


**+ BRAND NEW
FEATURES**

Revolution

August 2021

The official magazine of  motorsport uk

MEET THE LEGENDS OF HISTORIC MOTORSPORT

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some amazing star cars from the past



INSIGHT:

**EMBRACING
ENVIRONMENTAL
SUSTAINABILITY**

ON THE LADDER:

**MEET THE STARS OF
MOTORSPORT UK'S
ACADEMY**

HOW TO...

**LEARN TO WRITE
AND READ A
TULIP ROADBOOK**

PLUS: NATIONAL COURT + WHAT'S ON + SCHOOL KARTING WITH NATSKA

CEO's MESSAGE

Hugh Chambers



Sport is full of highs and lows, but perhaps motorsport is prone to the most extreme of these contrasts. The past month has seen our community celebrating some amazing events and spectacular achievements. But also, some tragic losses.

The British Grand Prix, held at Silverstone in the middle

of July, was more than just another edition of the Formula 1 race calendar. It signified a change of mood in our country shifting from a long hard period of constraint and enclosure to a fantastic public and social celebration of sport and community. Over the three days of the weekend, Silverstone welcomed over 300,000 people and saw them basking in warm sunshine as the F1 superstars put on a spectacular show for the crowds. The change of format that Formula 1 debuted at Silverstone provided plenty of thrills. In particular, the move to a Friday evening qualifying session presented a fresh format for this showdown. For those who were lucky enough to be present at the circuit, few will forget the extraordinary roar from the crowd that followed George Russell around the entire circuit as he emerged on his own in the middle of Q3 to place his Williams Mercedes eighth on the grid. The Silverstone party

atmosphere continued through the new 'sprint qualifying' race on Saturday all the way to Lewis' extraordinary win on Sunday afternoon.

At the other end of the elite pathway, we celebrated Freddie Slater being crowned 2021 FIA Karting European Junior Champion with an incredible victory in the final on Sunday 25th July. Freddie wrapped up the championship with an impressive 34-point lead over his title rival, Brazil's Matheus Ferreira. This added to his FIA Karting World Champion title in 2020.

On being crowned champion Freddie said: "Starting my racing career in the UK has helped me have the skills to be able to become the European Champion. It's been a great season where I have been able to learn a lot for the future. To know we have support from the UK is fantastic." It is extraordinary how the UK continues to discover and nurture young talent and in each graduating year there seems to be another candidate vying to move further up the ladder of stardom.

Whilst these are two examples of great success on a world stage, the activities of our own motorsport community in the UK continue week in week out. It provides excitement and thrills to thousands of competitors in every form of motorsport from Rallying to Racing, Cross-Country to Trials as well as the street car style competitions of AutoSolos and Navigational Rallies. In a typical year Motorsport UK will provide permits for around 4,000 events, and there will be over 120,000 individual competition starts from our 45,000 competition licence holders.



Motorsport UK encouraged all clubs to hold a minute's silence at noon on Saturday 7th August

The sheer scale of the enterprise is quite overwhelming when you consider the infrastructure of venues and clubs and most of all the volunteers and officials that are needed to make this even possible.

As I said at the beginning, our sport is punctuated not only by the highs but also the most terrible lows that we can imagine. This past month must be recognised for the tragic loss of members of our community. These losses are perhaps even more poignant as they occurred far away from the spotlight of international competition, but instead from within the community that was doing simply what they loved at a weekend's motorsport event.

We should remember Angela Lucas, who was enjoying the grassroots appeal of Citroen C1 Racing at Snetterton. A team of three drivers had finished in 44th place in the opening race on Saturday and reflected their desire to just go out and have fun. Suffice to say this type of racing is not particularly high speed, but nonetheless there is always the possibility of risk emerging and it is for that reason that so much time is spent on the development and implementation of safety systems in motorsport. Nothing in motorsport can be taken for granted and we learn from every incident and continually strive to improve.

And then at the beginning of August the motorsport world was shocked to learn of the death of one of our volunteer marshals, Robert Foote, who was killed following an incident in the Pre 93 and Pre 03 Touring Car Race at a BARC event at Brands Hatch. The nature of the incident was equally unpredictable and has significantly affected our community.

Reflecting on both these tragic deaths, they provide a sobering reminder of the validity of the work that we continually undertake to investigate, to review and improve where possible all of the safety measures that are in place in our sport to mitigate as far as possible terrible accidents.

I do think that in Angela and Robert's memory we are very much drawn to consider all the members of our community that make up the sport both on and off the track. As has been highlighted by so many in their comments from around the world, it is all the men and women of the 'orange family' that provide the ability for motorsport simply to take place. On countless occasions every year they ensure that events are conducted in a safe and secure manner and take swift action to come to the assistance of competitors. It is therefore even more shocking when a member of this community, who gave their time so freely and served so tirelessly, should lose their life in the course of helping others.

Motorsport UK along with the British Motorsport Marshals Club is conducting a study of all aspects of marshalling with



Freddie Slater was crowned 2021 FIA Karting European Junior Champion in Spain

emphasis on the safety of the community. I know that a great many people wish to show their appreciation in a more specific manner to the marshals and we are also exploring the ways in which this can be developed.

It is also sad to report the loss of Bernard Cottrell who succumbed to a long-standing illness last week after a lifetime of support for motorsport. Bernard typified so many of the stalwarts of the sport having begun as a marshal in the 1970s and over the coming decades had turned his hand to almost every aspect of the sport, including becoming the National Chair of the BRSCC and attaining the status of Clerk of the Course and ultimately a Motorsport UK Steward. He served on a wide range of Motorsport UK Committees and was a tireless contributor towards the development of the sport. I will always remember Bernard as an energetic and enthusiastic advocate of doing the right thing and promoting the sport for generations to come. He will be very sadly missed.

I am aware that this is a rather sombre opening to this month's *Revolution* Magazine, but it is important that we recognise these low ebbs, such that we look forward to the highs that will follow. We are all motivated by the countless moments of excitement and satisfaction that are created across the whole of our community in the participation and support of motorsport every weekend. I would like to personally thank everybody for their support in the past month; and please join me in remembering Angela, Robert and Bernard as we race on in their honour.

Wishing you a safe and successful month in motorsport.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

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In this month's *Revolution*: Meet the star cars of historic motorsport, learn how to compete and run events sustainably, discover the secrets behind the Tulip roadbook, find out about school karting as NatSKA celebrates its 50th anniversary, and read the findings from National Court, plus much more.



Latest news



Cover story:
Historic motorport –
a thriving scene where legendary
machines of yesteryear rise again

A graphic for a competition. It features a large 'WIN' in a red banner at the top right, followed by '35' in large white numbers. Below this is 'FUELLING AROUND' in large white letters with a green outline, and 'POWERED BY ADRIAN FLUX' in smaller white letters. At the bottom is a green silhouette of a car. The background is dark blue with a red border.

COMPETITION

Win two tickets to **Fuelling Around - A Live Podcast Recording**

Motorsport UK is offering two members the chance to win a ticket worth £30 to a live podcast recording of **Fuelling Around**, powered by **Adrian Flux**.

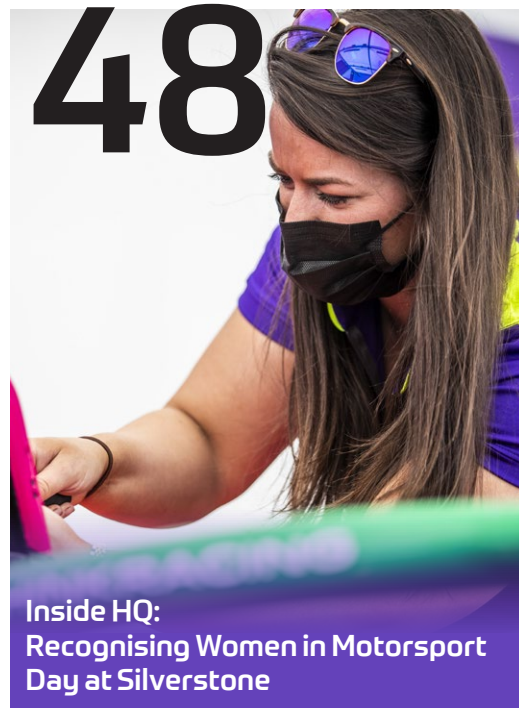
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Cover image: David Watkins (driving) with Dave Smith (co-driving) on the John Overend Memorial Rally May 2021. Cover image courtesy of Kevin Money

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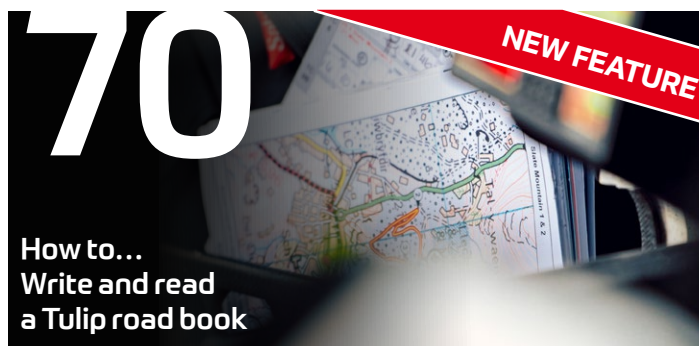
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MOTORSPORT UK'S NEW HEADQUARTERS OFFICIALLY OPENED BY LEWIS HAMILTON

The seven-time Formula 1 World Champion was presented with the Hawthorn Memorial Trophy during his visit

Sir Lewis Hamilton MBE officially opened Motorsport UK's new headquarters at Bicester Heritage on 15th July following the governing body's relocation to the heart of the UK's 'motorsport valley'.

Hamilton was greeted by Motorsport UK Chair David Richards CBE, CEO Hugh Chambers, and staff members, and was invited to tour the organisation's new operational base to see the work it is doing to sustain and develop safe, fair and fun motorsport in the UK.

Hamilton was able to reflect on the history of UK motorsport as he viewed 'The Story of British Motorsport' – a unique art

installation commissioned by Motorsport UK to chart the sport's evolution from 1905 to the present day, and which includes some of his own career-defining moments.

During his visit, Hamilton was presented with the coveted Hawthorn Memorial Trophy by the Chair, which marks the 11th occasion that he has accepted this prestigious award from Motorsport UK. The trophy was presented to Hamilton as a result of his 2020 FIA Formula 1 World Championship title, plus recognition for his work campaigning to provide equal opportunities in motorsport for those from under-privileged and minority backgrounds.



The Hawthorn Trophy is awarded annually by Motorsport UK to the most successful British or Commonwealth driver in the FIA Formula 1 World Championship. The award commemorates Britain's first Formula 1 World Champion Mike Hawthorn, who tragically died in a road accident a year after receiving his championship title.

David Richards and Hamilton discussed a number of key imperatives for the sport – at home and on the world stage. Motorsport UK commends and is aligned with Hamilton's advocacy for racial diversity and sustainability, and Richards took this opportunity to congratulate him on The Hamilton Commission's report – 'Accelerating Change: Improving Representation of Black People in UK Motorsport', published in partnership with The Royal Academy of Engineering.

Hamilton commented: "It was an honour to officially open Motorsport UK's new headquarters today, and to receive The Hawthorn Trophy. I'm very proud to race with the Union Jack on my suit and represent my country out there on the track, so receiving this award is always very special to me.

"I know David and the whole team here have big plans in place for the future of our sport, including encouraging the next generation of drivers, and improving diversity, and I hope to be able to visit again soon to see how they progress."

Motorsport UK Chair David Richards reflected on the significance of Lewis Hamilton's visit: "Motorsport UK is immensely proud and privileged to have welcomed Lewis to our new home in the heart of 'motorsport valley' today and I would like to thank him for officially inaugurating the headquarters from which our staff will embark on the next steps in the governing body's mission to sustain and develop our sport in this country.

"Lewis is a fantastic ambassador for our sport. His achievements are the best possible example to future

generations of young drivers looking to follow in his footsteps, but also to everyone participating in motorsport at every level.

"Bicester Heritage has a vision to secure a robust and dynamic future for motoring past, present and future, the businesses that serve this market, and the people who work in the industry. It therefore provides the perfect backdrop for our organisation to continue the work we have initiated thus far to protect and promote motorsport for the benefit of our 60,000-strong community – growing our British championships, providing more accessible entry points into grassroots disciplines, and developing our volunteers and officials, without whom there would be no motorsport.

"We also begin an exciting new chapter that will see us take significant strides to address the issues looming large on our sport's horizon. Equality, Diversity and Inclusion, Sustainability, the future of cherished disciplines like Rally – these are just a few of the challenges and opportunities on our immediate agenda."

Lewis Hamilton joined David Richards in unveiling a commemorative plaque, specially commissioned using components from one of his 2021 race cars to provide a permanent record of the official opening ceremony.



A TRIBUTE: ANGELA LUCAS

Motorsport UK is deeply saddened by the passing of Angela Lucas following an accident at Snetterton on 4th July

Angela Lucas was competing in a BARC Citroen C1 Racing Series event at the Norfolk circuit, where she was sharing the car with two other drivers.

Angela had a passion for motorsport and was heavily involved in many different aspects, from driving most of the circuits in the UK, and some overseas, to lifting race tyres in and out of trailers.

Angela's favourite circuit was Silverstone and she had driven it with her husband Adam approximately 50 times over the years. She had relished the chance to drive the C1 around the venue's full F1 layout earlier this year.

Inspired by her husband Adam, who has also competed, Angela took the opportunity to get out on track as a competitor and had made a handful of appearances with the C1 Racing Club. She had firmly established herself as a well-known and popular character within the club's close-knit community since its creation in 2018.



A TRIBUTE: ROBERT FOOTE

Motorsport UK mourns the passing of Robert Foote following an accident at Brands Hatch on 31st July

Robert was a regular marshal and scrutineer at motorsport venues across the south of England and a member of the British Automobile Racing Club, Goodwood Marshals' Club and the British Motorsports Marshals' Club South West region.

A highly skilled engineer, Robert worked in the aircraft industry and as a motor vehicle technician. He represented the residents of Cuddington on Epsom & Ewell Borough Council for many years and served as Mayor in 2014/2015.

Motorsport UK member clubs were encouraged to observe a minute's silence at noon on Saturday 7th August followed by a round of applause to honour Robert and show support for all those affected by the incident, while acknowledging the invaluable contribution of all our volunteer marshals in making motorsport happen throughout the UK.

The thoughts of everyone at Motorsport UK are with Robert's family and friends at this difficult time. It is humbling how the motorsport family has come together to mark its fallen colleague, with messages of support from around the world, including the stars of F1.

A crowdfunding page has been set up by W Series driver Alice Powell with the aim of raising £10,000 for Robert's family. At the time of publication the page has raised over £50,000. Donations can be made at:
www.justgiving.com/crowdfunding/forourmarshal



Jean Todt @JeanTodt · Jul 31
Very sad to hear that a Marshall volunteer lost his life in a tragic accident at Brands Hatch today. All My thoughts are with his family, friends and colleagues of the British Automobile Racing Club @OfficialBARCHQ. Without volunteers motor racing would not be possible.

BARC @OfficialBARCHQ · Jul 31
STATEMENT - July 31

The British Automobile Racing Club is saddened to confirm that as a result of an accident that occurred during a race meeting at Brands Hatch circuit today (Saturday 31 July), a volunteer marshal tragically lost their life.

Jamie Chadwick @JamieChadwick · Aug 1
Heartbreaking 💔 Thoughts are with their family, friends and the rest of the orange army ❤️

Damon Hill @HillF1 · Aug 1
Today's motorsport will be a tribute to all marshals, but especially those who have lost everything so we can race. Sincere condolences to the family and friends #f1

Jenson Button @JensonButton · Jul 31
Such sad news 😞. These super heroes volunteer to keep us racers safe. My heart goes out to the family, friends and the fellow orange army 🙏 #riphero

George Russell @GeorgeRussell63 · Aug 1
So saddened to hear that a volunteer marshal lost their life at Brands Hatch yesterday.

These men and women give up their time to allow us to do what we love. We couldn't do it without them.

My thoughts are with their family, friends and fellow marshals today.

Rest in peace.

Lando Norris @LandoNorris · Aug 1
Heartbreaking. We wouldn't be able to do what we do without marshals. They're the heroes of our sport.

My thoughts are with the family and friends of those involved ❤️

lewishamilton 1h
Devastated to hear of the passing of a marshal at Brands Hatch circuit yesterday. These volunteer marshals are what makes racing possible, they are our heroes. My heart is with his family ❤️

Tributes were paid to Robert on social media from some of the sport's biggest stars

A TRIBUTE: BERNARD COTTRELL

A life dedicated to motorsport



BritishGT.com

Bernard Cottrell started his working life in the City before moving into event management for Haymarket Exhibitions. He was the event director for Autosport International, amongst other shows, never too proud to get his hands dirty and help with setting up stands, laying carpet or even going on the roof of the NEC to put up the radio aerial. He was elected as National Chair of the BRSCC in 2002, and when he finally 'retired' from Haymarket he directed all his energy and drive into being a full-time Chair.

Bernard started out in motorsport as a marshal at the beginning of the 1970s, mainly at Brands Hatch but also volunteering all over the country. He progressed to driving a fire truck at Brands Hatch, and with his drive to improve and his organisational skills it was not long before he became Chief Paddock Marshal, and reached the pinnacle as Chief Paddock Marshal at the 1986 British Grand Prix.

He was approached by John Nicol, the Chairman of the BRSCC at the time, to become a Clerk of the Course and quickly rose through the ranks to become an International A Clerk. Throughout his clerking career he was mindful of the need to bring younger people on. He mentored, guided, encouraged

and assessed many current Clerks of the Course. He became Senior Clerk/Race Director for series such as Super League Formula, FIA GTs, Lamborghini Trophy, Formula Palmer Audi, British GTs and Blancpain. His proudest achievement was as clerk to the two British Grands Prix of 2020.

In more recent years, he decided to take on yet another role and trained to become a Motorsport UK Steward, a role he should have fulfilled for the Silverstone Classic this year but was prevented from doing so by his last illness. He was also approached to become Race Director of the 750 Motor Club, a position which he loved and carried out for over two years.

With his knowledge and understanding of the sport it was only natural for Bernard to serve on Motorsport UK's Council, Race Committee, and Rules Committee, and he was also Chair of the Volunteer Officials Committee. Through these roles, he was able to continue his work to maintain high standards of race management.

Bernard was very proud to be invited to become one of the few non-racing members of the British Racing Drivers' Club.

He truly was a giant of the sport and an inspiration.

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MOTORSPORT UK TO ORGANISE THE F4 BRITISH CHAMPIONSHIP FROM 2022

The national governing body has a bold vision for elevating the series

Motorsport UK has announced that it will become the organiser of the F4 British Championship certified by FIA for the next three years.

2022 will see Motorsport UK's introduction of the FIA's second generation F4 car, incorporating key safety advancements. The governing body sees this shift in equipment as the right time to take the leadership role for British F4 and further develop the series as the definitive step for emerging talent building their experience and profile on the international stage. As part of the FIA single-seater pathway the championship will provide drivers with the all-important opportunity to earn Super Licence points that are crucial to reach the highest echelon on the professional ladder.

F4 certified by FIA is a globally recognised and affordable step between Karting and the FIA Formula Regional Championships certified by FIA. The category is designed for drivers to build experience in single-seaters and to compare themselves to the best talent, not only in their own country, but across other championships around the world.

Motorsport UK's vision is for a championship that attracts the leading teams and drivers with high-quality grids and

the most competitive racing. The governing body will provide a highly visible promotional platform, which includes retaining the championship's place on the British Touring Car Championship roster, with further rounds at key events under consideration to build the drivers' circuit experience and the profile of the series.

Furthermore, Motorsport UK plans to forge strategic alliances with a number of stakeholders within the single-seater pathway to ensure the series offers entrants real prospects for progression to international series.

Commenting on Motorsport UK's new remit as British F4 organiser, CEO Hugh Chambers said: "The F4 British Championship certified by FIA is embarking on an exciting new chapter and Motorsport UK is delighted to be leading its evolution. This step represents an important milestone in the governing body's sport development strategy, and we want to further develop the series as the best platform from which rising stars can continue on their pathway to international competition. We have been conducting a tender for chassis and engine supply and we look forward to announcing those plans and more about our promotional platform shortly."



Photos: Jakob Ebrey Photography



GETTING GIRLS BACK ON TRACK

Events to inspire the next generation of motorsport professionals

Girls on Track UK hosted its first actual event of the year at the Silverstone Interactive Museum on 13th July when 33 girls from a local primary school took part in a range of activities which aimed to inspire the students, enhance their skills, and provide them with insight into various opportunities within the UK motorsport industry.

The day provided the schoolgirls with a mix of both hands-on experiences and talks from successful women working in motorsport.

The two new STEM (Science, Technology, Engineering and Mathematics) partners to Girls on Track UK, Enovation Consulting and Hexagon, supported the programme by delivering a Lego building engineering and coding challenge, while the girls also took part in a pit stop challenge, tested their reactions on the batac, learned how to carry out lifesaving CPR and how to use a defibrillator with Dr Clare Morden and practised on simulators courtesy of Axsim racing.

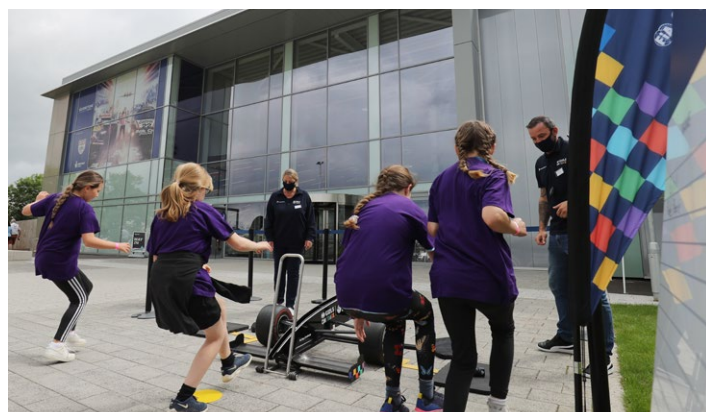
Maria Costello, a motorcycle and sidecar racer, and Kathryn Richards, wind tunnel test technician from Mercedes AMG Petronas F1 team, were on hand to inspire the girls to consider careers in motorsport.

August's event will be a collaboration with Veloce Racing at the newly opening Gravity Active Entertainment for a group

of girls from a range of backgrounds including some from the Girls on Track UK community. Attendees will meet Jamie Chadwick and Emma Gilmour, find out about the Extreme E championship and how it promotes sustainability and equality in the sport, and have the opportunity to try their hand at electric karting.

The Girls on Track UK programme will continue through the rest of the year with events for schoolgirls in Surrey, Cornwall, Bath and Manchester.

For more information and to join the community, visit: www.motorsportuk.org/the-sport/women-in-motorsport/girls-on-track-uk



MOTORSPORT UK ACADEMY CROWNS YOUNG DRIVER OF THE YEAR

Alessandro Ceronetti wins a bespoke training and development package at iZone Driver Performance

Each year, the Motorsport UK Academy and Loughborough College nominate five drivers from the second year of the Enhanced DiSE (Diploma in Sporting Excellence) programme to take part in the final of the Young Driver of the Year Award. Commitment and engagement over the two years of the Enhanced DiSE programme is taken into consideration when selections for the award are made, as well as the drivers sporting results and achievements in their respective disciplines.

The shortlisted drivers were Alessandro Ceronetti, Molly Dodd, Sam Hicks, Owen Hizzey and Casper Stevenson.

“The Young Driver of the Year Award aims to recognise the drivers’ efforts during the two years they have been a part of the DiSE programme,” said Katie Baldwin, Competitors Pathway Manager. “As a result of the COVID-19 pandemic, we had to do things a little differently this year and hold part one of the final virtually and the second part when restrictions had eased.”

The virtual part of the final took place earlier this year, with each finalist delivering a presentation on what they had gained from the Enhanced DiSE programme and how it will help them in the future, followed by a one-to-one session where they spoke about their future motorsport goals.

Fast forward to July, and the drivers were put through their paces in the second half of the final. Hosted and supported by iZone Driver Performance, partner of the Motorsport UK Academy, the finalists had to complete a series of



tasks involving fitness testing, reaction testing, SIM work and a head-to-head competition at the end of the day.

After a highly competitive day, Alessandro Ceronetti was crowned the Young Driver of the Year 2020.

“It was an incredibly close day of competition,” said Katie. “The judging panel were very impressed with the professionalism of all the finalists, and Molly, Sam, Owen and Casper should all be proud of their performances. Alessandro stood out for his consistently quick SIM times, his determination on the fitness testing and his positive attitude in taking on feedback from the iZone team. Congratulations Alessandro!”

Alessandro Ceronetti, Enhanced DiSE driver said: “It’s a real pleasure to win the Young Driver of the Year Award! It has been a fun day at iZone, and I really enjoyed the competitive nature of the final. I’ve learnt a lot and I would like to thank the Academy, iZone and everyone involved in the DiSE course.”

Alessandro will be awarded the Young Driver of the Year 2020 trophy by Motorsport UK CEO Hugh Chambers later this year and will also receive a bespoke training and development package at iZone Driver Performance. He will also join as a guest judge for the Young Driver of the Year 2021.





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UNIVERSITY OF SHEFFIELD CROWNED SECOND BRITISH WINNERS OF FORMULA STUDENT

The global competition sees teams design, build and run single-seater cars with events designed to test their vehicle and engineering knowledge in formal presentations

Team Sheffield Formula Racing fended off fierce competition from multiple teams at an event held at Silverstone Race Circuit at the end of July, and joins 2017 winners Cardiff University as the only British winners of the competition to date.

The Yorkshire-based crew picked up silverware in the Endurance, Sprint, Design for second-year vehicles and most efficient internal combustion vehicle challenges.

Unlike previous years, the 2021 competition rules were amended to enable vehicles from one and two years of development to compete as a result of workshop access difficulties.

Other notable winners included the University of Glasgow for their victory in Design for first-year vehicle award, and University of Nottingham for completing the endurance for the first time, winning the Formula Student Class Business Plan Presentation and being awarded runner-up for the best first-year vehicle accolade. Finally, Staffordshire University won the best overall first-year vehicle award and picked up the Spirit of



Formula Student award in recognition of the team's repair effort after a mid-endurance collision.

Formula Student celebrated its 20th anniversary in 2018, and usually forms part of a degree-level project.

For more information, visit:

www.imeche.org/events/formula-student



CELEBRATING 30 YEARS OF SERVICE BY PETER RICHES

The long service of one of Motorsport UK's technical officials was recognised in July when Peter Riches celebrated 30 years as the Chief Scrutineer at the British Grand Prix.

Motorsport UK Chair David Richards personally awarded Peter with a Certificate of Recognition, while FIA Formula 1 Race Director Michael Masi and Technical Delegate Jo Bauer expressed their grateful appreciation to him.

Motorsport UK joins the officials' community in thanking Peter for his contribution to the sport and congratulating him on his achievement.



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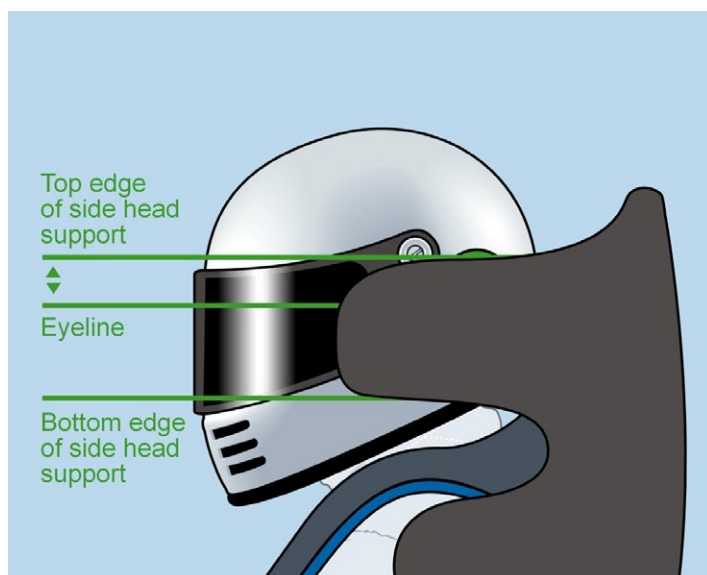


IMPORTANT ADVICE FOR COMPETITORS

FIA Calls for Drivers and Co-Drivers to Check Seat Position to Prevent Injury

The FIA is encouraging competitors in GT, Touring Cars, Rally, Rallycross and Cross Country cars to always check they are positioned correctly in the seat, as this can play a key role in preventing injuries during serious accidents.

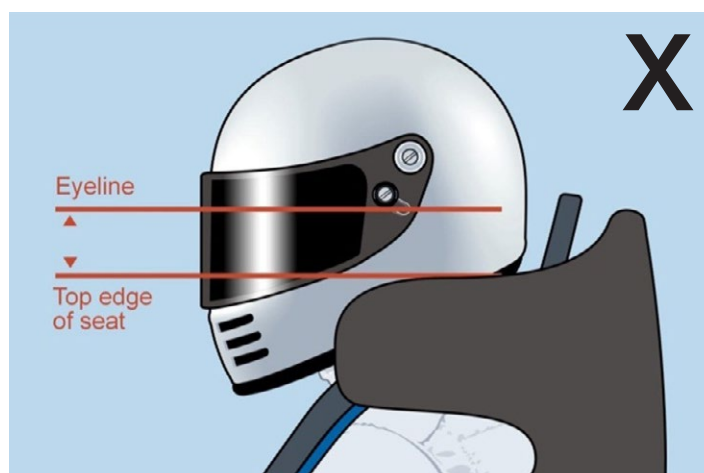
To ensure that seats provide the most strength and support, competitors should follow the best practice for installation of seats homologated to FIA Standards.



When seated in the racing position, ensure the pelvis, shoulders and head are supported comfortably by the seat by following these three steps:

1. Eyeline must be below the top edge of the side head support, and above the bottom edge of the side head support
2. Shoulders must fit within the side shoulder support of the seat
3. Pelvis must be adequately supported by the side pelvis support

If the driver's helmet is too high in relation to the seat head support, the seat may not provide lateral and rear support to the helmet in the event of a crash.



The FIA has warned that officials can deny participation in a competition if the driver and/or co-driver are not seated in the correct position. Competitors can check compliance with the **FIA International Sporting Code under Appendix J** (Articles 253.16.1.1 and 283.20.1.1), which regulates the seating position as described above.

FIA Safety Director Adam Baker said: "Real-world accident cases highlight the importance of competitor installation in the cockpit for the prevention of serious injury. We are encouraging drivers and co-drivers worldwide to follow these steps to ensure the correct seating position."

KNOCKHILL MEDIC SAVES BIKER'S LIFE

Fast thinking doctor dislodges pebble from rider's windpipe after accident

Doctor Manas Tiwari, a GP from Glasgow and Knockhill's joint Chief Medical Officer, was stationed at the venue's Clark Corner, a fast and sweeping 80mph right-hander, during the British Superbike Championship in July.

It was here that rider David Allingham came off his race bike and tumbled over the gravel trap without apparent injury. He quickly got back on his feet but was frantically pulling his helmet off which alerted the medics stationed at the corner that he was in trouble.

Doctor Tiwari instinctively realised that David's airway must be blocked in some way and slapped him hard on the back with immediate results as David coughed up a 'pebble' from the gravel trap.

It transpires that when David came off his bike, some gravel got inside his helmet and at least one pebble found its way into his mouth. He unwittingly swallowed the stone, which became lodged in his windpipe blocking off his air supply. Had it not been removed immediately, it would have resulted in suffocation.

Dr Tiwari said: "It was really an instinctive reaction. I saw him crash and he should have got up and walked away without injury. When he started to frantically try to remove his helmet, I ran over and helped him remove it and I guess my years of training and an element of instinct took over as I realised he was choking and hit him hard twice on the back. This dislodged the pebble from his windpipe. It was quick, he recovered immediately, and was able to continue riding later in the race meeting."

Stuart Gray, the Knockhill Director of Events said: "We are very lucky to have such fantastic medical staff and marshal teams at our motorsport events. We should never forget that, as without them the sport simply could not happen. I am sure, on this occasion, David Allingham would agree."

"I ran over and helped him remove it and I guess my years of training and an element of instinctiveness took over"





THE BRITS BRING IT HOME AT THE HEINEKEN LONDON E-PRIX

The ABB FIA Formula E World Championship returned to the UK for the first time in five years with two races at ExCeL London

Two British drivers claimed the top spot of the podium with masterful performances in the double-header race weekend on 24th-25th July.

Jake Dennis claimed victory in Round 12 – his second of the championship in his rookie season with the BMW i Andretti Formula E Team – and temporarily catapulted into second in the drivers' standings.

Despite qualifying on the front row, taking the Julius Baer Pole Position and leading the race off the start line, fellow Brit and former Motorsport UK Academy driver Alex Lynn had to settle for third in Saturday's race.

Lynn came back fighting in Round 13 and claimed his maiden ABB FIA Formula E World Championship race win on home soil. The Brit navigated a safety car period to win his home race and take his first-ever Formula E victory, with Jake Dennis finishing ninth.

Both Dennis and Lynn were the highest placed Brits across the two Heineken London E-Prix, and alongside championship contender Sam Bird, are making a name for themselves in the Drivers' World Championship.

British team, Envision Virgin Racing, moved to the top of leaderboard in the Teams' World Championship with a nine-point lead over third-placed Jaguar Racing.



Images courtesy of Formula E

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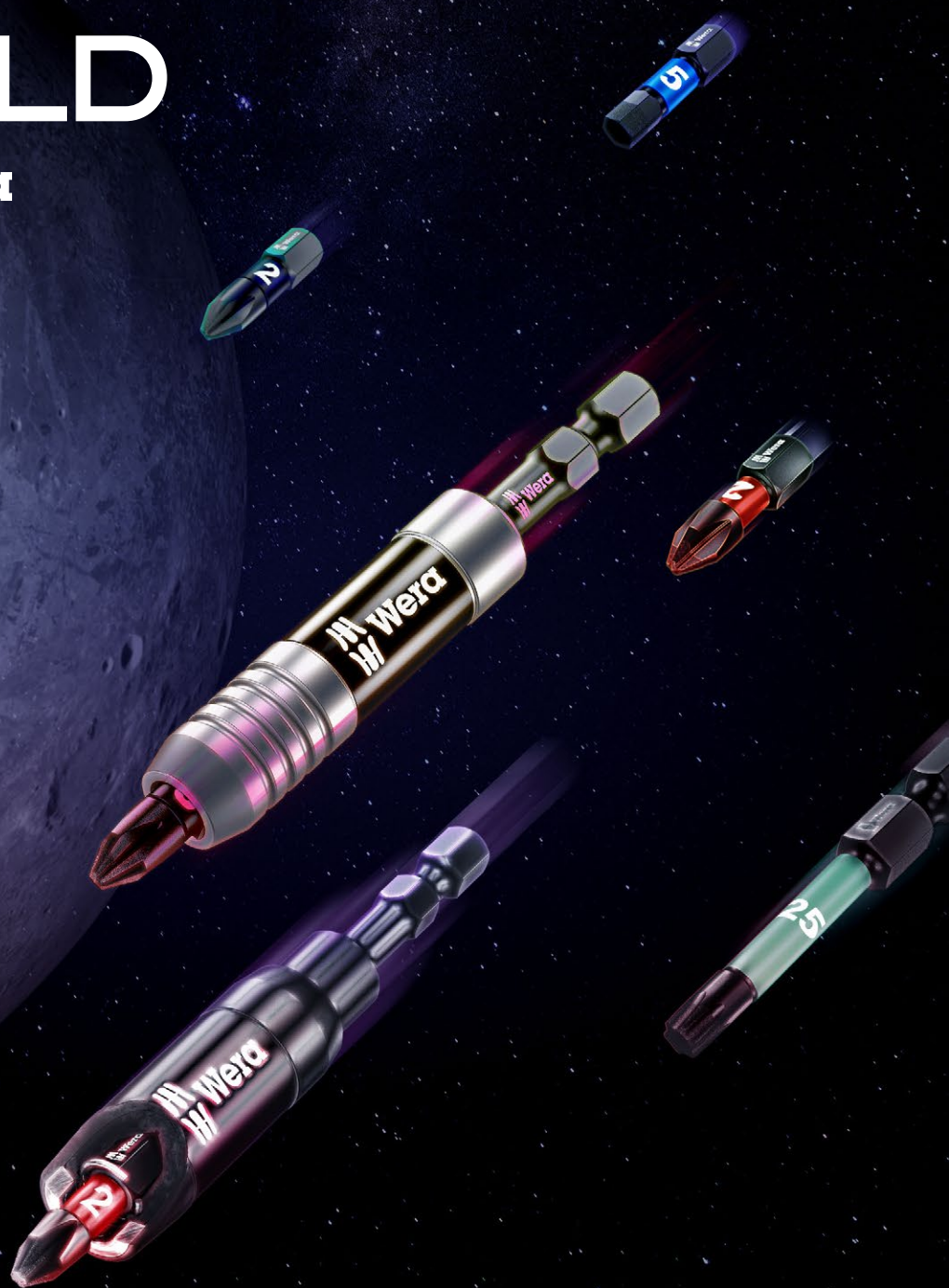
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UPDATE TO COVID-19 GUIDANCE IN ENGLAND AND SCOTLAND

Following the easing of restrictions in England and Scotland, Motorsport UK has updated its guidance to the community.

The content of the guidance has been carefully considered in light of the ongoing COVID-19 global pandemic and current UK Government guidelines. Key to the content is the importance of keeping the sport's events and community safe from transmission and allowing all persons involved to feel safe and comfortable.

The guidance supersedes the previously published guidance for events in England and Scotland. However, any club or organiser may continue to follow the previously published guidance (or parts thereof), instead of the updated document.

The latest guidance is available to read and download in the COVID-19 section of the website at: www.motorsportuk.org



IN CASE YOU MISSED IT: RELAXATION OF REGULATIONS

As a result of the Driver and Vehicle Standards Agency facing delays for driving examinations due to the COVID-19 pandemic, and the requirement for competitors to hold a full RTA licence in order to be issued with a Stage Rally licence, Motorsport UK relaxed two of its regulations relating to Single Venue Stage Rallies in April this year.

Sections R5.2 and R5.3 of the Yearbook have been revised as follows:

With immediate effect, regulations R5.2 and R5.3 are relaxed solely for Single Venue Stages Rallies to permit drivers who hold a Provisional RTA Licence provided that they otherwise hold a Stage Rally Competition Licence, and that their Navigator / Co-driver holds a Full RTA Driving Licence along with an eligible Competition Licence.

For further clarification, contact: rally@motorsportuk.org



FIA APPROVES GRM AS SOLE UK SUPPLIER OF SIMULATION-BASED SAFETY CAGE CERTIFICATION

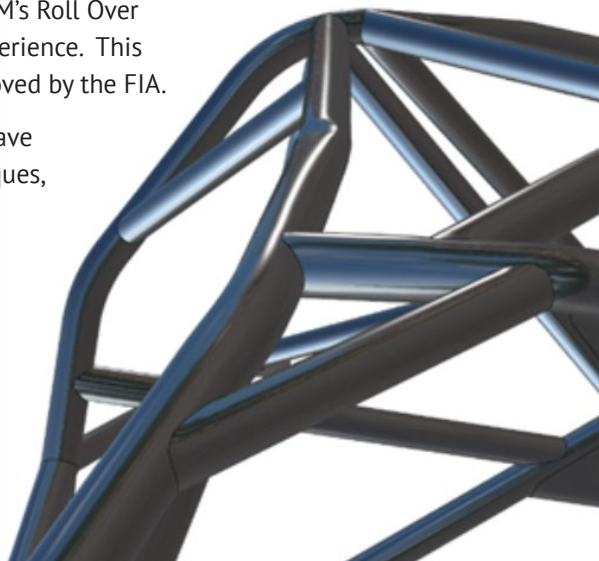
The FIA has approved simulation services provider GRM Consulting for the calculation of Safety Cages (ROPS) on FIA Technical List 35

The ratification of GRM Consulting to provide this service is the culmination of many months of collaboration between Motorsport UK and GRM, with the aim of providing a local service to support the strong base of UK ROPS manufacturers.

Undergoing a strict simulation verification process by test prediction, GRM's Roll Over Simulation Centre was able to prove their capabilities and extensive experience. This appointment makes GRM the only UK based supplier of simulation approved by the FIA.

Engineering Director at GRM, Oliver Tomlin, said: "We're really proud to have been approved by the FIA. The checks we underwent covered our techniques, background knowledge and ability to log and record customer data. We had to submit our results over a week before the test to Motorsport UK and although a little nervous, we had quiet confidence based upon the extensive experience of our Roll Over Simulation Centre team."

GRM Consulting is a design engineering consultancy and works across a wide range of industries including Automotive, Motorsport, Medical, Defence, Rail and Aerospace. GRM's engineers are experienced at applying the very latest simulation techniques and design tools.



BTCC HYBRID TO MAKE ITS RACE DEBUT AT SILVERSTONE

Andrew Jordan to continue the testing of the new car

The Kwik Fit British Touring Car Championship has revealed its new-for-2022 hybrid system is likely to make its race debut Silverstone on 25th-26th September.

2013 BTCC Champion Andrew Jordan will drive the new hybrid car featuring its 2022 customer TOCA engine which has been developed by M-Sport.

The 32-year-old Brit is no stranger to the TOCA Hybrid car, having been behind the wheel for most of its performance testing, including last month's Goodyear tyre test at Oulton Park. Jordan will participate in both free practice sessions, qualifying and all three BTCC races, but will take each start from the Silverstone pit lane so as not to interfere with the championship contenders.

"It will be invisible as far as championship points go," said BTCC Chief Executive Alan Gow. "Competing at our Silverstone event is part of the car's full development cycle; although the hybrid components and engines have done far in excess

of a season's worth of running, we want it to also go through a normal race weekend procedure. So whilst it won't get involved in any real dicing with other cars, it's important that our fans and partners have the opportunity of seeing the hybrid car in action ahead of 2022."



UPDATE: MOTORSPORT IN THE WELSH FORESTS

Natural Resources Wales backs motorsport in the forests it manages on behalf of the Welsh Government



Following the consultation and presentation of the Sustainable Management of Natural Resources Review of Motorsport in the Welsh Government Woodland Estate paper on 14th July, Natural Resource Wales (NRW) and Motorsport UK will continue to work together to provide a long-term future for the sport in the forestry estate.

The NRW Board have collectively accepted the recommendations of the review, allowing the continued permission for four-wheeled motorsport in the Welsh Government Woodland Estate. NRW will work alongside Motorsport UK and its affiliated clubs to further improve sustainability.

Moving forward, Motorsport UK and NRW will commit to further improve the sustainability of the sport and integrate these into the new master agreement, with a particular focus on reducing carbon footprint and supporting biodiversity.

Motorsport UK Chair David Richards CBE said: "Motorsport UK are encouraged by the positive dialogue with Natural Resource Wales and delighted to hear the positive support from the NRW Board towards the sport and the shared vision to help shape the future of motorsport in the Welsh forests.

"We fully support the drive towards protecting the forests, sustaining biodiversity and reducing the footprint of events, and that is a challenge we fully embrace. Our member clubs are already working hard towards this, with one of the largest events in Wales, the Cambrian Rally aiming to go net carbon neutral by 2025.

"Motorsport in the Welsh forests provides sports tourism and economic benefits which are vital for local and regional communities, and we must work together collaboratively to maintain the sport and the benefit it brings to the wider population."

MEMBER BENEFIT SPECIAL OFFER

Historic Rally Festival at Weston Park

Discount on adult tickets

The famous rallying stages of Weston Park will host the first Historic Rally Festival of its kind in the UK on Sunday 22nd August featuring Group B rally cars. 80 specially selected cars will take part in a demonstration drive around the 1,000-acre estate, including the iconic water splash. A festival atmosphere will ensure there is something for all the family.

Motorsport UK members can book general admission tickets for £10 per adult (reduced from £15) and £5 per child.



For more information, visit:
www.weston-park.com/event/historic-rally-festival



Simply log into your **Motorsport UK membership portal** to access the code.



MOTORSPORT UK ANNOUNCES BICESTER MEMBER EVENTS

Motorsport UK is pleased to announce the first in a series of new member events, hosted at its Bicester headquarters.

Starting with a screening of the Formula 1 Dutch Grand Prix on Sunday 5th September, the new events will also include a live podcast recording in association with Adrian Flux and a community member 'meet' at the governing body's new home in the heart of 'motorsport valley'.

For more information, visit: www.motorsportuk.org/news

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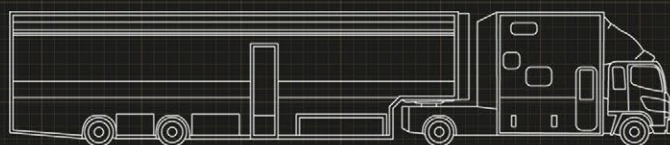
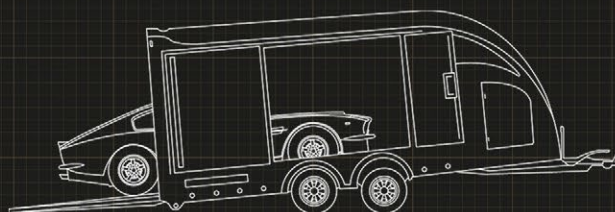
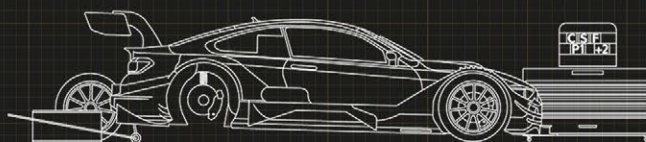
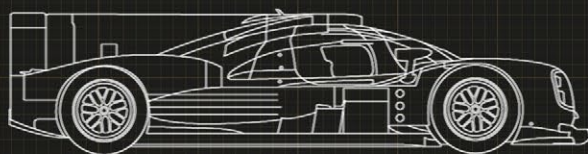
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HISTORIC MOTORSPORT: A THRIVING SCENE WHERE LEGENDARY MACHINES OF YESTERYEAR RISE AGAIN

Motorsport has seen many legendary cars through the years, from the cigar-shaped formula cars of the 1950s and 60s to the gravel sliding rally machines of the 1970s and 80s.

Modern machines have progressed considerably in terms of speed, handling and safety but the bygone eras are not forgotten, with a fast-growing scene of events keeping them alive.

On track, there is everything from classic F1 and tin-tops to old sprint machines and Formula Fords. Off track, Historic Rallies run on classic forest stages while Road Rallying, Hill Climbs and Sporting Trials all offer ways to get vehicles back into competitive action.

We spoke to some of historic motorsport's devoted organisers and competitors to discover more about the disciplines and the star cars that take part.



Ronnie Peterson's March Formula 2 car (as featured overleaf) racing at Oulton Park in 1972

Photo: John Fox

Historic Racing

This category covers a wide spectrum of cars including Historic F2, Formula Junior, Formula Ford, F5000, Saloons, GTs and Can Am to name but a few. Specifications either follow FIA regulations or are defined by the clubs or events, with varying era ranges.

Rules preserve period specifications and prevent alterations to improve performance, although safety modifications are stipulated. Cars must be competition originals or built to the same specification, complying with the rules of the period. To compete at an FIA International level, a vehicle must hold a valid FIA Historic Technical Passport (HTP). Not all historic cars are eligible for an HTP, but for those that are it opens the door to prestigious global events.

For more information visit: www.hsc.org.uk



Star car: March 722, prepared by Gerry Wainwright
Owner: Nick Pancisi

"This is car number 17 in a production run built by March and was the works car raced by Ronnie Peterson in the 1972 European championship. Peterson was an established F1 driver at the time, and when he was on Grand Prix duty Jochen Mass, who was at the start of his career, was behind the wheel.

"After it finished racing in Europe it was raced in South Africa for a period before being moved to Sweden. When I bought it, I asked Gerry Wainwright Motorsport to restore it, and we rebuilt it from the bare chassis monocoque upwards, purchasing the parts we could buy but mostly manufacturing them ourselves.

"In period, the cars were constantly evolving and so were changed from weekend to weekend. You have to select a particular part of the season and modify it to that moment in time, so we found some photographs of the car at the Oulton Park Gold Cup, and we developed it exactly to those specifications.

"It takes a huge amount of work to restore a car of that time and to keep it true to original specification, and it takes a team of people to run it on track. It is an absolutely awesome machine, it makes a proper noise and it handles beautifully. It's a real racing car and it will be back on show at Oulton Park at this year's Gold Cup."

Historic Road Rallying

These events last from a single day to several weeks, and involve following a route map or Tulip Road Book (see How To... on page 70). Competitors are required to arrive at timing points at precise times and some include mini special tests on private land.

Cars are fitted with trip meters and a clock, and the driver must follow specific instructions of set speeds over set distances. It requires very precise driving, with leaders often separated by just a handful of seconds at the end.

Events, organised by HERO-ERA, the Historic Rally Car Register and many others, typically involve classic and vintage road cars from certain periods (e.g. pre-1985) and the most common vehicles are Ford Escorts, MGBs, Minis and Triumphs.

For more information visit:

www.hero-era.com and www.hrcr.co.uk



Star Car: Renault Gordini
Owner: Malcolm Dunderdale

"The Renault Gordini won a lot of Rallies in its time, including San Remo and Monte Carlo. It is like the Cooper S of Minis, the tuned version, so it is a good match and it's slightly different. We wanted to do the Monte Carlo historic event and thought if we got a French car in French blue we would have a good chance of getting in.

"They are pretty difficult to find and I bought this one in Southern Ireland. It had only done 32,000km. It's a 1300 engine with around 105bhp as standard, but with tweaks it can get up to 120-140bhp. We re-fettled everything, had the engine and gearbox rebuilt, suspension, new shock absorbers, springs, put a period-correct roll cage in - which isn't much of a roll cage, I have to say - and then just prepped it for Rallying with some underbody protection, clocks, trip meters and so on.

"What is great about Regularity Rallying is you do not have to spend a fortune to take part. We have been beaten many times by the guy in an old MGB, bought for a few thousand pounds, who is just better at time and distance than we are. Then you go on the Flying Scotsman, for pre-war cars, and there are literally million-pound Bentleys doing the same sort of thing.

"We are out on an event every other week, there are plenty of events in the UK and on the continent as well. The social scene is brilliant. We have met some fantastic people and made some really good friends. That's part of it. It's a social thing, and a bit of Rallying, and HERO-ERA does put on the best organised, and the trickiest."

Historic Stage Rallying

Nearly every Rally includes an historic class due to its popularity, while there are also numerous dedicated classic events. The flagship is the British Historic Rally Championship, which runs up to eight events on tarmac and forests.

Events are split into different eras. Category 1 (pre-68) typically includes Lotus Cortinas, Minis, Sunbeam Tigers; Category 2 (pre-74) contains mainly Mark I Escorts and 240Zs; while Category 3 (pre-81) includes Mark II Escorts, Skodas and Vauxhall Chevettes. Category 4 (pre-91) includes early four-wheel drive cars such as Metro 6R4s, Subarus and Delta Integrales.

Categories 1 and 2 can be homologated or as used in period, while Categories 3 and 4 must be fully-homologated specification. All categories must comply with modern rules on seats, roll cages and fire extinguishers. Competitors either run cars themselves or use professional companies to help maintain them.

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

Star Car: Ford Escort MK1

Owner: Dave Watkins

"This car won the 1972 RAC Rally in the hands of Roger Clark and Tony Mason. It was one of five Boreham works team cars

originally built for the 1971 East African Safari Rally and was driven in that event by Joginder Singh, alongside team-mates Roger Clark, Timo Makinen, Hannu Mikkola, and Robin Hillier.

"The following year, Boreham said they would supply Roger with a car if he could find sponsorship. When Esso Uniflow came on board they re-prepared this car, registration LVX 942J, and converted it into an RS1600 by putting in an 1,800 BDA engine ready for that year's Scottish Rally.

"That was the first rally Roger did in it and he finished second to Mikkola. It was fitted with a new bodyshell for that year's RAC Rally and went to an alloy block 2-litre engine with fuel injection. Roger won the rally with Tony Mason instead of his regular co-driver Jim Porter because Porter had been asked to do the organising. All three of them have signed the car under the boot.

"In total, it competed in 25 national and international rallies, winning 23. It won the British Rally Championship in 1972 and 73 before it was sold to Hamiltons of Belfast. Adrian and Derek Boyd rallied it for another year, then in early 1975 Roy Cathcart, from Enniskillen in Northern Ireland, bought it.

"He passed away about six years ago and I purchased it with a co-owner. It had the Gomm works shell from 1973 and the original engine, gearbox, roll cage, seats and petrol tank. Roy had it in the dark blue colour scheme in which it won the Scottish Rally in 1973 but turned it back into the light blue of the 1972 RAC winning livery.

"Roy ran it at the Goodwood Festival of Speed for five years and I took it back there earlier this year. I had been zero car on a local rally, but that was its first big run back. I now plan to do the Weston Park Stages, the Trackrod Rally Yorkshire and the Roger Albert Clark in November which will be a bit of a moment for it."



Sporting Trials

The Historic Sporting Trials Association runs 'Historic' and 'Heritage' events.

Historic events are for cars that run independent rear 'fiddle brakes' to assist turning and traction, split into Historics (mid-50s to end-60s, with Cannon cars the most popular) and post-Historics (pre-1978, in which Facsimile cars are most prevalent). Trials involve six 'observed sections' of 12 gates on a hill which competitors drive in order, losing marks for stopping or hitting markers.

Heritage Sporting Trials have been recently launched to cater for the rapidly expanding use of road registered post-war and early 1950s cars without 'fiddle brakes' such as Allards and Dellowes. These events typically include multi-venue sites, linked by short public road sections, as it was in the period.

For more information visit: www.historicsportingtrials.com



Star car: Cannon Trials Car

Owner: David Baldock

"In the late 1950s and early 1960s, Sporting Trials were an extremely popular form of motorsport in the UK. Rex Chappell, a South London undertaker, was a major competitor at the time with his wife Renee as passenger. He asked Michael Cannon to build this car in 1958-59 and went on to use it for five or six years continuously, winning the RAC Sporting Trial Championship from 1959 to 1964.

"I had been to events and seen him in the car many times during my youth, and over the years I have ended up with quite a few vehicles myself. In 2001 I saw a small article in Classic and Sports Car magazine about the car's history, and it mentioned the owner was thinking of selling it. I promptly got on the phone and bought it.

"When I got the car, there weren't many events for these cars, but that has grown in recent years. I have a fairly big physical frame, and I don't find it very easy to drive at all!

I have never driven it competitively but Monty Peters drove it very effectively for several years. He sadly died and since then many people have asked if they can borrow it, and of course they can. It is great to see it run."

Hill Climbs

You cannot get much more historic in motorsport than Hill Climbing, the origins of which run back to the turn of the last century.

The unique nature of this discipline makes it possible to turn up and participate in most regular Hill Climbs in an historic vehicle, but many UK clubs run dedicated historic events. The Midland Automobile Club's Classic Nostalgia weekend takes place at Shelsley Walsh, while the Vintage Sports Car Club runs several events for pre-1961 vehicles, including a flagship at Prescott Speed Hill Climb.

A huge range of classic vehicles get involved, including road cars, race saloons, sports racers and single-seaters of all capacities. Classes are often pre-71 and pre-85 classes, split across sports cars and racing cars, but virtually any car, even pre-war, can typically be accommodated somewhere for a run.

For more information visit:

www.vsc.co.uk and www.shelsleywalsh.com

A list of Hill Climb venues can be found at:

www.britishhillclimb.co.uk/venues



Star car: GN Spider Cycle Car

Owner: Jim Edwards

"In its day, Spider was always the dirty scruffy underdog that turned up and cleaned the floor with everyone! It broke the record at the 1926 Shelsley Walsh Hill Climb - the first to go sub-50 seconds - and still is one of the legends of that venue to this day.

"The car was built by Basil Davenport, whose family had a silk mill in Macclesfield and knew GN's founding members Ron Godfrey and Archie Frazer-Nash. He bought the chassis and engine when the company collapsed in 1923, built a crude, scruffy body, and entered a local Hill Climb in 1924. A year later he fitted a more powerful 1.5-litre engine and went on to take the Shelsley record.

"He owned it until his death in 1979, winning more than 100 times on hills and also in sand races, then it got passed on to Ron Sant, who was his mechanic. Its next owner, David Leigh, had met Basil when he was 16 and used to help with bits and pieces. For the last couple of years I have been David's mechanic and when he decided he had to sell it, I managed to become its fourth owner.

"David developed it further and I rebuilt the engine for him in 2019-20, so it is now going faster than it's ever gone. It is unbelievable to drive, like a rocket, and the handling is lovely too, with a solid back-end, no differential, so it slides around every corner. It has a huge steering wheel out of a WWII Handley Page bomber! When you pin it down the straight, you hunker down, look through the wheel and with the narrow bonnet it's just like looking down the barrel of a gun.

"I mainly do the VSCC club events - the only exception being when I take it to Shelsley Walsh - and we have a good group of under thirty-year-olds with this common interest. The vintage world is really something because there are a lot of really wacky cars - a bit like mine - and it just blows your mind. The first meet I went to, I thought 'wow, these are the best cars in the world!' I'd never seen anything like it - the noise, the smells, the look. It is all really exciting."

Nostalgia Drag Racing

The 'Nostalgia' scene emerged in the mid-1980s to celebrate the formative years of the 1950s-70s and Santa Pod now runs several different historic events, its flagship being the recently run 'Dragstalgia' meeting.

Vehicles are typically restored originals not pre-dating the 1960s or new models built to reflect retro styles, such as front-engine 'slingshot' dragsters. Stock-based cars from earlier times are also numerous. Classes at Dragstalgia include Cannonball for Funny Cars; Slingshot Showdown; Outlaw Anglias; Gasser Circus, paying homage to America's 1960s 'Gasser Wars'; Willys Wars, in tribute to coupes and sedans of the US car brand; and Wild Bunch, a diverse array of historic dragsters and altered.

Most competitors start out as a spectator, attend a 'Run What Ya Brung' public track day, then join a Dial-In Day to try out entry-level racing.

For more information visit:

<https://santapod.co.uk/dragstalgia.php>



Star car: Slingshot dragster - 'Backdraft'

Owner: Chris Hartnell

"The car was built in a garage in Leicester in 1969 and is based on a classic US slingshot style, with the engine in front and the driver sat right at the back. The owners had seen legendary American drag racer Don Garlits at one of the early drag fests and copied his car, canopy and all.

"It was first driven at Santa Pod in 1969 when it was known as 'Malibu Express' and after a couple of years it was bought by Malcolm Olley, one of the early jet car pioneers. He painted it pink, removed the canopy and called it Pink Panther. I had wanted a dragster since I was 10, and I bought it in 1992 as a rolling chassis with a bit of bodywork. It was about to be cut up and I paid £250 for it.

"It took three years to get it to the track. I put in a new Chevy engine, painted it red, fitted a modern six-point safety cage and brought back the canopy. It was only when I was restoring it that we realised it was Malibu Express and uncovered all the backstory. I now have a history book about eight inches thick.

"My first run was 24 seconds but it was just a buzz to get it there. We are now running 8.62s at 153mph with big wheelie launches! I try to do all the nostalgia meetings and also a few 'Run What Ya Brung' events too. I still wear a silver suit and mask just like they did in the old days. I also run classic support vehicles, and my camper is a 1973 Winnebago, so it's the whole deal."

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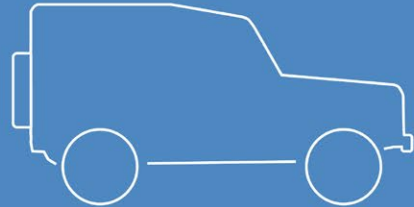
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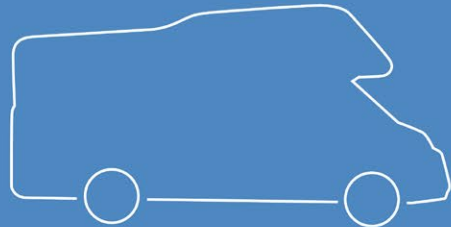
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Win two tickets to Fuelling Around - A Live Podcast Recording

Motorsport UK is offering two members the chance to win a ticket worth £30 to a live podcast recording of Fuelling Around, powered by Adrian Flux.

Taking place on Thursday 23rd September at 18:30, the two winners will join British Touring Car Championship legend Jason Plato and radio personality Dave Vitty at Motorsport UK's new Bicester HQ, as they sit down with well-known motorsport guests and share tales of their four-wheeled adventures.

The winners will enjoy a Q&A with Jason and special guests after the recording, with drinks available from the onsite Wiggly Monkey Brewery.

Motorsport UK members can also purchase tickets at: www.eventbrite.co.uk/e/166033886825. With a limited number of places available, don't miss this exclusive evening with a BTCC legend.

HOW TO ENTER

To enter, correctly answer this question: ***Which radio personality will join Jason Plato at the live podcast recording?***

Send your answer and Motorsport UK membership number to: revolution@motorsportuk.org by midnight on Tuesday 31st August with the subject line 'Adrian Flux'. The winners will be notified by email.

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

SILVERSTONE BRINGS BACK THE CROWDS

A full house was thrilled to be back as Lewis Hamilton won a dramatic F1 race with British drivers enjoying success throughout the support events

Silverstone successfully delivered the world's largest sporting event in 18 months when it welcomed a capacity crowd of 140,000 for the flagship Pirelli British Grand Prix in July, and the British stars – both on track and behind the scenes – made it an event to remember.

It was strange at Silverstone last year when two F1 races were run in front of silent stands as the sport raced on through the COVID-19 pandemic. This time, the flags were back and the British fans, often credited for shaving off seconds of lap time for the home heroes, were back in force, passionately cheering for Hamilton and fellow F1 Brits Lando Norris and George Russell.

On race day, the roars could be heard loud and proud for miles as Sir Lewis Hamilton crossed the finish line, cementing his position as the King of Silverstone with a record-breaking eighth victory at the track and equalling the most wins any F1 driver has taken at any circuit.

Hamilton fightback

In a season that has been his toughest in years, the home hero had failed to win in five races, a very long time in his book. The Milton Keynes-based Red Bull team has become the class of the field this year, thanks to aerodynamic rule changes that wiped away Mercedes' advantage, with Max Verstappen dominating his British rival at the preceding two races.

Where better, then, to start the fightback? Mercedes, headquartered just down the road in Brackley, with engine operations in Brixworth, pulled out all the stops to get Hamilton back on track in his quest for an eighth title with new car upgrades. Hamilton even spent time on the opening day in the team's simulator, just to get in some extra practice when there was no running out on track.

He was fastest in the single-lap qualifying shoot-out for an eighth time at the track, but on this occasion that was not good enough for pole position, as F1 trialled a new Sprint Qualifying format. That Friday lap gave him pole for the new event on Saturday, but Verstappen was able to get past in the 17-lap sprint and secured pole position for the race itself along with the three points to go with it.



In the race itself, Hamilton and Verstappen went wheel-to-wheel through the first half of the opening lap, but on the run down to Copse Hamilton went for the inside line, causing Verstappen's right rear wheel to tag the Briton's front left. The Dutchman was spun into the barrier at high speed, causing extensive damage to his car and the tyre wall.

The race was red-flagged while repairs were carried out, and when it resumed the stewards handed Hamilton a 10-second stop-go penalty. This only served to invigorate the seven-time world champion, and in the closing laps he delivered a thrilling display of 'Hammertime', as he hunted down team-mate Valtteri Bottas for second and passed Charles Leclerc to take the lead with two laps to spare, sending his fans into rapture.

There was plenty of papaya-orange waving for Motorsport UK Academy graduate Lando Norris, too. Fresh from watching England in the final of the European football championships, the McLaren driver showed he is becoming one of F1's top talents. He secured sixth place in qualifying and made up one place to claim fifth in the Sprint. He was battling Bottas for third in the race but a slow pit stop dropped him out of that fight and he finished fourth, putting himself up to third in the championship standings.

Fellow Academy alumnus George Russell, a superstar in the making who is now racing for Williams, might well be in the Mercedes alongside Hamilton next year. For now, he had to be content with getting lesser machinery as high up the field as he could. He did not disappoint his growing fan base as he secured a highest-ever eighth place in qualifying. In Sprint



XPB Images

Qualifying, he absorbed the pressure from faster cars around him to drop just one place to ninth, but a penalty for clipping Carlos Sainz's Ferrari dropped him to 12th for the start, where he stayed throughout the race itself.

Stars in support

In F1's feeder series, Formula 2, Briton Dan Ticktum set the fastest time in free practice and went on to secure third in the sprint race, which was won by Robert Schwartzman. Jack Aitken, who is the Williams F1 reserve driver and competed in last year's Sakhir Grand Prix, suffered a difficult day, spinning through a lack of rear grip and finishing in 18th.

On the Sunday, Ticktum was on form again in the feature race and topped his previous day's success to finish second behind winner Guanyu Zhou, who drives for the British-based UNI-Virtuosi Racing team. It was another tough time for Aitken, meanwhile, and he could only finish one place better than Saturday in 17th.



Jakob Ebray Photography



XPB Images

The W Series made history at Silverstone, with the drivers completing their first laps around the iconic home of British motorsport. Alice Powell performed brilliantly to secure pole position and took her second win of the season, with fellow British driver Jamie Chadwick joining her on the podium in third.

Sarah Moore, Abbie Eaton and Jessica Hawkins also delivered some impressive performances, while 18-year-old Abbi Pulling (who appears in our 'On The Ladder' feature on page 67) had an encouraging debut with a top-ten finish.

All of this goes to show that the junior categories and British Championships offer an unrivalled pathway and support system for identifying and advancing the next generation of talent through the ranks.

Volunteer community

The W Series drivers were not the only female stars at Silverstone, as the circuit welcomed 137 women amongst the 800+ volunteers and officials working in various roles in safety, logistics and operations to ensure the success of the Silverstone event. Read more in Inside HQ on page 48.

The British Grand Prix has always been an incredible feat of organisation, and although protocols and approaches may have changed through the COVID-19 era, the army of trusty volunteers,

consisting of some new and some long-running helpers, was back in force to make the event possible.

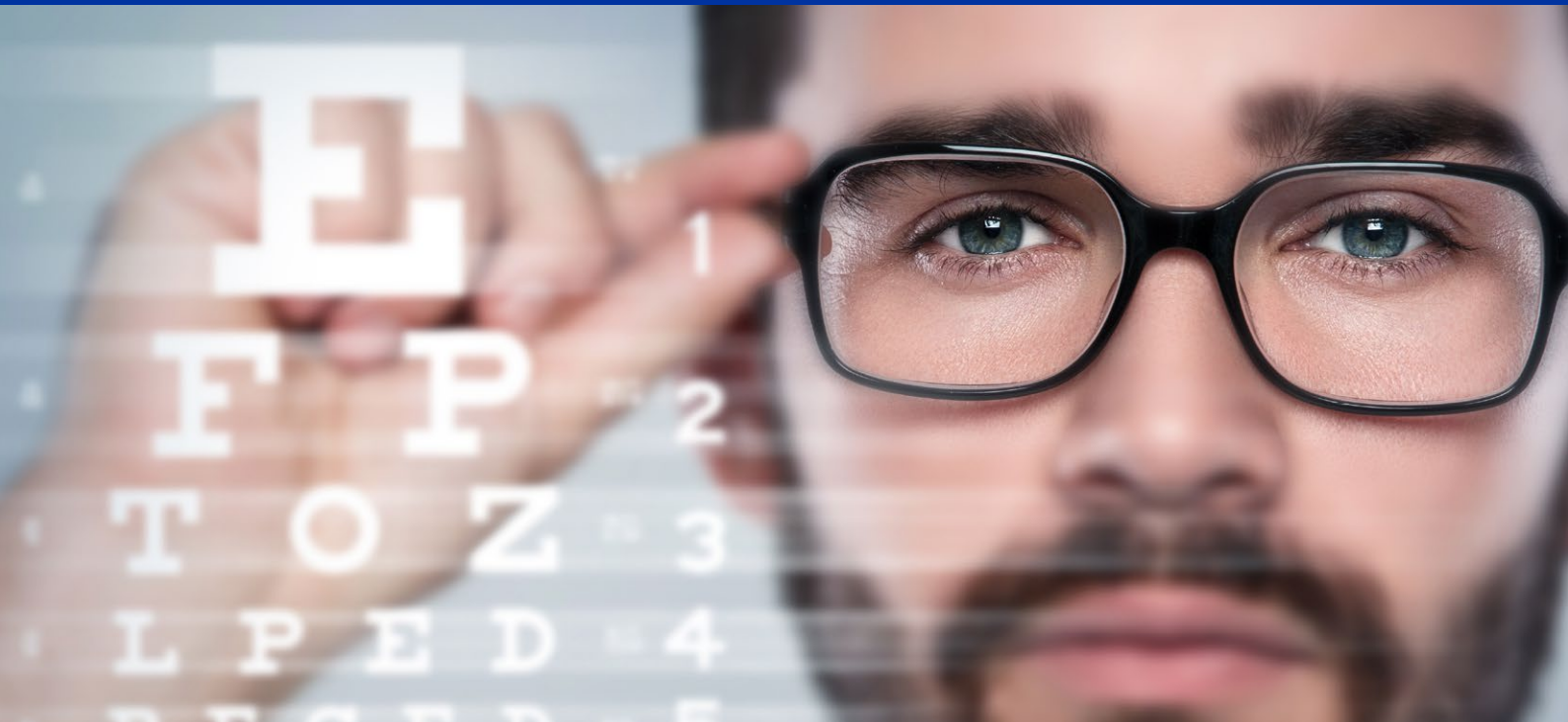
In addition to the testing regime and a disciplined approach vital to successfully implementing COVID-19 protocols, all the various roles called for additional resilience, commitment and attention to detail. Everyone rose to the challenge to demonstrate that the levels of British officialdom are second to none.

The efforts were recognised by Lewis Hamilton and his Mercedes team, who generously gifted each volunteer marshal with a cap to recognise the crucial contribution of all those that have worked so tirelessly and demonstrated such commitment to ensure the smooth running of the event.

In a message to the officials, Mercedes said: "Lewis and the team could not be more grateful for your efforts to help deliver the British Grand Prix for us all. You are the unsung heroes of this weekend, and we know that for many of you, this is just one of a number of UK motorsport events that you support throughout the year. From all of us at Mercedes - thank you. This cap is a very small token of our appreciation, we hope you enjoyed the weekend."

Indeed we did. Hats off to all the volunteer officials and to the British racing stars who delivered such stellar performances.

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NatSKA CELEBRATES **50 YEARS** OF NURTURING GRASSROOTS KARTERS





It is 50 years since the first children in school-built karts competed for the NatSKA trophy. We spoke to Chair Gaynor Heath to find out about its roots and plans for the future

The names carved on the National Schools and Youth Group Karting Association (NatSKA) class winner trophies in July marked the continuation of a success story that has lasted for 50 years.

NatSKA was set up in 1971, with the objective of opening up competitive but affordable kart racing to as many schoolchildren as possible. Its alumni have progressed to race in the British Touring Car Championship and work in F1, and the action at Fulbeck in July, where 14 club teams came together for the season finale, proved it is still doing the job, albeit a little differently compared to its earliest days.

“We call ourselves the NatSKA family,” explains Chair Gaynor Heath, who herself was drawn into motorsport when her children joined a NatSKA club at school. “It is a competitive but friendly atmosphere - if you haven’t got something or something is broken, someone will lend it to you, so it is very welcoming and great for those looking to get involved in motorsport.

“It is typically a feeder for people coming into karting, to see if they like it. It is usually the first taste drivers get of a kart because it is very grassroots. A full one-day meeting costs around £40 and there is no need to have seriously good kit to be competitive, so it really encourages people to give it a go.”

July’s nationals featured 93 drivers on the grid competing for school teams spread across the country, from Stevenage to Cheshire, Preston to Oxford, and Northampton to Bexley. It was

the culmination of a series of events run through the school calendar, from September to July, although the typical 12 race meets had to be cut slightly short this season due to COVID-19.

“We’ve had races in Kent, Northampton, Oxfordshire and we’ve been to Fulbeck a few times this year too,” says Heath. “The schools can pick and choose which to go to, and the drivers within the teams can also select, but most tend to go to the majority of races and, after this last year, the 50th nationals was a fantastic way to finish.”

MANUFACTURER ORIGINS

Things were a little different 50 years ago when the early days of NatSKA saw schools actually building their own karts in which to compete.

In the late 1960s and early 1970s, numerous county school karting associations had grown up around the country, run by teachers to support the practical metalwork and woodwork skill sets that were a focus for many at the time. In 1971, they all merged together under one organisation and things grew from there, with Sir Jackie Stewart even attending a meeting and being the Honorary President for a period of time.

Barclay School in Stevenage, which is now an Academy, was one of the founding teams. Set up by Jim Hardy and Colin Fenwick, it is still on the grid, 50 years on, and, as testament to the championship, they were trackside at Fulbeck, helping their next set of youngsters take their first motorsport steps.

*Engineering skills
are a big part of racing*



Like most of those who have become involved, they are fans that recognise the value motorsport can bring to a school's extra-curricular activities, and the life lessons it can teach children at that crucial age. Nowadays, most clubs are independent entities, affiliated with schools to provide a motorsport entry point to a wider-reaching selection of individuals.

"They don't make the karts anymore, but there are still a lot of other skills to learn from getting involved, many of which are highly relevant to future career opportunities in motorsport and elsewhere," says Heath. "The aim is to get kids in karts and to get school children to use the skills they're learning to apply some technical knowledge."

PROVING GROUND

It is not just about the competition, far from it. In fact, the effect that participating in NatSKA can have on some of the individuals who get involved can be profound, from getting wayward children back on the rails to changing perspectives and shaping future careers.

"One of our members, as a result of going karting at school, completely switched his options around," recalls Heath. "He had done A-levels in computing and business but after going racing and seeing the work of the paramedics, he completely changed his mind, went to university, got his paramedic's degree and then formed his own paramedic support company called Jigsaw Medical.

"He's 29 years old now and his mum will say that karting made him because it gave him confidence in social situations. He had to deal with people. He had to give feedback about what the kart was doing.

Karting competitors at the recent finals



ALUMNI

NatSKA has been an excellent proving ground over the years, the perfect place for children to develop a passion for motorsport at an early age and build the skills and personality needed to work in the industry.

Many drivers go on to take up a career in UK and international motorsport, with the list of NatSKA alumni including:

Tom Oliphant

Currently racing in the British Touring Car Championship, Oliphant is a two-time NatSKA sprint champion. He was the 2015 Ginetta GT4 Supercup champion as he climbed the ladder and finished sixth in the BTCC last year.

James Baldwin

Another two-time NatSKA sprint champion, Baldwin has proven his pace in the real and virtual worlds. He won the 'World's Fastest Gamer' in 2019 before finding success on track in British GT. He currently drives for Jenson Button's eSports Jenson Team Rocket RJN.

Joseph Loake

Currently racing in British Formula 4, Loake was a NatSKA sprint champion and progressed through the ranks as a Motorsport UK Academy member. He was the Ford Fiesta Junior champion last year before switching to single seaters in 2021.

Harry Bright

Having honed his set-up skills through NatSKA, Bright is now a race support team mechanic for the Alpine F1 Team. He had an apprenticeship in fabrication with the Lotus F1 Team and worked in GP2 with Carlin before stepping into F1.

“It gives kids the ability to deal with people on a one-to-one basis, providing feedback and problem-solving. They have to explain exactly what they need to do to make the car go faster. It’s about learning to deal with difficult situations and controlling emotions.”

The NatSKA categories follow a similar format to those in a Motorsport UK club kart event, with various levels for different aged children. They include a Junior TKM equivalent; a Junior Rotax equivalent; a Cadet grid from 8-13; a restricted TKM class and a Honda class split into two, with ‘junior’ drivers who are newly qualified and have only raced for up to two years and ‘senior’ drivers who have been racing for longer.

However, NatSKA also has a novice class, which is quite unique. “Our novices don’t race with the racing classes,” explains Heath. “They practice for the first four meetings they come to, so we can see they are safe and they are learning to drive while they are not racing.”

GETTING INVOLVED

More than 160 schools have been involved in NatSKA at various points over the years. Currently, there are 14 participant club teams, many of which hang on a particular teacher, but some, like Barclay, have become embedded over time as a part of the school’s offering.

The newest school is Quinton House, a school in Northampton. The club was set up by staff member Adam Sirett, a mathematics teacher, the head of years seven and eight, and a NatSKA old boy.

“He has grown up racing NatSKA and he’s got it,” Heath explains. “He understands completely what it’s about and they are the fastest-growing club we have. They only started racing a year and a half ago, just before the start of COVID-19, but they have 14 drivers on the grid now and they are loving it.”

Sirett introduced the head teacher to the concept of NatSKA, and went through a set of risk assessments provided by the NatSKA organisers. They then helped to steer the school through the licensing process, with the licensing director helping Sirett get the club off the ground at the school.

“The clubs are self-financing, they do their own fundraising with their own members to generate the funds and buy the kart and to keep maintaining it,” explains Heath. “There’s no impact on the school’s budget, everything goes through a club that is independently financed.

“In terms of regulations, we are regulated by Motorsport UK, and we run to the blue book [Motorsport UK’s Year Book] but also have our own handbook that sits on top of that. Every year that is referred to Motorsport UK for approval and our meetings are permitted by Motorsport UK, with all of our officials registered and officially licensed.”

In fact, things go both ways in that area, as many NatSKA participants actually end up becoming Motorsport UK officials for other events, including scrutineers, clerks and timekeepers. “It inspires people to go on and continue their journey in motorsport in many different areas,” she adds.



Sir Jackie Stewart waves off a NatSKA race in the 1970s

FOUNDING MEMBERS

Jim Hardy and Colin Fenwick, Barclay School

How did you get into it?

JH: "When I started work at Barclay, one of the technology teachers had just started a karting club. Back then school karting was all about building the karts. Racing them was an afterthought. He wasn't interested in racing and he wanted someone to do that, because the kids were quite keen, so I did it."

CF: "I got started when two kids in school who I had been teaching for two years asked me if I'd heard what karting was. I hadn't, so they said would you like to get involved. They wanted to try and do it and needed somebody to help. That was in 1971 and I've been a team leader from that day forward."

What do you feel NatSKA has achieved in its 50 years?

JH: "The fact that it's actually kept going for 50 years is amazing, and it is impressive to see the number of kids that have been involved over the years and the things some have gone on to do. For example, behind Whilton Mill kart track there is a little factory called KKC engineering. The owner is Keiron Crawley, who had been in the Barclay team. He said to me: 'If I had not been in the karting team, I would have just left school. You and the karting team were the only reason I actually stuck it out at all.' That brought a lump to my throat."

CF: "We have regularly had entries of 200 competitors for national championships, and that has been amazing. We have also had some real financial problems, which we have overcome. Right now, though, we have a situation where the education system in schools does not really support the sort of activity karting involves, so this is the next challenge."

What has been the most satisfying thing about your journey?

JH: "The things I most remember are the kids' faces. Even just now, we put out a young lad for the first time in our class 15 and he drove in, took off his race helmet and was grinning from ear to ear. That's why we do it: for the smiles on their faces."

CF: "I love it when kids who are not footballers, who are not sportsmen, join a kart team and suddenly become sportsmen - and very good ones. At the moment, our policy with Barclay over the last two years has been to recruit from years seven and eight, so we've got youngsters coming through the team. Results are irrelevant to us at the bottom end, it's about getting the kids in the seats and on the circuit and improving, then the results will come."

THE NEXT GENERATION

The fact that NatSKA has now reached its golden anniversary is, to a large extent, down to the passionate and dedicated individuals who have worked behind the scenes. Just like any sports club, its future is in the hands of those coming through the ranks. It cannot rest on its laurels and simply expect future success.

Times are forever changing, and while video gaming may be taking hold of post-school activities in many of the younger generations, schools are the perfect places to open eyes to different activities, nurture new interests and offer an entry point to new opportunities.

NatSKA itself is moving to a new generation, with new ideas and potential new directions. Growth is one of the future targets, but only if it is achieved in a controlled way, driven by the original ethos of opening up motorsport to more people in different ways.

"We'd like to grow it, but there is a finite point you don't want to go beyond, because otherwise it wouldn't be worth going racing," explains Heath. "For example, if a track has a limit of 30 karts on any one grid, if you have many more than six different classes you would struggle to get them all out and give them a reasonable amount of racing in a day."

That said, there are plenty of race days in the year if needed, and with a growing demand for ways to encourage the uptake of science, technology, engineering and maths (STEM) subjects across the education system, NatSKA should be well placed to build for the future.

"One of the things we're looking at is the possibility of running a qualification around all the things that are part of NatSKA - being part of a team, engineering and the media side," explains Heath. "We want to keep it very grassroots and offer a route into STEM through a less academic approach. Every child needs to be given the opportunity to blossom, not just the academic ones."

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Online highlights from the past month on social

Many clubs, events and competitors tag @MotorsportUK each month. We love to see what you are up to – here are some of the posts.



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MOTORSPORT UK ON YOUTUBE: Getting under the skin of Drifting

Some say Drifting is like threading a needle and others believe it is all about muscle memory, so what actually is the Motorsport UK Drift Pro Championship? Find out on our [YouTube channel](#)

The W Series competitors were not the only women who starred at the British Grand Prix, with hundreds playing their part behind the scenes

A pivotal moment in the history of UK motorsport was made at July's British Grand Prix when the W Series made its debut at the home of British motor racing - but the 18 women on that grid were not the only ones making their mark at Silverstone during the weekend.

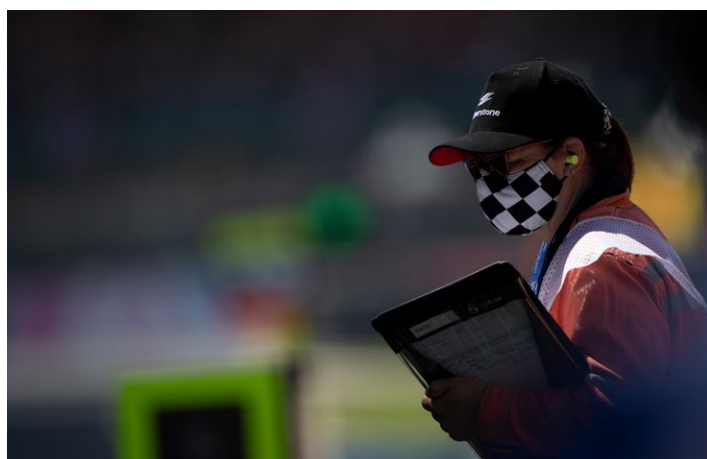
Of the 800+ volunteer marshals and officials assisting the organisation and operation of the British Grand Prix, 122 were women working in various roles including safety, logistics and operations to ensure the weekend's success. The list included:

- 3 scrutineers
- 34 track marshals comprising:
 - 8 flag marshals
 - 2 post chief marshals
 - 5 breakdown and sweeper marshals
 - 3 incident officers
 - 1 sweeper marshal
 - 15 track (incident) marshals
- 20 of the 200 strong track safety team, with Motorsport UK's Director of Learning and Development Sue Sanders working as Chief of the track safety team
- 7 of the 19 paddock team members
- 15 of the 42 pit/grid marshals
- Both radio co-ordinators
- 6 of the 7 race phone and radio base station operators

One of those three scrutineers, Sue Jeffery, is an ex-racer who wanted to give something back to motorsport. She enjoys the dynamic of the close-knit scrutineering teams where they all support each other and share knowledge, with no gender barriers.

Jeffery said: "The British Grand Prix was as incredible as ever. The atmosphere even with COVID-19 regulations was awesome. We had a great team and our chief Peter Riches and his deputy Phil Mason made sure we were well looked after, especially with the heat we were all experiencing.

"The teams were great. Last year I was working with Racing Point and when I walked past they remembered me and we



had fist bumps! This year I was with Ferrari and they are as passionate about their drivers as I imagined. Both teams were welcoming and the fact I was female was nothing to them, I was just part of the scrutineer team."

Find out more about how to become a scrutineer at: www.motorsportuk.org/volunteers/officials/scrutineers

Enjoyable, welcoming and rewarding

Suze Endean was one of four women working as part of the Marshals' Welfare Team over the weekend. She started marshalling in her late teens with Sevenoaks & District MC before later joining Chelmsford MC, amongst others. Over the last 15 years Endean has been involved in a variety of volunteer roles, including marshalling and officiating in a variety of disciplines, clubs and events.

Endean was invited to head up one of the Marshals' Welfare Teams, looking after marshals in a specific part of the circuit to ensure they were fed, deliver their radios and replenish their water supplies during the hot weather.

She said: "The British Grand Prix weekend can be summed up as long days, tiring but most importantly enjoyable, welcoming and rewarding. The beauty of motorsport is the friendships and family and I'm grateful to have walked away with new friends after the weekend. There were some people I knew, and some I didn't, but new relationships were quickly formed. Thanks to all the marshals and volunteers involved in the event. It was a pleasure to play a very small part in the weekend."



All-women series making its mark

The W Series is an international single-seater championship for female drivers that launched in October 2018. It is free to enter, and provides equal opportunities for women, eliminating the financial barriers that have historically prevented women from progressing to the upper tiers of motorsport.

The championship has numerous female members of staff in all of its departments including working as mechanics in engineering, communications, digital and social media, marketing, partnerships, finance, operations, legal and HR.

Drivers are selected purely on ability and the cars are mechanically identical, putting a focus on driver talent. The aim is to build role models who will inspire young girls to go karting, bringing more women into the grassroots of the sport.

After a COVID-19 induced hiatus following its debut season, the series has stepped up to the big time this year by joining the F1 programme, racing alongside the world's pinnacle motorsport series at seven events.

Catherine Bond Muir, the W Series Chief Executive Officer, commented: "At Silverstone, W Series supported Formula 1's British Grand Prix with both races live and free-to-air on Channel 4, meaning fans could watch the world's best male

and female racing drivers on the same platform. It was an unforgettable weekend, with six British drivers on the W Series grid for their home race at Silverstone – The Home of British Motorsport – and a capacity crowd of more than 100,000 to see Alice Powell win her home race."

Watch our **Women in Motorsport video** recognising the role played by some of the other women working at the British Grand Prix.



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Is there still value in having event cancellation insurance protection?

Motorsport events can of course be inherently dangerous for the participants, and the most important thing is that the event is incident-free or, at the very least, the organiser is not held responsible for an injury or other liability issue.

Motorsport UK arranges £100,000,000 public liability insurance that protects organisers of authorised events against potential liability in the event of Third Party Injury or Property damage. This provides invaluable financial security for both clubs and officials.

However, aside from the liability exposure, the recent pandemic has highlighted the financial impact of event cancellation more than ever. A number of insurers are currently unwilling to provide new policies with any form of cover for communicable disease, let alone COVID-19.

So, taking into account the current climate and the stance of insurers around the provision of cover for COVID-19, is there still value in having event cancellation insurance cover?

Event cancellation insurance protects gross revenue or costs and expenses associated with the organisation of an event. Looking beyond the COVID-19 exclusion, there are still a range of uncertain events that can result in the cancellation, abandonment, curtailment, postponement or relocation due to a cause beyond the organisers' control. This could include natural catastrophes, adverse weather, civil commotion, terrorism and even National Mourning.

An event cancellation policy can provide non-damage as well as property damage triggers and remains 'All Risks' in nature; providing cover for any peril, unless excluded, which causes a necessary cancellation. It was this 'All Risks' basis of coverage

which proved critical for many event organisers who did not have exclusions for COVID-19. No one could have predicted the devastating and enduring impact the pandemic would have on the events industry. However the fact that this insurance still exists to cover the unpredictable perils of the future reinforces its value for event organisers and explains the uptick in enquiries we are seeing as events return.

Cancellation policies are highly adaptable, for example, they can include the provision of 'All Risks' property insurance to cover owned or hired-in equipment.

For events that rely on the appearance of a single individual or a group, non-appearance coverage due to death, accident, illness or travel delay can be included which could result in a net loss of revenue. A loss of revenue can also occur in the event of a significant interruption in broadcast transmission due to the failure in necessary satellite or computer equipment. There are even parametric products available that pay out agreed values if specific weather thresholds are breached!

Event cancellation insurance's application is vast and its ability to be tailored in accordance with each event's individual risk profile makes it a much-needed risk management tool. Anyone with a financial interest in the successful completion of an event has a balance sheet exposure should that event be cancelled, making overlooking this insurance protection a brave decision in an era of such uncertain political, environmental and social change.

Alyn Spratt, Head of Motorsport

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MY OTHER LIFE

Laura Christmas

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'.

Name: Laura Christmas

Profession: Primary school teacher

Motorsport activity:
AutoSolo/Rallying/Sprint/Autocross

What type of motorsport do you compete in?

In the past two years I have competed in AutoSolos and Targa Rallies, entered a Sprint, participated in an Autocross and competed in nine single venue Stage Rallies. I drive a Mini in competition and a 1971 VW beetle on the road.

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

My father introduced me to motorsport at the age of 14. We began competing in production car trials in our Fiat 126 and went on to enter that car into AutoSolos and Targas before upgrading to an Austin Mini.

What age do you teach and what do your class pupils think about your racing hobby?

I have worked with children across the primary phase but have spent most of my time teaching year three. The children find it very cool that I drive cars as a hobby, and I have been told it has inspired many of them, particularly the girls, to pursue their dreams when they had doubts.





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

When teaching, it is important to be patient and remain calm, even in stressful situations. It requires you to be fast thinking and reactive. I believe motorsport and teaching share these traits and being calm and reactive has aided my driving. Rallying has also taught me to invest in my passion and strive to reach my potential, which allows me to support my pupils to do the same. It is so powerful to be a role model to children who you build close relationships with.

What do you enjoy most about teaching?

Working with children is such a rewarding career. I love to help them and watch them grow.

What is the one thing you love most about motorsport?

Motorsport has always been a sociable and friendly environment where I have been supported and encouraged by those around me. Along with this, it provides me with a break from day-to-day life, which can be stressful. I love the adrenaline and competitiveness that motorsport events bring.

"Rallying has also taught me to invest in my passion and strive to reach my potential, which allows me to support my pupils to do the same"

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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VANTAGE POINT

Sustainability in motorsport

As the Sustainability Director of Formula E, the world's first fully-electric racing series, and an advisor to its off-road spin-off series, Extreme E, Julia Palle is at the leading edge of the drive to improve motorsport's environmental credentials. Educated in her native France, she graduated with an MSc in Sustainability Studies and Change Management, and began her career focusing on sustainability from a tyre perspective at Michelin Motorsport. She joined Formula E at the very beginning, and has pioneered its world-leading approach to sustainability ever since. She is also President of Sports and Sustainability International, leading a group of experts in broadening and harmonising sport and sustainability.

“When I started my career in motorsport, I saw a huge opportunity to improve the practices of an industry that is perceived as having a negative impact on the environment. That is actually a relatively unfair reputation, to be honest, because when you get into the detail of big international events like concerts, exhibitions and so on, their environmental impact is probably more than motorsport events, but because you are racing cars on track and using a lot of fuel, people have naturally been inclined to say this is very unsustainable. That said, there is a lot of work to do to achieve a sustainable future.

Since I joined Formula E, our priority has been to always be at the forefront, to be leaders and innovators, and to be bulletproof in sustainability. For everything we do, we have proof, documentation and certifications that keep us accountable. We are audited three times a year by an external auditor, and that is very important because in sustainability there has been a trend where big corporations are greenwashing, making sustainability claims but not backing those up with facts. Being able to prove everything you do and say is the best way to combat that and to give confidence and reassurance to your fans, your partners or your racing teams.





Extreme E participants get involved in the Oceanium Mangrove Legacy Project as part of the race event in Senegal

The founding purpose of Formula E was to counteract climate change, and last year it became the first sport in the world to be certified as having a net-zero carbon footprint since inception. That has been achieved by following the recommended approach set out by the UN Framework Convention on Climate Change (UNFCCC), which includes three key steps: effective measurement of carbon output, prioritising reducing its footprint and offsetting remaining unavoidable emissions.

The sports industry is just starting on that journey. There is a full UN programme called Race to Zero which is a global campaign to rally leadership and support from businesses, cities, regions and investors for a healthy, resilient, zero-carbon recovery. It has been around for a couple of years, but for sports in general and specifically motorsport, it is an approach that really is conflicting. Every sport is very particular, but there are best practices that can be implemented from one industry to another. The fact you need to measure and reduce your carbon footprint and then offset it is an international principle that any sport can adopt.

One of the best examples of progress being made around the world is in how we power our events and charge our cars. The number one solution would be to use green energy from the local grid, and since the series started in 2014 this has

become increasingly possible to do, because green energy is becoming more affordable and many cities are making the switch. If that is not possible, we will offset using renewable energy certificates (RENs), which are really well regulated by the UN. We have also identified a second-generation biofuel based on waste cooking oil, which we can use to charge our cars where necessary.

It is not actually the racing emissions that create the biggest environmental impact in motorsport. It is freight transportation. That makes up 75 per cent of our footprint, and it is an area in which we are working hard with our partners to pioneer new approaches, creating roadmaps to cut emissions by 30 per cent by using fewer planes and more roads and boats as well as reducing the amount of weight we transport. The other big part of sustainability that motorsport can achieve is engaging with local communities and trying to deliver local benefits. For example, the Girls on Track programme invites young girls in the local community to see behind the scenes, to spread the message that there is no obstacle for them, whatever they want to do in motorsport.

It is also really important to acknowledge the opportunity motorsport has to support the needs and expectations of people in the communities it visits. In Extreme E races, we go to remote corners of the planet that have been damaged by

climate change and run legacy projects, first of all to thank them for hosting but also to show we can come as a big international event and leave a positive impact. There have been projects in the Red Sea, an ocean plastics project and a local school project in Senegal. It is really strong, visible and extremely eye-opening and there is no reason why any motorsport could not do that, wherever it goes.

Working with partners also offers huge opportunities to improve sustainability in different ways, creating meaningful change and spreading the message. One great example is the Heineken Greener Bar, which was launched at the recent London E-Prix. It is based on the concept of the circular economy and uses new building methods, technologies and upcycled, recycled and reused materials to help to reduce waste, water, emissions and energy usage. What is most amazing is that it was inspired by working with Formula E, but it will be rolled out across all of the company's global activations, including F1, so everyone benefits.

I believe that playing a bigger part in promoting sustainability should be one of the missions of all sports. I had the opportunity to help drive the development of the UN Sports for Climate Action framework, identifying it as a sector with one of the most powerful platforms to inspire people and change their behaviour by using athletes as role models and the sports themselves to showcase ways to change attitudes or behaviours in our daily lives. The aim is to show that having a sustainable lifestyle is both possible and super cool.

It is always about authenticity and I find it fantastic when athletes use their voice and access to fans to elevate different messages. For example, Antonio Felix Da Costa is very passionate about oceans as he is a keen surfer. Lewis Hamilton speaks on diversity and inclusion. He has become involved in Extreme E because of that, and he is regularly using his social media channels to create awareness of climate issues.



That is very powerful. To have a global influencer take this approach to these topics shows that it is really working, and it is a fantastic inspiration for fans. With the younger generation coming through, that focus on sustainability is naturally inbuilt, so it is only going to get bigger.

In a way, I think it is harder for petrol motorsport to spread the message due to the perception of not being so authentic, but actually, acting sustainably at an organisational level through Corporate Social Responsibility (CSR), whatever the industry, is something all of us need to do. It's everyone's responsibility and what I always find most important is to remind people you should never be afraid to make a start.

It is very important to be humble in your actions and your communication in sustainability. Even doing something simple can make a difference, and there are five key areas where events or competitors at any level can try and improve:

- Waste management: do you do waste recycling on your event and are you helping your fans to do so?
- Water management: do you have systems in place on your event to save water and reduce water consumption?
- Energy use: are you using green electricity; do you have a green energy provider; can you go to the renewable option to power your events?
- Transportation: how are you transporting your staff, athletes and fans, and can you offer a smart transport system, car sharing, electric vehicles etc?
- Plastics: are you able to reduce the amounts of plastic - especially single-use plastic - used on your event; can you use cardboard cups; can you allow reusable bottles and provide water pumps?

These are all simple kick-starters that are really achievable, do not require huge amounts of money and can enable you to start the journey. Be proud of what you achieve, but be humble too. You won't revolutionise the events industry, but in terms of your approach and outcome of your event, every little bit helps, and all of these five areas are basic ways in which to reduce your environmental impact.

Most importantly, these things can all be mirrored and replicated at home. So your fans and your community can be inspired by what you do. And the amount of people watching or participating in motorsport that could be inspired by your actions is astronomical. Whether you only convert 10 or just one per cent of these people to change one thing that they do in their lives, that is a huge impact.



WHAT'S ON

A selection of championships and events



Triumph and MG Weekend

Three Counties Showground, Malvern, 13th-15th August

The MG Car Club, TR Register and Triumph Sports Six Club have joined forces to host a celebration of all things Triumph and MG. The event will commemorate 90 years since the launch of the Triumph Super 9, 60 years of the Triumph TR4, Herald 1200 and MG Midget and 40 years of the Triumph Acclaim, in addition to a very special anniversary for the MG Zeds - launched twenty years ago in 2001. The itinerary will include the MG Car Club California Cup Autotest.

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

Sporting Car Club of Norfolk 70th Anniversary Gymkhana

Snetterton, 14th August

The Sporting Car Club of Norfolk will celebrate another landmark at the county's premier circuit with racing action from the Classic Sports Car Club including the New Millennium, Turbo Tin Tops, Tin Tops, Open, Slicks and Magnificent Sevens series. There will also be a Gymkhana involving club Micras.

For more information visit:

www.scon.co.uk/html/clubstuff/scon70.html



Red Hackle Tour

Perth, 15th August

The Caledonian Classic and History Motorsport Club's first tour of the year starts and ends at Balhousie Castle and will explore 140 miles of interesting and scenic, fast and twisty roads across the region. It is a prelude to the club's 15-day 'Grand Caledonian Tour' around Scotland which visits all four points of the compass.

For more information visit:

www.caledonianmsc.freeuk.com

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



Mini Festival

Brands Hatch, 22nd August

Some of the most exciting and diverse Mini racing in the country will take place at the Brands Hatch Mini Festival. Racing will showcase a range of series featuring both classic and modern Minis, including pre-1966 Minis, Dunlop Mini Se7ens, Mini Miglias, while trade stands, displays and parades will ensure there is something for all the family.

For more information visit:
www.mini-festival.co.uk

Cadwell Park Summer Weekend

Louth, 28th-29th August

The picturesque Lincolnshire circuit will play host to nine different formulae, including the Mazda MX-5 Championship and the BRSCC Fiesta Championship. The British Superkart Championship is also on the bill as it makes its final stop before the coveted Donington Park finale. The handling-focused track is sure to provide drama with four kart classes on track at one time.

For more information visit: <https://brscc.co.uk/events/cadwell-park-summer-weekend-aug-2021>



Jon Elsey



Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tires

Pembrey, 29th-30th August

Competitors in this action-packed discipline will be eager to get back on track after the cancellation of the most recent event at Mondello Park. Reigning champion Mark Donnelly leads the standings by just one point from Ollie O'Donovan, with the winner of the last round at Lydden Hill, Derek Tolhill, just three further adrift.

For more information visit: www.rallycrossbrx.com

Les Val des Terres Hill Climb

St Peter Port, 30th August

Local drivers get another crack at the island's famous 777-metre Val des Terres ascent with some impressive machinery set to take on the picturesque course. Notable recent vehicles have included Caterham road cars, a classic Fiesta rally machine, go-karts, supercar Porsches and specially built single seaters.

For more information visit:

<https://gsymccc.co.uk/event/les-val-des-terres-hill-climb-aug-30th>



Sophie Robey, Guernsey Press



2CV Racing Club

Snetterton, 27th-29th August

The Classic 2CV Racing Club are gearing up for a blockbuster three days of action as it stages its annual 24-hour race. In what is one of the showcase events on the 2CV racing calendar, a bumper grid of iconic 2CV machines are set to fight it out day and night around Snetterton. Serving as the penultimate event of the season, the race will be pivotal in deciding who is crowned 2021 champion, with multiple title winner Pete Sparrow currently leading the series.

For more information visit: www.2cvracing.org.uk

Festival of Porsche

Brands Hatch, 5th September

Porsche Club GB will celebrate its 60th anniversary at this special race day, which will highlight the past, present and future of one of motoring's most iconic brands. Races will include the club championship, one-make racing featuring the Boxster Cup and the 911 Challenge, while there will also be special displays and demonstrations.

For more information visit:

<https://brandshatch.msv.com/BH-21-FestivalofPorsche>



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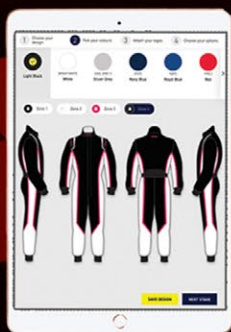
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ON THE LADDER

Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis and Alex Lynn, British Touring Car driver Tom Ingram and World Rally Championship star Elfyn Evans among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in this new, regular feature we meet a budding rally co-driver, two tin-top rising stars and a W Series debutant.



Adam Smalley

BORN: Blackpool, 2nd January 2001

ACADEMY PROGRAMME: Futures

COMPETES: Ginetta GT4 Supercup Championship

RECENT RESULTS:

R2, Brands Hatch (26th-27th June): One win and one second

R1, Snetterton (12th-13th June): Pole; two wins and one DNF

What is your earliest memory of motorsport?

My dad buying me my first kart - we didn't know where to take it so we went around the back of Blackpool airport!

What has been the highest high in your career to date?

Winning the Ginetta Junior Championship in the final race of the 2018 season at Brands Hatch. I couldn't believe I had won it. It was such an intense year, with a lot of hard work put in by the team and my family, so to be crowned champion was an amazing feeling.

What has been the lowest low in your career so far?

Motorsport is always a rollercoaster. Every driver has many ups and downs but I have always taken the lows as lessons and experiences.

What has been your biggest break?

Being awarded the Ginetta Junior Scholarship, because without that I definitely would not be where I am

today. When I was karting, I dreamed of stepping up to car racing but we could never afford it. I entered the scholarship purely for the experience of driving a race car, having never driven one before. Winning it gave me an opportunity of a lifetime, so massive thanks to Ginetta.

What are your aims and when do you want to get there?

My aim is to be a professional racing driver in GTs, touring cars or LMPs. I want to get there as soon as possible, but at the moment I am fully focused on this season.

Describe your style

Committed. I always put 100 percent into everything I do and I always make the most of every opportunity.

What is the biggest lesson you have learned?

Never give up. Motorsport can be very challenging at times but it is so important to never give up, as you never know what is around the corner.

If you could get career advice from one person in motorsport, who would it be?

Lewis Hamilton. He started his career in a very similar way to myself by father and son karting. He obviously has a lot of experience and is very successful and I am sure he would have some great advice to give.

What are you currently competing in and how are you doing?

I am currently racing a Ginetta GT4. So far we have had a great start to the season. In six races, I have had three wins, four podiums and am currently leading the championship.

What has been the biggest challenge for you this year?

Getting myself on the grid! In the winter I was really struggling to get the budget to go racing and COVID-19 was making it extremely difficult. I kept on going and managed to get enough sponsorship just four weeks before the first round.

Twitter: www.twitter.com/asmalley54

Website: www.adamsmalley.co.uk



Dan Harper

BORN: Belfast, 8th December 2000

ACADEMY PROGRAMME: Team UK

COMPETES: Nürburgring Langstrecken-Serie (Germany)

RECENT RESULTS:

Round 6 (11th July): Did Not Start

Round 5 (10th July): Winner

Round 4 (26th June): Winner – Youngest-ever overall winner

24-Hour Nürburgring (3rd-6th June): DNF

24-Hour Qualifying race (8th May): 16th

What is your earliest memory of motorsport?

I got a quad bike for Christmas when I was four, but it was snowy and my Dad was not keen on me riding it for the first time in those conditions. I kept asking, got dressed in my new kit and waited until he let me. I never looked back.

What has been the highest high in your career to date?

My first overall win as a BMW Junior driver this year in the fourth round of the Nürburgring Langstrecken-Serie. In only our fifth race in a GT3 car, against top-level drivers, we became the youngest-ever winners in the series.

What has been the lowest low in your career so far?

In 2018, I had my first race outside the UK in the Porsche Carrera Cup GB at Monza. I took pole, despite having no clue of the track, but at the first corner I made a silly mistake that ended my race. It was very tough to go from hero to zero so quickly and it took a few days to get over, but the next weekend at Oulton Park I took my first victory in the series to become the youngest-ever winner.

What has been your biggest break?

Being a Porsche Junior for two years in GB gave me the chance to prove myself, but to make the next step to a professional

driver and be chosen to join the revamped BMW Motorsport Junior Team is undeniably my biggest break so far.

What are your aims and when do you want to get there?

I want to build a long relationship with BMW and win as many races and championships as possible with them. One of my big aims is to win the big four 24-Hour races: Nürburgring, Spa, Daytona and Le Mans.

Describe your style

Exciting to watch! I fight hard but fair with my competitors. I have always been taught to go for the overtake as soon as possible, so I try to apply pressure on the car ahead at every chance. Since switching to BMW, I have also learned when to hold back and save tyres or fuel. As I am now doing endurance racing not sprint racing, managing the race is becoming far more important.

What is the biggest lesson you have learned?

Earlier this year, I had to start the race for our team and I had never experienced the first laps when everyone is bunched up and pushing hard. I was not used to the GT3 car's aerodynamics and had never experienced 'aero wash'. On the third lap, I followed a car too closely, understeered

off line and crashed. The car was damaged and I didn't understand why it had happened. I learnt a lot from that.

If you could get career advice from one person in motorsport, who would it be?

Racing for Nick Tandy I learnt a massive amount – he has won nearly everything there is to win as a GT driver, so his coaching and support was a massive help. If I was struggling or needed a wake-up, he would jump in the car at a test and show me how it's done. It was quite frustrating sometimes, but great motivation.

What are you currently competing in and how are you doing?

I am currently racing a BMW M6 GT3 with Team RMG, a BMW Motorsport factory team that won two DTM titles in 2014 and 2016. They are new to both endurance racing and the car and my teammates and I are also new to GT3 racing, so I feel we have all done an incredible job so far.

What has been the biggest challenge for you this year?

The crash I mentioned earlier. I had full support from everyone at BMW and everyone was very supportive, reminding me these things happen in motorsport and no one is invincible.

Twitter: www.twitter.com/danharperracing

Instagram: www.instagram.com/danharper_



Gareth Parry

BORN: Aberystwyth, 28th May 1998

ACADEMY PROGRAMME: Futures Co-Drivers

COMPETES: Junior British Rally Championship (Co-driver for Ruairi Bell)

RECENT RESULTS:

Nicky Grist Stages (10th July): 23rd Overall Combined Interclub & National, 16th Overall National British Rally Championship, 1st BRC Junior

Neil Howard Stages (31st May): 79th Overall, 10th BRC Junior

Rali Terras d'Aboboreira, Portugal (30th April-1st May):

27th Overall, 6th Peugeot Rally Cup Iberica

What is your earliest memory of motorsport?

Going to watch my local road rally, the Night Owl, which started and finished in Aberystwyth when I was 4-5 years old. Around ten years later, I competed in my first road rally in April 2013 - that year's Night Owl.

What has been the highest high in your career to date?

Winning the British Trial and Rally Drivers' Association (BTRDA) Production Cup at the last round, the Trackrod Stages, in 2019. Although achieving our first BRC Junior win more recently was fantastic, winning a championship is special because of the work that goes into a season.

What has been the lowest low in your career so far?

I've not had a particularly low point but in 2019 we were forced to retire from the Nicky Grist Stages with a technical problem. We were fighting for the title. Thankfully we won the championship anyway, so I don't dwell on it anymore!

What has been your biggest break?

Getting the opportunity to do the Pirelli Welsh Forest Championship with Scott Faulkner in his Mitsubishi Evo Group N in 2018. Scott was willing to have me in the car when I had little experience in reading

pacenotes, but we went on to win the Group N class in the Welsh Championship that year and the BTRDA Production Cup the next. Those two years gave me great experience and also the chance to meet some of the best UK competitors. That led to me being selected as a Motorsport UK Academy co-driver and to join Ruairi as co-driver for 2021.

What are your aims and when do you want to get there?

It is every co-driver's dream to contest a round of the WRC but you can't promise yourself you will reach the WRC in 20XX because there are so many variables. I'm here to enjoy, do my job as a semi-professional and see where it takes me. If you don't do it when you're young, you'll regret it when you're old!

Describe your style

Reading out pacenotes, my style is loud, with strong emphasis on sharper or dangerous corners... and a strong Welsh tone.

What is the biggest lesson you have learned?

Never dwell on mistakes, move on during the event but also watch back after to diagnose why it happened. As a co-driver, you have a major responsibility to manage the mood in the car, and that's where a good relationship is vital.

If you could get career advice from one person in motorsport, who would it be?

From past competitors, I would say Colin McRae, because of his sheer determination to win, and also Gareth 'Jaffa' Roberts, as he was such an inspiration in my eyes. In the modern era, if I had to pick one co-driver, I'd choose Julien Ingrassia because of his vast experience in the current WRC.

What are you currently competing in and how are you doing?

Ruairi and I are in a Fiesta Rally4, competing in this year's Junior BRC Championship. After failing to score in the first round, we won the second and are currently joint fourth in the championship.

What has been the biggest challenge for you this year?

Finding a balance between work, rallying and a social life. I must give credit to Ruairi. Not long after we agreed to do the BRC this year, we flew to Portugal to contest Rali Terras d'Aboboreira. We then went over again to recce the stages for WRC Portugal, as well as testing and competing in the BRC. I work for the Farmers' Union of Wales (FUW) and without them being such an understanding and flexible employer, I would not be able to do what I do.

Facebook: www.facebook.com/GarethParryRallying

Rbellrally on YouTube



Abbi Pulling

BORN: Boston, 21st March 2003

ACADEMY PROGRAMME: Enhanced Diploma in Sporting Excellence (DiSE)

COMPETES: British Formula 4 Championship and W Series reserve

RECENT RESULTS:

W Series, Silverstone (16th-17th July): Eighth on debut

British F4, Brands Hatch Indy (26th-27th June): R1 Third; R2 Third; R3 Eighth

What is your earliest memory of motorsport?

Watching my dad race in a motorbike endurance race around Cadwell Park when I was about four or five, seeing them whizz by me at such high speeds got me instantly hooked on motorsport.

What has been the highest high in your career to date?

I have had many high points: my first win at the age of nine; winning two British titles in karting; moving up into single seaters; and getting my first podium in car racing. The most memorable came just recently when I drove in front of more than 100,000 fans at my home Grand Prix in W Series.

What has been the lowest low in your career so far?

There have not been any massive lows. I have faced a few setbacks behind the scenes, which I think any driver will have experienced, so you just have to suck it up and move on to the next opportunity.

What has been your biggest break?

After achieving success in British F4, W Series asked me to be a reserve driver for the 2021 season. They threw me in at the deep end by putting me in a seat

for the British Grand Prix at Silverstone and I have gained so many new supporters from that. I am so thankful to them for giving me such an incredible opportunity.

What are your aims and when do you want to get there?

F1 is the ultimate goal and ambition, but right now I am just aiming to keep progressing up to the next steps and performing at my best every time I am in a car.

Describe your style

I have quite a delicate driving style. My driver coach and mentor, Alice Powell, always compliments me on how smooth I am with my inputs. When it comes to racing, though, I am very aggressive and am always planning my next move to keep going forward.

What is the biggest lesson you have learned?

That actually came from Alice. She has taught me that it is as important to keep doing the work off track and at home as it is at the track. My level of preparation has dramatically improved and I now have a mental coach, a fitness trainer and Alice to make sure I am technically

sharp before a race weekend.

If you could get career advice from one person in motorsport, who would it be?

Toto Wolff. He is a very clever guy with lots of experience in motorsport. I feel like he could tell me everything I need to know - what steps I can take and how to take them - without me having to even ask a single question!

What are you currently competing in and how are you doing?

I am currently racing a Formula 4 car and am sixth in the championship. We had some bad luck early on and I was 15th at one point, so we've made some ground back. I have also driven a Tatuus F3 car in the W Series and am 13th in that championship, having competed in one of the three events so far.

What has been the biggest challenge for you this year?

Finding funding is always the biggest challenge and it is something we are still figuring out how to overcome. It will only get harder as I keep progressing, but I hope one day we can fully clear this hurdle.

Facebook: www.facebook.com/AbbiPullingracing

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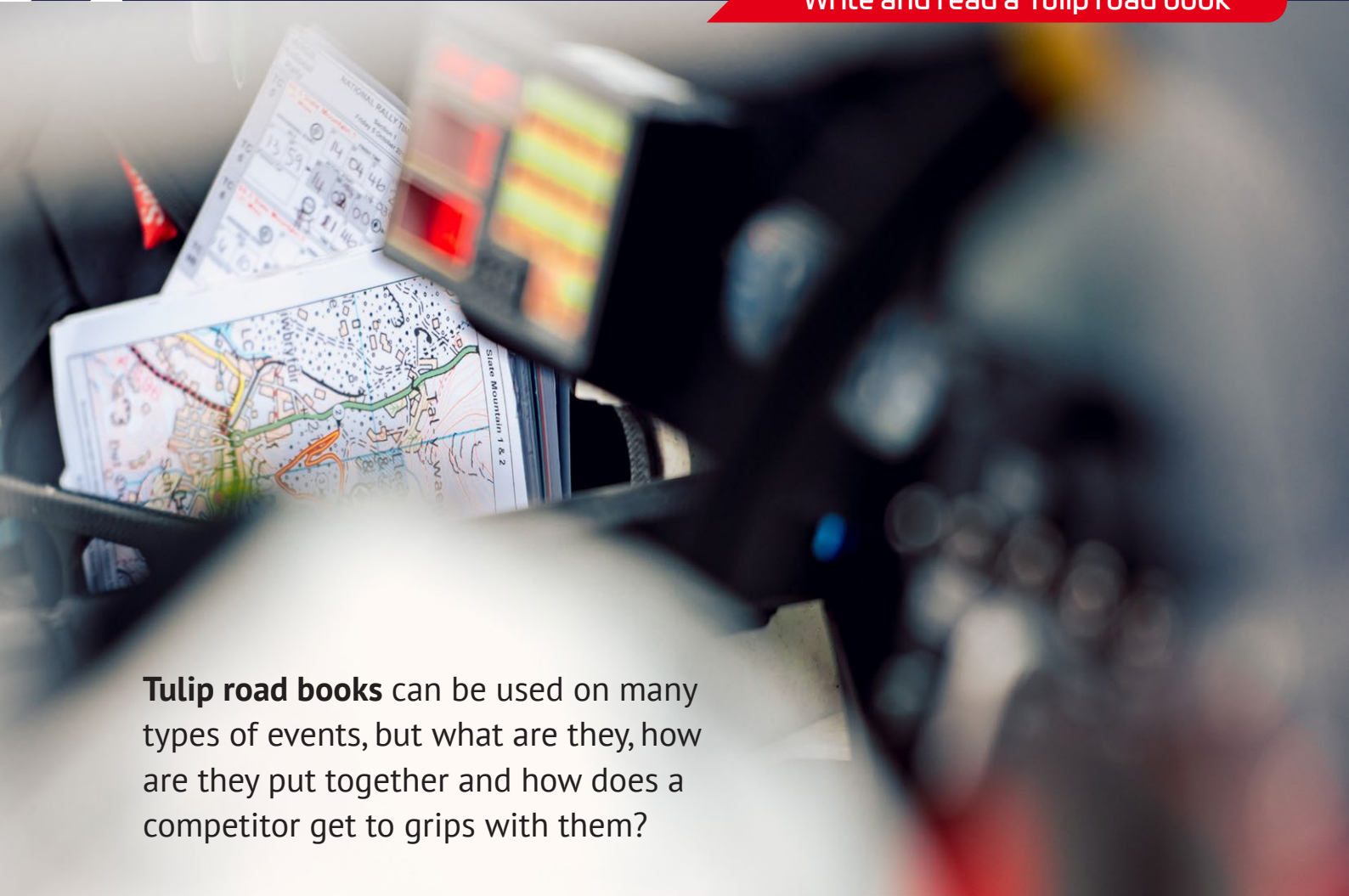


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HOW TO...

Write and read a Tulip road book



Tulip road books can be used on many types of events, but what are they, how are they put together and how does a competitor get to grips with them?

Paul Spooner grew up with a Tulip road book in his hand. He has competed for 40 years at UK and international level, participating in more than 600 events in that time and winning the British Gravel championship three times. He also organises several classic touring events and is currently a Motorsport UK Academy coach.

They may look a little like Egyptian hieroglyphics, but the symbols in a Tulip road book provide essential guidance in many different events. Being able to understand them and how they are put together can open the door to many motorsport adventures.

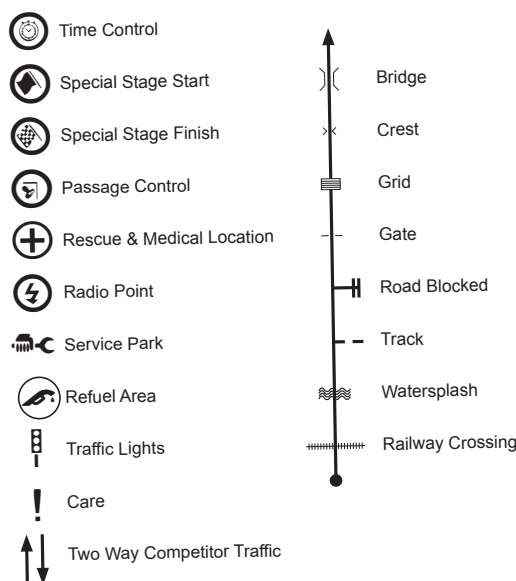
Derived from the Tulip Rally, which first used the junction-by-junction system in the 1950s, these route instructions come in many different forms but typically involve a ball indicating where you are travelling from and an arrow showing where you need to go next. Each line in the road book represents a junction or a point of interest and provides the Tulip diagram alongside an

overall distance at that location, an elapsed distance since the preceding instruction and, in competitive situations, some form of timing information.

They can be used on almost every type of event, competitive or non-competitive, including Tours, Road Rallies, Targa Rallies and virtually every multi-venue Stage Rally, where they are used to define the competitive sections and the directions to travel between them.

We spoke to Paul Spooner to get some advice for event organisers who want to create a road book and event participants who need to use one.

Symbols used in the Road Book



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Understanding the list of symbols is key to using a road book

WRITING A ROAD BOOK



I put together a couple of road books per year for classic tours. The first thing we have to do is decide the start and finish points and any lunch or coffee halts, then we plot a route on Ordnance Survey (OS) maps. On a typical tour, we will try to put in stops at places of interest and go through areas with fantastic views. Generally we try to stay away from dual carriageways and town centres and stick to country lanes.

Once we have the route on a map, we split it into sectors and two of us will go out with a trip meter, a map and a blank Tulip diagram book and build the road book, sector by sector. This process involves a large amount of precision and care, as every time there is a need for an instruction, you need to create some form of Tulip diagram, as well as noting the overall distance at that location and, if it is a competitive event, the elapsed time.

I use a GPS trip meter unit called a Monit, which is accurate to within two meters and records distances even if you go under a tunnel. We drive to the start point and zero the trip meter then navigate to the first junction. Once there, I hand-draw a Tulip diagram and record the total distance and time. We then go to the next junction and do the same, and continue for each one in turn, section by section. On occasions we also include speed restrictions, speed cameras and places of interest.

RS 1C		TC 1C Deeside - Start		TC 2 Clocaenog	
Distance		26.14 Miles		Time 0 hr 53 min	
				Speed 29.59 Mph	
Distance		Direction		Information	
Total	Partial				
0.00	0.00	1		TC 1C N 53° 13.894 W 03° 01.351	26.14
0.11	0.11	2		Max. 18 mph	26.03
0.17	0.06	3		Refuel Zone RZ 2 Max. 18 mph N 53° 13.754 W 03° 01.365	25.97
0.34	0.17	4		Max. 18 mph	25.80
0.94	0.60	5		Birkenhead Queensferry (A550) (M56) Max. 30 mph	25.20
1.14	0.19	6		Flint Y Fflint A548 Q.ferry (A494) (M56) Max. 30 mph	25.00
0.21					

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Pages from the Wales Rally GB road book (above and below)

Symbols used in the Road Book

Distance		Direction		Information	
Total	Partial				
6.26	0.26	Special Stage		22.74	
7.14	0.88	Gravel		21.86	
8.40	1.26	Liaison Section		No Stopping permitted	20.60
8.94	0.54	Point at which the distance has been measured		20.06	

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An example layout of a road book page

I then give my hand-written road book to another member of the club and they will then drive it, with no prior knowledge of the route. They check the Tulips and mileages are all correct and once that is done, I use a computer programme to produce a professional looking road book. There are a number of pieces of software available, from cheap Excel-based systems to detailed specialist solutions, and each person has their own preference. Once all the total distances have been fed into the software for a particular section, it will automatically add in the intervals between each instruction, so the road book will show both.

On Touring Assemblies, where the Tulip book is just a means to get from one place to another, there is no competitive element so we do not include times. However, at the front of the book we still put estimated times for the first car to arrive at each venue, as that helps participants to know whether or not they are making good progress. On competitive events, the book typically includes target times per section, with recommended average speeds often also defined throughout.

The average speed is 30mph or lower (except on motorways). However, if the route goes through some 'PR-sensitive' areas, the speed would be reduced to 15-20mph to enforce competitors to go slowly in that section. It's up to the

competitor to read the information that is provided and to work out why it is there. Sometimes we include notes such as 'CARE! PR sensitive, no more than 10mph until Tulip number X', so a competitor will know it is important to slow down.

It is the organiser's responsibility to supply the competitor with a printed road book. However, a lot of events, particularly since COVID-19, will either post a link to a digital version or send it out in PDF form, so that competitors can print it out and bind it themselves if they want to - many often want to work on it beforehand to add their own notes and details.

USING A ROAD BOOK

If this section simply explained how to read a Tulip road book it would be pretty short. Basically, you are the dot, and you go where the arrow tells you. It is fairly self-explanatory. But the devil is in the finer detail. Knowing how to use a road book can help to eliminate rookie mistakes, while understanding what information you can get out of one ahead of an event can make a real difference on the day.

Preparation

When I receive a road book, I sit down and plot the route on a map, sometimes in pencil or using an OS-based App called View Ranger on my phone. You don't have to do that, but I always do it for two reasons: firstly, just to make sure the organisers have not made a mistake (which is very rare but can happen) and secondly, because I always take a route map on the event to avoid getting stuck. I still use the Tulip diagrams to navigate, but if there is an accident on a country lane and you only have the Tulip diagram, you have to wait until that accident clears. With a map, you can navigate your way around.

Going through the road book ahead of time can also help you to avoid some classic pitfalls. For example, novices often make a mistake when one junction is at the bottom of a page and the next one, at the top of the next page, is only a short distance later. In these cases, highlight the bottom of the page to remind you the next junction comes up really quickly, so you don't go sailing past. It is also good to emphasise little things such as blind junctions. Organisers will often put an exclamation mark and state 'difficult turn' or 'unseen turn', so you should highlight that to make it clear you are going to struggle to see it.

*A page from
a Classic tour
road book*

From Bath Racecourse (Start) To South Cerney SS 1		Distance in Miles / Kilms	Leg	1	Page
		0.00	Section	1	1
LEG ONE - SECTION 1		Average MPH / KPH	Target Time		
		0.00	00:00:01		
Distance	Direction	Route Information		Distance	
Total	Inter	Tulip Arrows		To Go	
00.00		BATH RACECOURSE START			
00.30					
00.00	00.15	Care joining main road ZERO TRIP.		33.35	
00.89	00.89	Chippenham M4		32.46	
02.45	01.56	Picnic Area		30.90	
03.99	01.54	STROUD A46		29.36	
2.30		LOMBARD RALLY BATH 2020			
		www.donbarrow.co.uk		V4-D - Pro-Tulip Editor	

Fuel planning

Another crucial aspect of planning is determining the fuel requirements for the event, and you can do that using the total mileage count in the road book. Our classic tours, for example, are usually about 120 miles long. Not many classic cars will do that distance without refuelling, so in the road book we include petrol stations along with the distance to the finish or the next petrol station. As a participant, using these helps you to decide where and when to fill up.

In Stage Rallying, it is left to the crew to decide how much fuel they need, but as you usually go back to a service area, there will be a refuelling point there or close by. The total distance is still useful, however, as it allows you to calculate how many road miles and how many stage miles there are. You know the car is going to do more miles per gallon on the road than it will on the stage, so you can then do your calculations to optimise your fuelling.

Timing

If you are on a competitive timed event, where you will be penalised for arriving early or late, taking time to look over the average speeds in the planning stages is very useful. At the start of each section, the road book will tell you the length of the road section, how many minutes you have got to complete it in and, sometimes, the average speed for that section. This is where people with a good knowledge of how to use road books can gain an advantage.

Planning ahead allows you to see, for example, that the next road section is 15 miles at 30mph so you have 30 minutes to do it in. However, if it is going through two towns, that section is likely to be slower, so where you can legally drive quicker than 30mph, you need to do so to compensate for the likely delays you might expect in those two towns.

Not all events hand out penalties, but there is normally a scheduled time and a 'maximum lateness' over the target time that is set. In a rally, for example, you might have an allowance of 15 or 20 minutes to be late, but beyond that you are out of the event, so you do not want to drop time. Some events will penalise you 10 seconds for every minute late up to your maximum lateness. If you arrive early, that is fine, you can wait outside your control and just go in when you are supposed to.

Trip meter management

On the event itself, some form of dedicated trip meter is needed to measure to the levels of precision found in a Tulip road book. You cannot simply rely on the vehicle's onboard systems. Most Stage Rally cars use a physical version, but for

classic tours or amateur runs, people often download GPS measuring apps onto their phones. These are usually accurate enough to follow a prescribed route.

I typically zero my trip meter at each junction so I am solely focused on the distance to the next instruction, rather than trying to follow the total distance. I find focusing interval-to-interval much easier. Road books can be very thick - our 120-mile event has about 40-50 pages - so it can be quite daunting for someone who has never done it before. Each section usually starts from zero, so if you are not re-setting at each junction, you can zero your trip meter at each time point and start afresh.

Back-tracking

If you do go wrong, you will have to retrace your steps. To do that, you have to read the book backwards to a certain extent. Fortunately, if you do go wrong it will usually only be one line before you realise, unless you are extremely unlucky. One piece of advice I would give is that almost everybody has Google maps on their phone, so if you make a mistake on a Stage Rally or a Tour, just get that on so you can see where you are and trace your step back to the last junction. That is perfectly acceptable to do.

If it is a timed event, you would drop a lot of time and get many penalties for making a mistake, so you need to be sharp. Also, if you suddenly go 3-4 miles the wrong way and 3-4 miles back up, you are eating into fuel reserve and could find yourself in trouble if you have cut it tight. So there are consequences to consider. Really, you should be able to drive a whole event without making a mistake, providing the road book is accurate enough. You need a bit of a head for numbers to not get confused, but once you've done it once or twice, it becomes second nature.



IN NUMBERS

Safety

Motorsport can be dangerous, but thankfully thousands of people are involved each year in helping to make it as safe as possible for everyone concerned. Here are some of the incredible numbers that tell the safety story.

10

The number of seconds in which a driver must be able to extract themselves from a vehicle

28

The number of varieties of standard correx signs used on a stage rally

40

The amount of G-force an F3 front crash structure must absorb by crumpling upon impact to protect the driver from high impact forces

516

The number of licensed safety car crew members in UK rallying, all of whom play a crucial part in making this thrilling sport safe for participants and spectators alike

12,500

The number of metres of red and white tape used on 10 miles of forest track at the M-Sport Stages in Greystoke Forest in July 2021

90

The vertical force in kN that is applied to an F4 roll structure in safety testing, ensuring its rigidity in the case of a vehicle rollover

10,104

The total number of marshals registered with Motorsport UK, all of whom volunteer at circuits and venues throughout the UK to get the inside line on events from grassroots to Formula One

100,000,000

The amount of public liability insurance offered, in GBP, by Bluefin Sport, providing crucial protection for organisers of authorised events

4,382

The length in metres of safety barrier used around the track at the Heineken London E-Prix round of the ABB FIA Formula E World Championship in July 2021

1,000

The maximum temperature in degrees Celsius to which a Nomex race suit is tested for protection

341

The number of rescue crew members licensed in the UK, providing their specialist skills to venues and events across the country

NATIONAL COURT

The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals.

Sitting Wednesday 21st July 2021

Mike Harris, Chris Mount, David Munro (Chairman)

J2021/04 Max Hart Eligibility Appeal – Castle Combe

The National Court has considered the Eligibility Appeal of Max Hart following a finding during post-race scrutineering at Castle Combe on 31st May 2021 that his Hyundai i30N vehicle, competition number 101, was ineligible to race.

Mr Hart is a competitor in the Maximum Networks VW Racing Cup – a championship which incorporates the Goodyear Touring Car Trophy and TCR UK. The appellant's car ran in the Touring Car Trophy class of the championship which includes NGTC and TCR cars running to WSC BOP specifications.

The 2021 Championship Regulations at CR 5.3.1b specify that:

"All cars must conform to the general and competition regulations of Motorsport UK, which define safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. Competitors should refer to Motorsport UK General Regulations sections J5, Q and K".

At post-race scrutineering on 31st May 2021, it was noted that the appellant's car had front right wheel spacers which did not comply with GR J 5.8.2.

The appellant contends that this was not a breach of the TCR Championship Regulations.

GR J 5.8.2 states that wheels must not be fitted with a wheel spacer exceeding 2.5cm in thickness or of less

than the hub diameter. Multiple or Laminated Spacers and extended studs are prohibited.

Post-race scrutineering revealed that the front right hub of the appellant's car had three 5mm spacers fitted to it.

The appellant asserts that "certified wheel spacers are allowed" as the TCR technical regulations at 12.4 provide for this. As this paragraph refers to spacers in the plural it is submitted on behalf of the appellant that this specifically allows multiple spacers.

The court cannot agree with this interpretation. It is plain that it refers to "certified spacers" as more than one size of spacer has been certified. It does not permit the fitting of multiple spacers to one hub.

In any event it appears to the court that there has been no evidence produced to the court that the spacers fitted to the front right hub were so certified.

The Championship Regulations are explicit. In clear terms they provide that TCR cars must conform to Motorsport UK regulations and specifically GR J.5.

The court is in no doubt that the appellant's car did not comply with GR J 5.8.2 as it was fitted with multiple spacers. It was therefore ineligible to race on 31st May 2021.

This appeal is therefore dismissed, and the appellant is ordered to pay £1000 towards costs.

Sitting Wednesday 21st July 2021

Mike Harris, Chris Mount, David Munro (Chairman)

J2021/06 Callum Voisin Appeal – Ginetta Junior Championship

The National Court, sitting as an Eligibility Appeal Panel, has considered the appeal of Callum Voisin following a finding that the Ginetta Junior that he drove in the Ginetta Junior Championship race at Snetterton on 12th June 2021 did not comply with the Championship Regulations.

As a consequence of that finding the appellant was disqualified from the race results and forfeited a total of points equal to those obtained from two first places from his championship score under General Regulation C3.1.1, C3.5.1(a), (b) and (c).

The appeal before the court relates only to the penalty imposed under General Regulation C3.5.1(c) which led to the forfeiture of championship points.

The appeal was brought under the provisions of General Regulation C3.5.2 which provides that this penalty will only be waived in exceptional circumstances.

It is therefore incumbent upon the appellant to provide evidence to establish the existence of such circumstances. The court had agreed to allow an oral hearing to enable witnesses to attend in order to assist the court in determining whether or not such circumstances were, in fact, present.

The appellant's car had been found to be ineligible to race due to the fact that the camshaft timing was not to standard Ford specification as required by the Championship Regulations in that the timing bar would not locate into both camshaft timing slots.

The fact that the vehicle was ineligible was not challenged by the appellant.

The appellant called evidence from the team owner of R Racing, Jamie Ross, the appellant himself and Mr James Andrew Dawson.

The court accepts that the appellant driver would have been unaware that the car was ineligible to race, but this fact, by itself, cannot be regarded as exceptional.

Various possibilities were suggested as having caused the mistiming of the camshafts, but no direct causation was sufficiently established by the appellant to explain the non-conformity. It was accepted that there could be no certainty to any of the alternative explanations advanced before the court.

The court notes that the Championship Regulations at CR 4.1.2 specify that for infringements of a more serious nature the Clerk of the Course is to invoke the provisions of General Regulation C3.5.1(c).

The court is satisfied that, in a single make championship of this type, that there must be complete conformity to all engine specifications so that a breach of this nature has to be regarded as being "more serious".

This appeal must therefore fail, the appellant having, for the above reasons, failed to establish the existence of any exceptional circumstances.

The appellant is ordered to pay the sum of £500 towards costs.

RESULTS

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

Intelligent Money British GT Championship



Leo Machitski and Dennis Lind took a commanding victory at Belgium's Spa-Francorchamps but it was Ahmad Al Harthy and Charlie Eastwood who won the next race at Snetterton in a guest Aston Martin, leaving Kelvin Fletcher and Martin Plowman to claim full points as the first full-season runners home. Ian Loggie and Yelmer Buurman then won the second race. In GT4, Jordan Collard and James Kell won the first race at Snetterton while Will Moore, with co-driver Matt Cowley, finally took a maiden win in the second, seven years after his debut.

Latest GT3 Championship Standings

1st= Leo Machitski/Dennis Lind, 117 points
2nd= Andrew Howard/Ian Loggie/Yelmer Buurman, 110.5 points

Latest GT4 Championship Standings

1st= Will Burns/Gus Burton, 143.5 points
2nd= Chris Salkeld/Andrew Gordon-Colebrooke, 99 points
3rd= James Kell/Jordan Collard, 77.5 points

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



Joseph Loake powered to a second win of the season at Oulton Park. Matias Zagazeta and Roman Bilinski finished second and third after Eduardo Coseteng went wide late on.

Latest Championship Standings

1st James Hedley, 161 points
2nd Matthew Rees, 137 points
3rd McKenzie Cresswell, 107 points

Kwik Fit British Touring Car Championship



Dan Rowbottom, Rory Butcher and Senna Proctor claimed a win apiece in three dramatic races at Oulton Park, with the championship leaders scoring just a handful of points, leaving them in the same order.

Latest Championship Standings

1st Ashley Sutton, 126 points
2nd Tom Ingram, 121 points
3rd Dan Rowbottom, 114 points

Motorsport UK British Drag Racing Championship



Annie Wallace became the second British woman to contest Pro Modified and the first ever driver to win on debut. She was in the final at the next round too, but lost out to Nick Davies.

Latest Championship Standings

1st Nick Davies, 253 points
2nd Kevin Slyfield, 245 points
3rd Wayne Nicholson, 157 points

Motorsport UK British Hill Climb Championship presented by Avon Tyres



Leader Wallace Menzies won all four rounds, two at Prescott and two at Wiscombe, with Alex Summers sidelined in one due to a sudden downpour. Three seconds for Sean Gould moved him up to third.

Latest Championship Standings

1st Wallace Menzies, 182 points
2nd Alex Summers, 159 points
3rd Sean Gould, 135 points

SBD Motorsport UK HSA British Sprint Championship



Terry Holmes and Steve Miles won two rounds each at Knockhill then, at Northern Ireland's Kirkistown track, Graham Porrett took two victories with Graham Blackwell and Pete Goulding taking a win each.

Latest Championship Standings

1st Steve Miles, 425 points
2nd Graham Blackwell, 417 points
3rd Peter Goulding, 384 points

Motorsport UK British Rally Championship



Matt Edwards and Darren Garrod won the Nicky Grist Stages to top the standings after two rounds. They finished five seconds ahead of Tom Cave and Dale Furniss after a thrilling eight-stage battle.

Latest Championship Standings

1st Matt Edwards, 37 points
2nd Rhys Yates, 34 points
3rd Sam Moffett, 31 points

Motorsport UK KNC Groundworks Scottish Rally Championship



David Bogie broke the legendary Roger Clark's record as he and John Rowan took an historic seventh victory in the Scottish Rally, winning every one of the five stages. Jock Armstrong and Cameron Fair moved into the championship lead with a second consecutive second place.

Latest Championship Standings

1st Jock Armstrong/Cameron Fair, 56 points
2nd Mark McCulloch/Michael Hendry, 49 points
3rd Richard Hill/Chris Lees, 48 points

Motorsport UK Pirelli Welsh Rally Championship



After a 518-day break caused by the pandemic, Callum Black and Jack Morton took victory on the opening round of the championship, the Nicky Grist Stages, winning the Interclub Rally section of the event and finishing seventh overall in their Ford Fiesta R5.

Latest Championship Standings

1st Callum Black/Jack Morton
2nd Ian Bainbridge/Will Atkins
3rd George Lepley/Tom Woodburn

Motorsport UK English Rally Championship



The Nicky Grist Stages ended with a six-way tie for the lead after Steve Black, George Lepley, Jason Pritchard, Frank Kelly, Elliot Payne and Ioan Lloyd all earned 25 points.

Latest Championship Standings

1st= George Lepley, 25 points
1st= Steve Black, 25 points
1st= Jason Pritchard, 25 points

McGrady Insurance Northern Ireland Rally Championship



Desi and Mark Henry claimed a last gasp victory at the Dogleap Stages Rally when Jonny Greer and Kirsty Riddick, who had set fastest times on the first five stages, hit a pothole.

Finishing positions in the Dogleap Stages Rally

1st Desi Henry/Mark Henry
2nd Aaron McLaughlin/Darren Curran
3rd Stephen Wright/Liam Moynihan

Motorsport UK British Autotest Championship



Alastair Moffatt won the South of Scotland Car Club's Maximum Attack Autotest. Malcolm Livingston maintained his second place after finishing the event level with Willie Keaning.

Latest Championship Standings

1st Alastair Moffatt, 120 points
2nd Malcolm Livingston, 109 points
3rd Willie Keaning, 102 points

Britpart British Cross Country Championship



Adrian Marfell and Paul Bartleman took their Fouquet Nissan to victory at Sweet Lamb. Opening round winner Richard Kershaw was second ahead of Justin Birchall, who led overnight but suffered two costly punctures.

Latest Championship Standings

1st= Richard Kershaw, 86 points
1st= Adrian Marfell, 86 points
3rd Paul Rowlands, 81 points

Motorsport UK British Car Trial Championship



Trevor Moffatt won the Airedale & Pennine Motor Club's A&P Trial while Rupert North took the win at Ilkley & District Motor Club's Filtrate Trial. North won again at the Gerry P Evans Cymru Car Trial with Barrie Parker winning the Derwydd Car Trial.

Latest Championship Standings

1st Rupert North, 46 points
2nd Mark Hoppe, 38 points
3rd Trevor Moffatt, 36 points

GB3 Championship



Christian Mansell, Roman Bilinski and Roberto Faria won the three races at Spa. At Snetterton, Oliver Bearman was another maiden victor, with Sebastian Alvarez and Bilinski winning the other two.

Latest Championship Standings

1st Zak O'Sullivan, 347 points
2nd Christian Mansell, 248
3rd Reece Ushijima, 231 points

Motorsport UK Wera Tools British Kart Championships



The Wera Tools British Kart Championships has had little time to rest over the past month with the IAME classes enjoying an action-packed double header at Larkhall in Scotland in July before a trip to Cumbria and the Rowrah Circuit just a few weeks later. Britain's premier karting series has seen its bumper grids continue into the second half of the season with the Honda Cadets and Bambino classes also heading north of the border for an exciting weekend of ultra-close racing at the newly renovated track.

The weather provided an additional challenge for the IAME and KZ2 categories at Rowrah, with torrential rain adding to the already tricky circuit layout, throwing the championship chase wide open as it heads towards its climax in October. In contrast, the Rotax and TKM classes will kick off their third meeting of the season at Whilton Mill at the end of August.

Latest Rotax Championship Standings

Mini Max

1st Ethan Charman, 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, 810 points
2nd Lewis Wherrell, 755 points
3rd Noah Wolfe, 724 points

Mini X30

1st Leo Robinson, 828 points
2nd Macauley Bishop, 811 points
3rd Wesley Swain, 758 points

Junior X30

1st Daniel Guinchard, 779 points
2nd Oliver Stewart, 727 points
3rd Bart Harrison, 717 points

Senior X30

1st Clayton Ravenscroft, 775 points
2nd Thomas Fleming, 762 points
3rd Thomas Turner, 756 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, 543 points
2nd Joshua Graham, 539 points
3rd Noah Wolfe, 520 points

Latest KZ2 Championship Standings

KZ2

1st Ryan Cannon, 548 points
2nd Tom Longfield, 526 points
3rd Allan Kenyon, 521 points

Latest Bambino Championship Standings

Bambino

1st Austin Newstead, 382 points
2nd Colbe Pattison, 355 points
3rd Max Gilman, 350 points

2021 Redline Specialist Cars Motorsport UK Kartmasters British Kart Grand Prix



The event saw the return of spectators to the Lincolnshire-based PFI International circuit with 300 teams and drivers competing across eight classes. All drivers had to participate in time qualifying sessions and two heats on Friday and Saturday for their class before the finals on Sunday. It was a fair playing field with drivers going head-to-head on controlled slick tyres, with only one chassis and two engines available for the whole event.

IAME Cadet Champion: Noah Wolfe

Honda Cadet Champion: Noah Wolfe

Mini Max Champion: Blake Ticehurst

Mini X30 Champion: Leo Robinson

Junior Max Champion: Daniel Guinchard

Junior X30 Champion: Luke Watts

Senior Max Champion: Guy Cunnington

Senior X30 Champion: Harry Platten

Motorsport UK British Superkart Championship



Anglesey hosted the second round of the championship and delivered a fantastic weekend of close racing. In Division 1, Liam Morley took a clean sweep, winning all three races. Here are the results from the weekend in the four classes.

Division 1

1st Liam Morley
2nd Ross Allen
3rd Lee Harperham

F450

1st Mark Gellatly
2nd Charles Johnson
3rd Roman McClintock

F250

1st Paul Platt
2nd Lee Plain
3rd Kirk Cattermole

F125

1st Tom Riley
2nd Michael Parr
3rd Mark Bramhall

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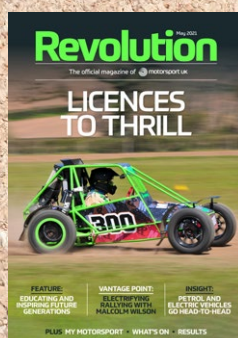
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The Parting Shot

The 2021 L'Etacq Attack Rally was the first tarmac rally held in the Channel Islands since October 2019 and was a roaring success.

25 crews tackled 12 stages on roads around the L'Etacq peninsular in the Parish of St Ouen in Jersey. In the demanding heat, Ross Le Noa and Dominic Volante showed red-hot pace across the day-long event to win all but one stage on their march to victory in their Ford Escort Mk2. The pair won the event by 13.3 seconds from Jeremy Baudains and James Ollivro in a similar Escort Mk2. It was a Mk2 clean sweep on the podium as Dave Oliveira and Victor Nobrega rounded out the rostrum.

Photo: Jack Clayden Photography (Motorsport UK Young Photographer of the Year)

