by Motorsport UK

Intelligent Money British GT Championship



Hunter Abbott and Martin Kodric secured victory for 2 Seas Motorsport in the Silverstone 500, with the drivers securing a 30-second lead in the opening stint. Matt Topham and Darren Turner took victory for the Newbridge Motorsport team in the GT4 race.

Latest GT3 Championship Standings

- 1st Leo Machitski/Dennis Lind, 49.5 points
- 2nd Andrew Howard/Jonny Adam, 45 points
- 3rd Michael Igoe/Phil Keen, 43.5 points

Latest GT4 Championship Standings

- 1st Will Burns/Gus Burton, 55.5 points
- 2nd Richard Williams/Sennan Fielding, 42 points
- 3rd Chris Salkeld/Andrew Gordon-Colebrooke, 39 points

F4 British Championship, Certified by FIA - Powered by Ford EcoBoost



Zak Taylor won the first race at Brands Hatch but James Hedley moved back in front as he continued his strong form to win the second, with Argenti Motorsport driver Matias Zagazeta taking a maiden win in the third.

Latest Championship Standings

- 1st James Hedley, 120 points
- 2nd Matthew Rees, 100 points
- 3rd McKenzie Cresswell, 88 points

BRDC British F3 Championship



It was a successful weekend for Hitech GP's Reece Ushijima at Silverstone as he took his maiden victory and won his second one after. He narrowly missed the hat-trick, trailing final race winner Ayrton Simmons by eight seconds.

Latest Championship Standings

- 1st Zak O'Sullivan, 149 points
- 2nd Reece Ushijima, 143 points
- 3rd Roberto Faria, 90 points

Jacob Evey Photography

Motorsport UK British Hill Climb Championship presented by Avon Tyres



Wallace Menzies and Alex Summers took one victory each at Barbon Hillclimb while Menzies won by 2.5s on a 47.99s run the following day at Harewood, with the final race cancelled due to bad weather.

Latest Championship Standings

- 1st Wallace Menzies, 142 points
- 2nd Alex Summers, 137 points
- 3rd Sean Gould, 100 points

SBD Motorsport UK HSA British Sprint Championship



Matt Hillam took victory at Snetterton in his 2.0l XE SBD Dallara, narrowly beating Steve Miles. A disappointing opening round proved costly for Graham Blackwell who lost ground in the title battle.

Latest Championship Standings

- 1st Steve Miles, 295 points
- 2nd Graham Blackwell, 241 points
- 3rd Robert Tonge, 225 points

Kwik Fit British Touring Car Championship



There were wins for Colin Turkington, Ashley Sutton and Tom Ingram as the teams headed to Snetterton for round three. Just three points separate leaders Sutton and Ingram in the championship.

Latest Championship Standings

- 1st Ashley Sutton, 116 points
- 2nd Tom Ingram, 113 points
- 3rd Josh Cook, 90 points

Motorsport UK KNC Groundworks Scottish Rally Championship



The Dunoon Presents Argyll Rally switched from forests to closed public roads around Dunoon as Scottish rallying returned. Welshman Meirion Evans and co-driver Jonathan Jackson won in their VW Polo GTi R5, taking the lead over the closing stages to scoop their first rally win.

Latest Championship Standings

- 1st Meirion Evans/Jonathan Jackson
- 2nd Daniel Harper/Chris Campbell
- 3rd Freddie Milne/Patrick Walsh

Britpart British Cross Country Championship



Multiple former champion Richard Kershaw returned to championship in style with victory in the opening round, held at Parkwood in Tong. Adrian Marfell led until the penultimate run, when a broken driveshaft dropped him to third, behind Paul Rowlands.

Latest Championship Standings

- 1st Richard Kershaw/Mason Kershaw, 01:03:21
- 2nd Paul Rowlands/Neil Lloyd, 01:03:45
- 3rd Adrian Marfell/Paul Bartleman, 01:03:50

Motorsport UK British Drag Racing Championship



Nick Davies qualified on pole but was narrowly beaten by Kev Slyfield in the 'match of the day' semi-final. Wayne Nicholson finally reached his first final since 2008, but launched early and was instantly disqualified leaving Slyfield, out of shape, to slalom to victory.

Latest Championship Standings

- 1st Kevin Slyfield, 144 points
- 2nd Nick Davies, 94 points
- 3rd Wayne Nicholson, 87 points

Motorsport UK Drift Pro Championship



The first Motorsport UK sanctioned drifting event took place at Brands Hatch with Martin Richards achieving pole position in the Drift Pro Championship, followed by Ollie Evans. Richards also won the Driftkhana competition, which took place the same weekend.

Latest Championship Standings

- 1st Martin Richards, 50 points
- 2nd Oliver Evans, 40 points
- 3rd Paul Cunnington, 30 points

Motorsport UK British Autotest Championship



Alastair Moffatt took the honours at Knutsford and District Motor Club's Autotest. Three former champions challenged him all day long, with just 15 seconds covering all four at the end.

Championship Standings after round 2

- 1st Alastair Moffatt, 60 points
- 2nd Malcolm Livingston, 53 points
- 3rd Willie Keaning, 49 points

Fern Motorsport

McGrady Insurance Motorsport UK Northern Ireland Rally Championship



Jonny Greer and Kirsty Riddick won the McGrady Insurance Stages Rally at County Down's Bishopscourt Race Circuit. The pair finished 33.3 seconds ahead of the Ford Focus WRC of Derek McGarrity and Paddy Robinson.

Latest Championship Standings

- 1st Jonny Greer/Kirsty Riddick
- 2nd Derek McGarrity/Paddy Robinson
- 3rd Stephen Wright/Liam Moynihan

Motorsport UK British Car Trial Championship



Dave Oliver returned to the championship with a victory in the Wye Valley Car Trial overall. After a day-long battle with Mark Hoppe, Oliver took a two point win after his rival dropped a three, six hills from the end.

Latest Championship Standings

- 1st Rupert North, 25 points
- 2nd Mark Hoppe, 24 points
- 3rd= Trevor Moffatt / Barrie Parker, 19 points

Duncan Stephens

Motorsport UK Wera Tools British Kart Championships



Britain's premier karting series head towards the mid-point of the season with most classes having completed their second round on some of the UK's finest kart circuits. Searing heat greeted the IAME and TKM classes at Kimbolton at the start of June, and thanks to the ultra-close on-track competition, the championship tables are split by the narrowest of margins.

Mansell Raceway, owned by Formula One legend Nigel Mansell CBE, hosted the latest counter in the series as the Rotax, KZ2 and Honda categories saw almost 200 contenders taking to the track on 26th-27th June in mixed weather conditions, each hoping to build on their season-opening Clay Pigeon meeting at the start of the year. The Bambino classes will join the IAME and Honda contenders in making the long trip to Larkhall in Scotland for their next event whilst the Rotax, TKM and KZ2 classes enjoy over a month's break before they resume their respective championship battles.

Latest Rotax Championship Standings**Mini Max**

1st Ethan Jeff-Hall, 371 points
2nd Harrison Crowther, 354 points
3rd Scott Marsh, 353 points

Junior Rotax

1st Olly Stevens, 338 points
2nd Leon Henderson, 334 points
3rd Daniel Armstrong, 332 points

Senior Rotax

1st Rhys Hunter, 368 points
2nd Kai Hunter, 349 points
3rd Mattie Hingeley, 336 points

Rotax 177

1st Daniel Tate, 379 points
2nd Louis Large, 362 points
3rd Phillip Haworth, 360 points

Latest IAME Championship Standings**IAME Cadet**

1st Zac Drummond, 367 points
2nd Jorge Edgar, 364 points
3rd Lewis Wherrell, 362 points

Mini X30

1st Leo Robinson, 390 points
2nd= Macauley Bishop / Wesley Swain, 362 points

Junior X30

1st Daniel Guinchard, 384 points
2nd Kanato Le, 335 points
3rd Olivier Alghieri, 331 points

Senior X30

1st Clayton Ravenscroft, 381 points
2nd Thomas Turner, 371 points
3rd Lewis Mackie, 338 points

Latest TKM Championship Standings**Junior TKM**

1st Alistair Cresswell, 380 points
2nd Alfie Garford, 366 points
3rd James Morley, 364 points

TKM Extreme

1st James Pashley, 372 points
2nd Joseph Reeves-Smith, 353 points
3rd Theo Hesketh, 350 points

Latest Honda Championship Standings**Honda Cadet**

1st Timo Jungling, 362 points
2nd Joshua Graham, 360 points
3rd Owen Neave, 346 points

Latest Bambino Championship Standings**Bambino**

1st Austin Newstead, 130 points
2nd Jack Baker, 121 points
3rd Colbe Pattison, 117 points

Latest KZ2 Championship Standings**KZ2**

1st James Glenister, 364 points
2nd Dan Gould, 358 points
3rd Tom Longfield, 357 points

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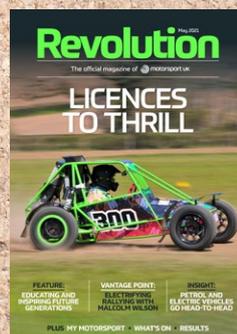
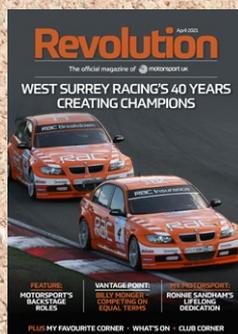
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Photo: Graham Holbon Photography

