


Revolution

September 2021

The official magazine of  motorsport uk

FIT TO COMPETE

How to focus on fitness and why it is the key to success



INSIGHT:

**DAVID COULTHARD'S
MOTORSPORT
MOMENTS**

FEATURE:

**HOW SHARING CARS
CAN CUT YOUR
RACING BUDGET**

DISCOVER:

**THE TOP SIX
MOTORSPORT
MUSEUMS**

PLUS: NATIONAL COURT + WHAT'S ON + MY OTHER STUNT DRIVING LIFE

CEO's MESSAGE

Hugh Chambers



I think it is fair to say that I have been involved in motorsport in one form or another all of my life. However, prior to joining Motorsport UK at the end of 2018, I had spent a number of years working in and around the world of Olympic sports. After the Beijing Olympics in 2008 I was approached to become

part of the leadership team for the British Olympic Association, with responsibility for fielding Team GB athletes at the summer and winter games. There followed five years that proved to be an extraordinary success for the entire enterprise with firstly the Vancouver Games in 2010 seeing new levels of success and of course everything capped off at the London 2012 Games where the team smashed all records in its medal haul. Although the 34 summer and winter sports disciplines have their own high-performance coaching and training teams, the BOA athlete programme was led by Sir Clive Woodward, and ably supported by Dave Reddin, who went on to be a key part of the recent renaissance of the English football team. As a direct result of my involvement through the London Games I was asked by Sir Dave Brailsford to join Team Sky and was able to see first-hand the extraordinary attention to detail and relentless pursuit of performance that he delivered with his team. Immediately prior to joining Motorsport UK I went into the world of sailing with the International Federation and again worked with an extraordinary array of high-performance coaches drawn from all of the most successful sailing countries across the world; and beyond the Olympics into the world of the Vendée Globe and the America's Cup.

The reason for this background is to give some context to my comments on this month's cover story of fitness in the world of motor sport. As long ago as 1995, whilst at Prodrive and part of the team running the Subaru World Rally Team, there was a recognition that the chances of winning in motorsport could be significantly improved with the optimisation of the performance of the driver, (and co-driver in the case of rallying), as a complement to the age-old relentless pursuit of performance from the vehicle itself. Over 25 years ago we were employing specialists in the field of nutrition, fitness, physiotherapy and also sports psychology. This had already emerged a few years

earlier in Formula 1 and began to permeate all the ranks of the professional side of motorsport. Michael Schumacher was perhaps the first to have really brought this to the fore and in the way that he sought perfection in every element of his arsenal, and it is now clear that he fully recognised that in order to optimise the performance of the car it was his responsibility to ensure that his physical and mental strength could be maintained for the duration of the event. Of course, none of that sounds too surprising these days when we regularly read of the training regimes that are required of today's drivers, and in fact we now more often than not refer to them as athletes, with all of the connotations that brings.

But of course, it was not always like this. I was recently listening to one of Tom Clarkson's really excellent podcasts from 'Beyond The Grid', and in this case it was with Sir Patrick Head. He was reflecting on the many decades that he had spent in the sport, with fascinating insights into the varying strengths and weaknesses of an extraordinary spectrum of drivers that have been part of the Williams team over the years. In the context of athletic performance his comments about Keke Rosberg and Nigel Mansell were telling. The fact was that back then very few drivers did anything much to maintain their health and fitness, and of course the playboy lifestyle was for so many synonymous with the glamour of Grand Prix racing, (James Hunt's famous patch on his overalls spring to mind). But in Patrick's words,



"It took the physical strength of Rosberg and Mansell to quite literally wrestle the machines, and even then, we can all recall the sight of seeing these great titans dripping with sweat and to the point of exhaustion at the end of a long race"



once the era of downforce became the predominant determining factor, the physical strength required to literally manhandle cars became crucial. It took the physical strength of Rosberg and Mansell to quite literally wrestle the machines, and even then, we can all recall the sight of seeing these great titans dripping with sweat and to the point of exhaustion at the end of a long race.

Returning to my opening point and my perspective on Olympic athletic performance, you may be wondering how this applies to the vast majority of our community, who are a very long way away from the elite pathway of international motorsport and enjoy it as a thrilling pastime. However, I do take a slightly different perspective on this as we seek to reframe the way our sport is viewed by external stakeholders in terms of the benefit it brings to our community and to society as a whole. Going back to those early days of joining the organisation I was surprised to find that the MSA had never received any direct government funding in England as is the case with practically every other sport. Through my Olympic, Sport England and UK Sport connections I was optimistic that we would find some level of common ground that may see a difference in their approach.

The fact is that from karting through to rallycross and circuit racing, the driving of a motorsport vehicle is an extremely

arduous and challenging exercise, as anyone who has hammered around somewhere like Cadwell Park for lap after lap knows. I think we can all relate to the simple truth that if we are stronger and fitter then we are in a better position to be able to manage and control our environment and perform consistently at a higher level. A great deal of time and energy is spent by drivers and co-drivers on improving their pure driving or navigating skills, but whether it is at the professional level or that of the amateur, there is no question that improved health and fitness can reap rewards in all of our enjoyment of the sport.

After much discussion and analysis by them, I was extremely disappointed to be told that motorsport was not viewed as fitting strategically with Sport England's mandate of improving 'the health and fitness of the community'. I fundamentally disagree with this stance as the health benefits are not as simple as 'heart and lung' metrics. The deployment of strength, movement, mental alacrity and the community interactions that are a fundamental part of motorsport, even at grassroots level, support physical and mental health. We will continue to argue our case with the government's funding bodies.

Also, in this month's edition we begin the call-out for Club and Volunteer of the Year nominations. In this year of all years, we have seen many extraordinary acts of selfless devotion to the sport and to others' needs and the general welfare of motorsport. The tragic events of last month brought firmly into focus the reliance we place upon our volunteers, without whom none of the sport would be able to operate. So, it is with these annual awards that we will honour the achievements of representatives in these two categories, and although there can be only one winner, everybody in this community of clubs and officials and marshals is fully deserving of our thanks, praise and accolades.

Finally, we talk in this issue about the opportunities that can be found in sharing a car together and I can speak from personal experience that certainly in the world of Autosolos, there is a wonderful area of the sport that enjoys a fantastic family and community spirit that is in large part drawn from the collaborative approach with the sharing of cars at the centre of it. I think we can take this principle much further and would love to build a network of car owners that could work with others to share both the costs and the enjoyment so that equipment may be used more frequently and enjoyed to the full.

Wishing everybody a very happy, safe and successful month ahead.

Kind regards,

Hugh Chambers

CEO, Motorsport UK

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MOTORSPORT UK AND BRITISH MOTOR SPORTS TRAINING TRUST ANNOUNCE NEW CHAIR

Rod Parkin appointed to lead the charity dedicated to supporting motorsport safety and training initiatives



“I would like to continue the ongoing projects and encourage and help more clubs and individuals to progress to benefit the safety and the future of our sport”

Motorsport UK and the BMSTT have announced that Rod Parkin has been appointed as a new independent Trustee of the charity and will take up the position of Trust Chair with effect from 2nd November 2021.

The BMSTT is an established UK Registered Charity formed to improve safety and volunteer officials training for Motorsport UK regulated competition. Mr Parkin from Leeds in West Yorkshire began his motorsport career in 1964 and since then has built up a wealth of motorsport experience, including becoming International FIA Steward, member of the FIA Historic Commission and since 1977, Clerk of the Course for Trackrod Rally Yorkshire.

Rod Parkin commented: “I am incredibly honoured to become Chair of the BMSTT and to be involved in something I am so very passionate about, and I would like to thank current acting Chair Nicky Moffitt, General Secretary Allan Dean-Lewis and all the trustees for their support. Throughout my career in motorsport, I have built up a wide range of experience and had a lot of exposure to different scenarios, accruing a good level of knowledge from grassroots motorsport. I hope to continue the exceptional work of the BMSTT in the wider motorsport community, and I would like to continue the ongoing projects and encourage and help more clubs and individuals to progress to benefit the safety and the future of our sport.”

Commenting on this appointment, Nicky Moffitt, Acting Chair of the British Motor Sports Training Trust and Motorsport UK Board Member said: “Following the recent tragic passing of our former Trust Chair, Richard Parry-Jones CBE, I am very grateful to the Trustees for their unstinting support during my time as interim Chair and look forward to remaining as an independent member of the Board of Trustees and supporting Rod in his new role as Trust Chair when he takes office in November.”

'FIA GIRLS ON TRACK – RISING STARS' GETS UNDERWAY

Three strong contenders from the UK will compete in the opening round at Circuit Paul Ricard in October

The FIA Girls on Track – Rising Stars is an innovative project from the FIA and its Women in Motorsport Commission to detect and nurture future female racing talent.

Jessica Edgar and Ella Stevens have been selected to participate in the senior category of the new season of the programme for the second year running. Joining the two girls to contest the junior category is Skye Parker. In an exciting development for this year, the programme's collaboration with the Ferrari Driver Academy has been expanded to provide a long-term development pathway for junior drivers in karting and senior drivers qualifying to race in Formula 4.

The programme reviewed 71 FIA Girls on Track – Rising Stars applications from 28 countries across five continents to decide the 14 girls participating in each category ahead of the opening three-day shoot-out at the Circuit Paul Ricard on 21st-23rd October 2021.

"Motorsport is one of the only sports where males and females can compete on a level playing field. That is why Motorsport UK has strived to be at the forefront of actively inspiring future women in motorsport"

Ella, 15, is already carving out her future in motorsport, having achieved numerous accolades in her short career to date. The double LGM Privateer Champion became the first female to qualify in Pole Position at the British IAME Cadet Kart Championship and made it through to the final 12 in the inaugural FIA Girls on Track – Rising Stars season.

Jessica, 16, represented Team UK in the 2019 FIA Motorsport Games and came through to win both finals at

the 2020 British Karting Championship after overcoming problems in the heats. She is also part of the Motorsport UK Academy programme, which equips the UK's most promising young drivers with the knowledge, skills and attitude needed to maximise their performance.

Skye, 11, is the 2018 Downforce Keir Millar U13 Racer of the Year and FIA F1 Future Star. She is currently competing in the 2021 Wera Tools Motorsport UK British Kart Championship alongside the Little Green Man Series, following a stint in Portugal the previous year.

Hugh Chambers, Motorsport UK CEO and FIA Women in Motorsport Commission UK Representative, commented: "It is fantastic to see Jessica and Ella back as strong contenders from the UK alongside Skye in the second season of the FIA Girls on Track - Rising Stars programme.

"Motorsport is one of the only sports where males and females can compete on a level playing field. That is why Motorsport UK has strived to be at the forefront of actively inspiring future women in motorsport, from being behind the wheel to pursuing STEAM careers, and we are proud to see more females entering our sport every year.

"We wish Jessica, Ella and Skye the very best of luck next month and will be following and promoting their progress with great anticipation."



CELEBRATING MOTORSPORT MONTH SOUTH WEST

Designed to champion the range of motorsport disciplines available, this month's local celebration showcases some of the best motorsport events and demonstrates the various pathways into the sport

Motorsport Month South West is underway and provides the perfect opportunity to experience the variety of motorsport on offer in Devon, Dorset, Cornwall and Somerset.

The concept of Motorsport Month South West derived from Cornwall Motorsport Month, during which the range of motorsport events held across the region throughout September 2019 and 2020 was highlighted. From AutoSolos to Hill Climbs, the spectrum of events that took place showcased opportunities to either compete, volunteer or spectate in the sport. For 2021, Cornwall Motorsport Month is replaced by Motorsport Month South West to amplify motorsport within the wider South West region.

There is something for everyone at Motorsport Month South West, with the Association of South Western Motor

Clubs hosting an abundance of exciting motorsport events. The activities kicked off at the start of September including an Autocross organised by Camel Vale Motor Club and a Hill Climb in the beautiful scenery of Wiscombe Park.

As the month unfolds, a host of events will take place including Autotests, AutoSolos, various Speed events, a Classic Car show, and the Watergate Bay Sprint which will provide competitors with a unique closed-road challenge and spectators with superb viewing over the north Cornwall coast.

For more information and the full itinerary of events, visit: www.motorsportuk.org/motorsport-month

Southwest Motorsport Month is organised by the Association of South Western Motor Clubs. For more information visit: www.aswmc.org.uk



Paul Morris Motorsport Photography

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MOTORSPORT UK HOSTS ITS FIRST SPORTING EVENT FROM NEW HEADQUARTERS

Bicester Heritage-based office provides ideal base

August saw Oxford Motor Club base its Akeman Rally at Motorsport UK's new headquarters at Bicester Heritage, using the office as the start and finish venue. The on-site track hosted two of the event's special tests.

Arrows guided the competing crews around the venue while the office facilities proved ideal for the

administration of the event including the drivers' briefing, a results hub, and rooms for beginners to mark their maps.

Any clubs wishing to use the Motorsport UK offices for events or meetings are encouraged to contact: club.development@motorsportuk.org



MEMBER ENGAGEMENT AT THE BRITISH MOTOR SHOW

In August, Motorsport UK attended the British Motor Show at Farnborough International Exhibition and Conference Centre. The show offered automotive enthusiasts an abundance of live action varying from historic and new-age cars to jaw-dropping performances from the Paul Swift Stunt team.

Throughout the weekend, the Motorsport UK team spoke with members of the public about getting closer to the trackside action, affordable pathways to motorsport and the various volunteer roles available.

CHASSIS AND ENGINE SUPPLY PACKAGE FOR F4 BRITISH CHAMPIONSHIP CONFIRMED

Tatuus and Abarth secure chassis and power unit tenders for second generation car

Motorsport UK has announced that Tatuus and Abarth will be the nominated F4 British Championship chassis and engine suppliers for 2022-24.

The conclusion of these key supply agreements is the next step in Motorsport UK's plans for elevating the series following the governing body's recent announcement that it will become the organiser of the F4 British Championship certified by FIA for the next three years.

The tenders were launched in May and attracted a number of proposals. Following a detailed evaluation Motorsport UK determined that Tatuus and Abarth represented the best package to support the introduction of the FIA's second generation F4 car to the British championship from 2022.

Hugh Chambers, CEO of Motorsport UK commented: "We are delighted to welcome Tatuus and Abarth to the F4 British Championship and look forward to the support they will provide to Motorsport UK's ambitions for the series. Tatuus has grown into a world leader in the design and production of single-seater racing cars, in which the vast majority of all professional and Formula 1 drivers have progressed their careers. They are well-equipped with the latest technologies required to deliver a first-class chassis and powertrain well aligned with our vision for the series."

"The Tatuus-Abarth package is the most commonly used chassis-engine combination in the 11 other F4 championships around the world, potentially offering a greater pool of drivers the opportunity to test themselves against the cream of talent competing in the UK."

"These supply agreements bring to a conclusion the championship's history of being powered by Ford engines and Motorsport UK would like to underline our appreciation for the immense contribution played by Ford Performance to the growth of the championship in the seven seasons since its inception, an important legacy that we respect and will seek to build upon."

"The Tatuus-Abarth package is the most commonly used chassis-engine combination in the 11 other F4 championships around the world"





ON THE LADDER

2021 Motorsport UK Academy Enhanced DiSE Selection Announcement

The Motorsport UK Academy are pleased to announce the drivers who have been awarded a place on the Enhanced Diploma in Sporting Excellence (DiSE) programme.

Delivered in collaboration with Loughborough College, the Enhanced DiSE programme gives talented young drivers and co-drivers, who are serious about a career in motorsport, the opportunity to gain academic qualifications whilst competing.

“We had a record number of applications this year, so the selection process was incredibly tough” said Katie Baldwin, Competitors Pathway Manager. “Congratulations to all the drivers who have been selected for the new academic year – we look forward to supporting them all with their motorsport journey!”

Visit www.motorsportuk.org for more information about the Enhanced DiSE programme.

Class of 2021 (Year 1):

- | | |
|------------------------|---------------------|
| ▪ Alex Ley | ▪ Letisha Conn |
| ▪ Aston Millar | ▪ Lorenzo Kordal |
| ▪ Briannie Davis | ▪ Marcus Littlewood |
| ▪ Daniel Armstrong | ▪ Marcus Carlton |
| ▪ Daryl De Leon Taylor | ▪ Sam Hawthorne |
| ▪ George Davis | ▪ Sam Shaw |
| ▪ Jack Meakin | ▪ Scott Sumpton |
| ▪ Jessica Edgar | ▪ Tom Lebbon |
| ▪ Joseph Loake | ▪ Tom Adams |
| ▪ Joseph Warhurst | ▪ Will Orton |

Photos: Jakob Ebrey Photography



MOTORSPORT UK ACADEMY PROGRAMME WORKSHOPS BACK ON TRACK

August was a busy month for the Motorsport UK Academy, with the first face-to-face workshops of the year being held for the Team UK and Futures programmes

Last month, drivers from the Team UK and Futures programmes were finally able to get together as a group for the first time since the beginning of last year. "It was great to have everyone together as a group again and, for some drivers, this was the first time they had met their Academy coach in person," commented Katie Baldwin, Competitors Pathway Manager.

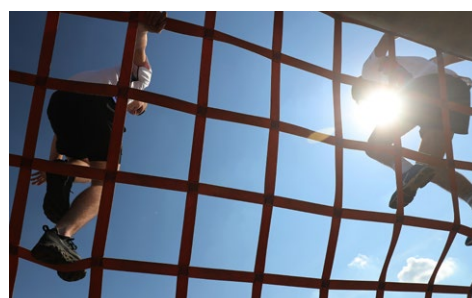
Over the course of two days, the Team UK workshop focused on teamwork and group activities, with the drivers being put through their paces by the team from Porsche Human Performance (PHP) at the Academy's new official training base at Bicester Hotel Golf & Spa. "We have taken on board feedback from some of the Team UK drivers and revised the Team UK delivery plan for this year to include more group activities, which gives the programme more of a team feel," explained Katie.

The session concentrated on mobility, strength and conditioning, and reaction testing, with a few of the drivers braving the mega assault course on-site at the performance centre. In recognition of their engagement and commitment

to the Futures programme, three Futures drivers (Alfie Glenie, Will Hunt and Sam Neary) were invited to train with Team UK and test themselves against members of the top programme on the Academy pathway.

A few weeks later, the Futures drivers convened at Motorsport UK's new HQ in Bicester. Across two days, drivers from the first year of the programme took part in a driver performance training session, with Motorsport UK's Commercial Manager Martin Fallon delivering a commercial workshop for the second year students. Both days finished with fitness testing sessions, delivered by PHP. Katie added, "For the last 18 months, we have had to deliver all of our sessions remotely and online. This has been a great way to keep in touch with our drivers and deliver a lot of the theoretical elements of our delivery plans. It also means that we can make the face-to-face workshops really engaging and practical, so the drivers get the most out of the sessions."

For more information about the Motorsport UK Academy visit: www.motorsportuk.org/the-sport/motorsport-uk-academy

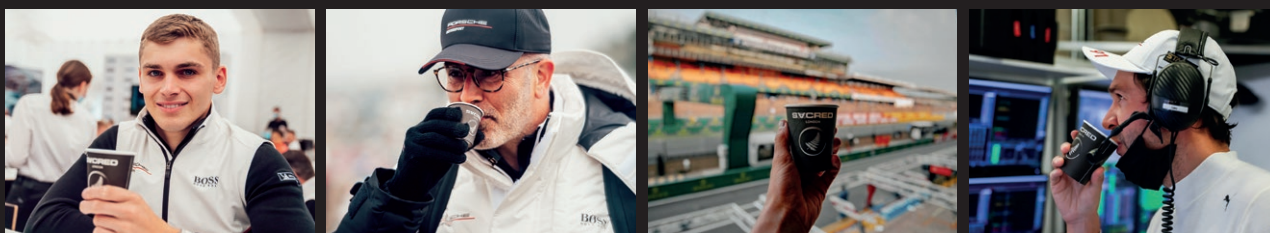




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Established in 2005, SACRED has cafes in London & Cyprus and has established partnerships with banks and hotel groups worldwide. In sport, SACRED is a proud partner and is in the 12th year as the Official Coffee to Porsche Motorsport GB. The partnership with Porsche Motorsport expanded in 2015 to include Porsche Motorsport worldwide programmes via Stuttgart and currently include the Porsche Mobil 1 Supercup, Porsche WEC GT & Le Mans 24hr and Tag Heuer Porsche Formula E. SACRED gourmet coffee is loved by motorsport drivers & teams globally for its great taste and high quality caffeine that keeps them focused pre-race or during training off the track.

2021 SACRED joined Motorsport UK as the Official Coffee Partner. Members will be able to enjoy SACRED coffee and specialist teas in the new HQ at Bicester Heritage as well as avail themselves of special offers through the Member Benefits Programme.



L-R : Harry King - PCCGB - James MacNaughton - PCCGB - SACRED - 24Hr Le Mans - Richard Leitz - Porsche GT Team WEC

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BMSTT 2022 FUNDING APPLICATIONS NOW OPEN

The British Motor Sports Training Trust (BMSTT) and Motorsport UK are pleased to announce that funding applications can now be made for 2022 volunteer officials' training events



The BMSTT supports Motorsport UK recognised clubs with grant aid funding, which can be used towards the costs of training events, such as venue and equipment hire.

Last year saw the addition of online training costs being included in the claim criteria, such as pro-rata licence fee costs for online meeting software. This will remain part of the claim criteria for 2022.

If you would like to find out more about how you could apply for grant aid funding or advice on the application process, please contact Rebecca Maidment at rebecca.maidment@motorsportuk.org

Applications close on Monday 4th October 2021, with grant aid offers being confirmed by no later than the end of November.

For more information, please visit the BMSTT website: www.bmstt.org/index.html

COVID-19 GUIDANCE UPDATES

Motorsport UK have updated their COVID-19 guidance for each of the UK nations.

The latest guidelines for each of Wales, Northern Ireland, Scotland and England are available in the dedicated **COVID-19 section** of the website at: www.motorsportuk.org



THE SKY IS THE LIMIT

Nathalie McGloin takes five young amputees on a special rally track day

Ahead of the Tokyo 2020 Paralympics, five young amputees joined ParalympicsGB sprinter and gold medallist Jonnie Peacock at Blade Camp, a training programme designed to help children embrace their prosthetics and unleash their sporting potential by learning to run 100 metres.

As a reward for their hard work, Jonnie asked Nathalie McGloin, Chair of Motorsport UK's Disability and Accessibility Sub-Committee, to inspire the children and reinforce the message that anything is possible by driving them around a stage at a special rally track day.



Nathalie, the inaugural President of the FIA Disability and Accessibility Commission, was paralysed in a road accident aged just 16 and is the only female tetraplegic racing driver in the world. When Nathalie started her motorsport career, she became the first female with a spinal injury to be granted a racing licence in the UK, and in 2019, the first-ever female disabled rally driver. She has been a passionate and dedicated advocate for disabled motorsport competitors since she started racing in 2015, helping to break down barriers that obstruct full and effective participation.

At the end of the rally experience, the children talked about the key messages they would take away from their passenger ride with Nathalie, which included:

- "The lesson I can take away from this is that I can do anything"
- "I like speed because I can't go fast on my own legs"
- "Meeting Nathalie has motivated me to get on and not to let anything stop me"
- "I think disabled people can do the same as abled people"

Catch up on the latest episodes of the heart-warming Jonnie's Blade Camp featuring Nathalie McGloin on [All 4](#).

INVITATION TO TENDER: BRITISH CROSS COUNTRY CHAMPIONSHIP

Motorsport UK has launched a tender process for the organisation and promotion of the Motorsport UK British Cross Country Championship from 2022.

In the tender document, the governing body is seeking interested parties to run and promote the series for a minimum of 3 years from 1st January 2022.

The full tender document is available at:

www.motorsportuk.org

Submissions must be sent to: stuart.haviland@motorsportuk.org no later than 12 noon on 1st November 2021.



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GEORGE RUSSELL JOINS MERCEDES F1

Motorsport UK Academy graduate to be Lewis Hamilton's new F1 teammate

Former Motorsport UK Academy member George Russell will race for the Mercedes-AMG Petronas Formula One team from the 2022 F1 season alongside seven-time World Championship winner Lewis Hamilton.

Russell joined the Mercedes Junior Programme in 2016 and graduated to the role of Reserve Driver two years later. Chief among the highlights of his past three seasons as Race Driver for Williams Racing is his stellar performance substituting for Hamilton throughout the 2020 Bahrain Grand Prix, during which he qualified P2 and finished 9th after a tumultuous race. He claimed his first F1 podium and equalled his best qualifying position at the 2021 Belgian Grand Prix.

Russell's talents have been evident since he first started in motorsport at eight years old. In his early career in karting he won the British Cadet Championship in 2009, later becoming

the 2011 CIK-FIA European Champion. This early career highlight led to Motorsport UK nominating him for the 2012 CIK-FIA Karting Academy Trophy.

From there, Russell continued to progress through the disciplines, going onto claim championship victory in the 2018 FIA Formula 2 season. He joined the Williams Racing team, who over the years have produced great racing talents that have advanced up the grid, including British drivers Nigel Mansell (1992 F1 World Champion) and Damon Hill (1996 F1 World Champion).

Russell's move will see an all-British line-up at the nine-time F1 Constructors' Championship winning Mercedes-AMG Petronas Formula One Team.

Motorsport UK is proud to see another talented British driver progress through to the pinnacle of single seater racing.

CHARITY IS THE WINNER AT BALA AND DISTRICT MC EVENT

Over £25,000 raised for North Wales Air Ambulance in recent years

Bala and District Motor Club organised the Minafon Garage Gareth Hall Memorial Rally at the Ranges Motorsports Centre, Trawsfynydd on 22nd August.

While the Denbigh crew of Will Rowlands and Rich Birch claimed victory in their Ford Escort Mk2, it was the North Wales Air Ambulance that was the big winner.

As usual, the Rally was focused on raising money for the charity, and this year £2,950 was donated by a combination of former works driver Geoff Jones once again raffling off his navigator's seat, spectator car park gate money, contributions by both North Wales Honda and the Forest Experience Rally School, and other generous donations from friends of the event.

This takes the total raised by Bala and District Motor Club for this particular good cause to in excess of £25,000 in the last eight years.



Dan Nieroda, Ni:media

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Motorsport UK members can benefit from a special 20% discount at Runners Need.

Runners Need can help achieve personal fitness goals with the latest products through world-leading brands, friendly, expert advice and a personal service that can be trusted. The experts are passionate about running and want to share that enthusiasm and knowledge, which is why they are available in-store and online for expert guidance on anything from training, racing and nutrition to footwear, clothing and electronics.

They believe that a great running experience begins with the right shoe, so staff are trained to offer free gait analysis by video or in-store with professional fitting services.

Runners Need are pleased to offer a special 20% discount to Motorsport UK members in-store and online using code: RN20PERCENT

The offer ends on 30th September and full terms and conditions apply. For more information visit: www.runnersneed.com

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Member Update

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ENJOY AN EVENING WITH ARI VATANEN AND DAVID RICHARDS CBE

Additional ten places available exclusively for Motorsport UK members

Through the long-standing relationship that Motorsport UK has with the Royal Automobile Club it has secured exclusive places for its members to attend a gala evening at the Royal Automobile Club's historic Pall Mall clubhouse to celebrate the 40th anniversary of Ari Vatanen and David Richards winning their 1981 World Rally Championship for Drivers.

Due to high demand, the original allocation of 30 exclusive places has already been sold but Motorsport UK has been able to secure a further ten tickets.

Join Ari and David, who are both great storytellers, for what will be an entertaining insight into their 1981 World Championship win and subsequent diverse careers. Their Rothmans Ford RS1800 championship-winning car will be in the Club's rotunda to add to the spectacle of a fascinating evening you won't want to miss.

The event is taking place on Tuesday 19th October from 7pm – 10.30pm and will include a drinks reception, dinner and wine. Tickets are priced at £82.00 (plus booking fee) and can be purchased from the [Royal Automobile Club Eventbrite page](#).



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Gallagher Inspirational Stories: Q&A with Mike Conway

Brought together by sports broadcaster and Gallagher's **Jill Douglas**, Inspirational Stories is a Q&A segment that gets the inside track behind the leading lights in UK motorsport. In the latest edition, Jill caught up with the 2020 World Endurance Championship Champion **Mike Conway**.

JD: After a gruelling 2020 season, what was it like to be crowned the FIA World Endurance Championship Champion?

MC: It was so special. To win a championship is something I've been trying to do for a long time and come close many times. The season was long, we started in the middle of 2019 and finished at the end of 2020, but to get it done was really good. I am really happy to be world champion and it's not something you can do every weekend, but now that I've got it, I have to work even harder to keep it!

JD: Your first step to becoming a world champion began as an 8-year-old in karting. How was it at the grassroots level of motorsport?

MC: It was a cool time as we had such a small set-up. My dad had an old Land Rover where we'd knock down the back seats, roll the kart in, have a spare set of tyres and fuel and off we went! If anyone wanted to come with us, I'd have to sit in the kart strapped in as we only had two seats in the front! But that's what grassroots racing is all about – fun times, great memories and really enjoying yourself!

JD: Having your dad's support along every step of your journey, must create some cherished times...

MC: Yes it was special, we have an amazing relationship. Even at world championship level, we're still so close. You also meet great people who help you at various levels of your career and I'm also grateful for them. Racing truly is a community and to have a circle with so many friends that share similar interests makes it really special. There's always going to be ups and downs, but having my dad's support and a great community makes it so worthwhile!

JD: You mentioned some of the tough moments in your career. Take us back to 2010, where you had a really bad crash...

MC: Travelling at 230mph, I clipped a back tyre – next thing I was spinning through the air where I eventually found myself facing the tarmac. It wasn't until the next day in hospital where I saw my crash, and I thought "wow that was a massive one!" I remember sitting up in hospital with the head doctor and my first question was "how long is it going to take as I need to drive soon?" The doctor looked at me and shook his head as if to say you could have waited a few weeks to ask me that one Mike!

JD: After this crash, recovery becomes a vital aspect of your life. How did your insurance policy help you in making the best recovery possible?

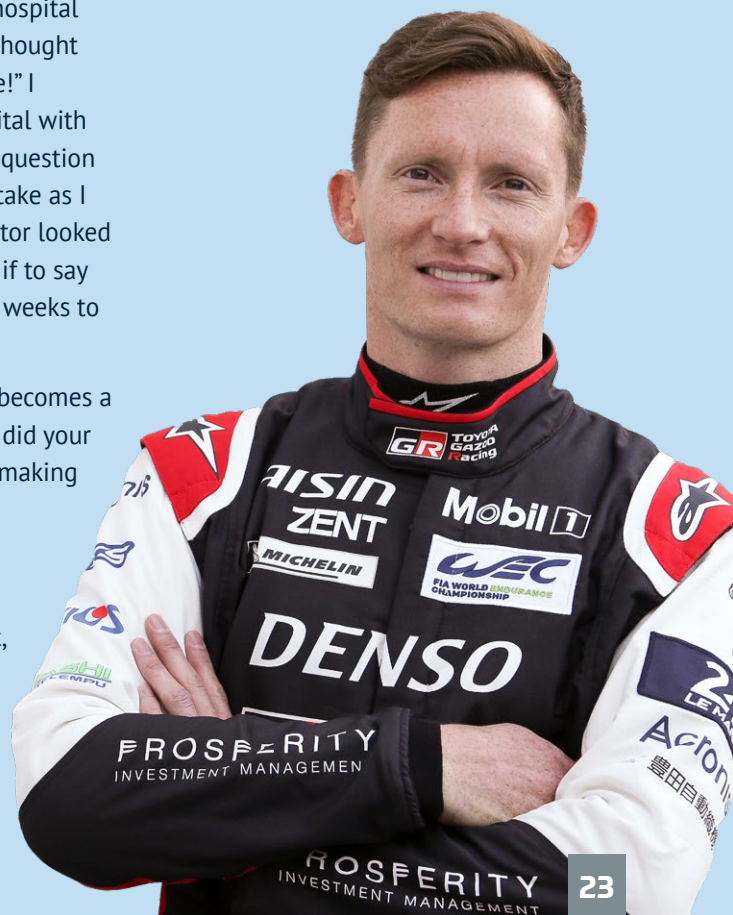
MC: I'm so thankful I had a policy in place. The series covered me inside the circuit, but I had cover on top of that, enabling me to get a doctor's plane back to

the UK with complete medical care. Without the insurance in place, it would have been a lot harder to recover in the manner that I did. You never quite know what you need to cover, until something like this crash happens. Since then I have always made sure I am on top of my insurance at the start of every year.

Click [here](#) to watch the full Q&A video with Mike Conway

If you need insurance cover or motorsport risk advice, please get in contact with:

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FIT TO COMPETE



From a marshal to a top-level competitor, fitness matters in motorsport. We spoke to sports physiologist Rosa Dakin to find out why it is the key to success and how a personal tune-up can improve your performance

Motorsport is about getting the best out of your machine, but whether your goal is to win or to simply avoid aches and pains, you need to look after your body too - and you will be surprised how much difference even the smallest changes can make.

The physical pressures of competing (and even marshalling) can take its toll on your body and if you are not well prepared you will not be able to perform at your best.

Rosa Dakin, a sports physiologist with a speciality in grassroots motorsport, explains: "It is vital to have the right level of fitness to cope with the demands of motorsport. It can help you make more accurate decisions, reduce your risk of injury and, ultimately, optimise your performance."

THE SCIENCE OF FITNESS

In the last 50 years, the world has learned a lot about fitness. New technology, greater understanding and deeper levels of scrutiny have helped define clear, basic rules about how we should treat our bodies in order to get the best out of them.

In motorsport, F1 drivers have reached incredible new levels of fitness but it is not just the top-level performers who need to consider their physical shape. Whatever your level, whatever your age, and whatever you might think about the need to keep your body in shape, the science is clear: fitness matters.

“It’s all about understanding the ‘why,’” explains Dakin. “Once people get it, I find they have much more impetus and motivation to think about fitness.

“The textbook definition says ‘to meet the demands of the environment’ so regardless of your discipline, whether you’re a track driver, Rally co-driver or a marshal, you need to be able to cope with the demands of your discipline: the duration, the intensity, the frequency and the environmental conditions you will encounter.

“It is about three basic things. Firstly you need to be able to cope with the physical challenges; secondly, you want to reduce the risk of injury – and that involves two aspects, if you are fatigued your ability to make cognitive decisions reduces and you might crash, and if you do crash you need strong muscles to absorb those impacts; and finally if you’re fitter your performance improves and you’re more likely to be competitive and to win.”

The body is a finely-tuned machine (even if sometimes it may not feel that way!). It is capable of reacting and adapting to a stimulus,” explains Dakin. “When you get your heart rate up, even a little bit, you’re going to make your heart stronger. The harder you work, the harder it works. It is a muscle, so by exercising it we make it nice, big and strong and that increases the amount of blood that can be pumped out of it, getting more blood to the working muscles.



“That is why you feel fitter in general, you can walk or run further and you do not get so tired. And when you’re in a car, as previously mentioned, you can perform better and finish fresher because everything is stronger and working more efficiently, so your body is not having to work as hard.

“People think the car is doing most of the work, but if you are not fit enough yourself, you become your own limiting factor on performance. You’re not going to be able to hold the car through the turns, you start to feel fatigued, your performance will decrease and your risk of an accident will increase.

“If you are a marshal, you are burning more energy standing up than you would be if sitting down. You also have to concentrate, make decisions, be aware of your surroundings, you need to be quick to react if you have to get out of the way or something goes wrong, so there is also a level of fitness needed for that.”

BASIC FITNESS

You could just turn up on a weekend and get out on track, but your experience and performance can be enhanced by some physical preparation. That does not mean you have to become a gym monkey or a fitness freak. Even a few slight changes to your everyday life can make a massive difference.

“You need to do something in addition to your competing,” explains Dakin. “There are no shortcuts but there are two easy things you can do. The first is to make a lifestyle change, so if you’re in an office job, get up and go out for a lunchtime walk, even though you might not feel like it. The second is to go out at least once a week, ideally twice, and get your heart rate up.

“When you’re racing, your body gets a stimulus because your heart rate goes up and it is working harder. To prepare your body for that, you need to get your heart up to a similar rate for a comparable length of time during the week - and the key to doing that is to make it something you enjoy.

“If you’re a member of a gym, that might be going to a spin class; it might be going out for a run or a cycle with a friend who lives around the corner; or it could be simply going out for a brisk walk. It’s just about finding that angle that engages you, even if you are not very motivated by the thought of having to do it. Remember, one of the key benefits is that ‘feel good factor’ we get from our bodies releasing endorphins post-exercise.”

The level of fitness required will depend on the discipline you are involved in, your previous levels of physical activity, and your stage in life. A typical Touring Assembly event is clearly low on the scale – it is more about not having

that extra rasher of bacon on your breakfast. In contrast, competing for victory in an intense open-wheel racing series will push the levels to the limit.

“Everybody’s physiology and make-up is different and it is important to understand that,” adds Dakin. “You have got to look at where you start. For example, if you just compete at weekends and do nothing in the week, you would need to start off with that lifestyle change, become more active in your day-to-day life before you start to throw in some more intense exercise. Then you can build from there.”

“Building an aerobic base is key, doing a low-intensity workout and increasing the duration up to around 30-40 minutes of continuous exercise. It’s really important not to just think ‘right, I’m going to get fit and do something six or seven times a week with no rest days’ and go all guns blazing. That is when your risk of injury increases, you’re likely to feel pretty fatigued and also you are probably going to fall out of love with it and your motivation will drop.”

As we age, our bodies naturally become less fit, but that should not mean people of older generations should be put off. Far from it. “Just start at a lower level and build up,” suggests Dakin. “As you age, the efficiency of our cardio-respiratory system - so our heart, arteries and lungs - declines. But actually, as you get older, I would absolutely encourage people to get out there and exercise because you can delay that decline, and reduce the risk of age-related health conditions such as Type-2 diabetes, stroke and heart disease.”

THE SCIENCE OF STRENGTH

Competition driving at any level can be hard work, whether it’s coping with the G-forces in high-speed turns or muscling an old historic machine around tight country lanes with no power steering. The muscular side of fitness, therefore, is another area that is important to work on, and there is a science behind that too.

“One of the key muscle movements when you’re driving is an isometric muscle contraction,” explains Dakin. “This is where your muscles don’t change length but they’re contracting. The best example of how this works is when you hold your body in a static press-up position doing a ‘plank’. You’re not actually moving, but your forearms and upper body muscles are isometrically contracting to keep you stable in that position.”

“That same thing happens when you’re driving a car. It is actually really energy-intensive for our bodies, and that is one of the reasons your heart rate goes so high when you’re competing or driving, because you’re having to get oxygenated blood to feed the muscles and give those contractions an energy source.”

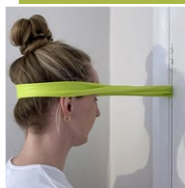
5 top tips to get you race fit

Cardiovascular Fitness

Get out and get active in the week. Taking into consideration your training history, build up your cardiovascular fitness by completing continuous aerobic exercise. For example, walking, running or cycling for 30–40 minutes at least once a week. Simple lifestyle changes will also help, for example getting out of the office for a brisk walk at lunch.

Resistance Training

Do some body weight resistance exercises that target muscle groups in the upper body, lower body, core and neck ideally two to three times a week. A forearm plank is a great isometric muscle exercise that will help stabilise your body whilst in the car. For neck strength, get a physio resistance band, attach one end to something stable, put the band around your head and pull against it, holding it for 10-15 seconds at a time in different ranges of motion, so sideways and front to back.



Progressive Overload

Keep challenging your body to adapt and progress your fitness levels. This means a weekly increase in the duration of your cardiovascular fitness sessions. For example, week 1 run for 20 minutes, week 2 run for 25 minutes. The same applies to resistance exercise, progressing from body weight exercises to lifting weights.

Competition day nutrition

Ensure you drink plenty of water during an event day to replace sweat losses. Be prepared and take food with you to sustain you throughout the day when things are busy.

Rest, refuel and rehydrate

Following a busy weekend ensure you get a balanced diet of carbohydrates and protein to help your body recover. A good night’s sleep will help you feel ready to take on the next day of competition.

“The faster you drive, the higher intensity your exercise will be because you have to stabilise your body to a greater extent, so you should actually do a needs analysis with yourself. Look at the demands of your own activity - for example, what is your average and top speed, and how much G-force are you having to withstand on corners? This will help guide you on what sort of fitness work you need to do.”

Again, you do not necessarily need to get on the weight machine down at the gym to work on these areas. Often, a few simple strength exercises are enough to get the muscles working and tune them up to a basic level.

“You should definitely try to work on your muscular strength at least once a week,” adds Dakin. “If you are starting out and have never done any weight-bearing or gym-based work before, do some body weight exercises such as forearm plank, squat, or press-ups and then build up to using either resistance bands or progressing to a gym and lifting weights.

“Obviously it has got to work for your lifestyle. If you’re working full-time and travelling, it might not be as feasible as if you are working part-time and have more time to dedicate to it, so it really does depend on personal circumstances.”

MEASURING UP

Modern technology has allowed us to monitor our personal health more accurately and more cheaply than ever before. From a simple smartwatch to a high-tech sports device connected to a body monitor, the data that is produced can shed light on how we perform, and how we can improve.

In motorsport, heart rate monitoring is a simple way to measure your levels of exertion behind the wheel. Dakin works with KZ2 karter Joe Charlton, and getting the right kind of information on his body’s reaction to being out on track has been key to developing a training programme that suits his needs.



“Wristwatch data gives a rough guide of exercise intensity and day-to-day can give you a log of how active you have been, but when you are out on track a chest strap heart rate monitor such as a Polar or Garmin will provide you with far more accurate data,” she explains. “It can show how hard the body is having to work to meet the demands of your discipline, and knowing that can help you to mimic it in training. You don’t have to rush out and buy a chest heart rate sensor, simply noting how hard you would rate the exercise out of 10 can help guide you on exercise intensity. As fitness levels increase, you should find this rating of effort decreases.

“In KZ2 karting, for example, it is the same intensity as playing a football game, a netball quarter or part of a rugby match. Heart rate sits at around 170 to 180 beats per minute. It goes that high, partly because of the adrenaline response when the sympathetic nervous system triggers - for example on the start line - but also because of the stimulus of having to drive at high speeds, withstand G-forces and control the vehicle.

“You’ll also see a difference between testing and racing. In a test session, heart rate sits around 145 beats per minute, which isn’t actually that high, that’s a light jog where you’re having a chat with your mate as you’re going along. This shows clearly the impact of adrenaline on the body, as during testing drivers are usually more relaxed and have no one to compete against. Competition is much higher in intensity and efforts are repeated over a series of days, so you need to be fit enough both from a cardiovascular fitness and muscular strength and endurance perspective.”

One of the more unique aspects of motorsport fitness is the combination of strength and stamina, particularly in disciplines such as circuit racing or rallying. Muscling a vehicle around a course for lap after lap gives no respite, and while a long straight will give you a breather, it is not long before the next corner kicks in again.

Dakin adds: “It’s a very intense sport. In five-a-side football, you get the chance to have a bit of a break when your teammate might take the ball and you have that opportunity to walk, whereas in motorsport there’s no let-up. People often don’t realise how intense it is for such a long time. You would probably see similar heart rates in a 5k race in athletics, for example, but then you also have the additional strength and decision-making requirements.

“If you’re not fit enough, you’re going to feel fatigued and when that happens it is hard to hold your body in a stable position and the accuracy through corners starts to drift. When you cannot use your muscles as effectively to stabilise yourself, for example in your neck and upper body, it becomes hard to be accurate, your line of vision alters and then your performance will decrease and your risk of injury goes up.



“You’re having to react to things, turn left, turn right. In fact, research has compared track racing to oval racing and actually heart rate and oxygen consumption (that cardiovascular element) is higher on the track because you are having to activate more muscles than when competing on something more uniform in its shape.”

REST AND RECOVERY

Managing your body does not have to end once you have crossed the finish line, either. That is when the equally important work of rest and recovery begins. Fortunately, for the less active-minded competitor out there, this is the good part: the best recovery is focused on a good feed and plenty of sleep.

Dakin explains: “This is where nutrition comes into play. It’s important you eat a balanced meal that includes both protein and carbohydrate after an event. People may be surprised but something like chocolate milk is a great recovery drink as it has both carbohydrate in it from the chocolate and protein in it from the milk. You get aches and pains because there are micro-tears in your muscle fibres - that’s why we all feel a bit groggy after doing high-intensity exercise or you feel like your neck’s sore post-competition. Protein forms the building blocks of letting your muscles repair.

“Sleep is also key. Research has shown that if you get less than eight hours of sleep a night, you have a 1.7 times greater risk of injury compared to those who sleep for longer. Sleep is also when our bodies produce protein and rejuvenate following the stress of exercise, so it is really important to make sure you get a good night’s sleep when

you’ve come back from a weekend of competing. That might be easier said than done if you’re coming off that frantic adrenaline high of a race weekend, but you have to make sure you wind down and make time to get quality sleep.

“Hydration is a massive one, too. Make sure you take on enough fluids to replace what you have lost, mainly from sweating. That is an absolute key one to stress in motorsport because even in lower levels of competition drivers can lose one litre per hour when they’re exercising because of the protective equipment they must wear, for example, helmet, suit and gloves. This is something drivers, mechanics and officials may not think about if they are busy in the pits working on their vehicle or out on the course for long periods of time. Dehydration could lead to an increase in reaction time and a decrease in performance.

“In addition to that, foam rolling is good for muscle aches. If you have got access to a foam roller, you can roll your muscles and that self-massage can really help reduce the feeling of muscle soreness.

“It goes full circle. The more you improve your fitness levels, the better you can compete, and the easier your body will find it to recover. Ultimately, all of that is going to lead to optimising performance, being the best athlete, and hopefully winning. At the end of the day, that is why we all go out and compete. We want to do well. We want to win.”

Rosa Dakin is a Sports Physiologist who graduated with an MSc in Exercise Physiology from Loughborough University in 2019. She has experience supporting athletes in grassroots motorsport and has previously worked with British Superbike athletes. To contact Rosa about how she can support you email: rosa@equestriansportscience.co.uk



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Motorsport UK has teamed up with WEX Europe Services to offer members the chance to win one of three fuel vouchers each worth £100.

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SPLITTING THE BILL





Circuit racer Sam McKee is one of an increasing number of people who pay for their motorsport by sharing their car. Dan Trent joined him to see if the 'shared economy' can really open the door to affordable competition



In this age of the 'shared economy,' it has become easier – and more accepted – to make things that you own pay for themselves. Airbnb allows homeowners to hire out their property or bedrooms; JustPark enables people with driveways in desirable locations to generate income from hour-by-hour rent; and Uber means you can turn your own car into a taxi. Now, it seems, this model can even translate to motorsport.

My voyage of discovery into car pool racing began when I proudly posted a photo of my freshly delivered 2021 Motorsport UK race licence on social media in a bid to court some racing opportunities. One rather unusual response caught my eye. It came from Sam McKee, an enthusiastic circuit racer with an E36 BMW 328i saloon. In contrast to more commercial 'arrive and drive' models previously featured on these pages, McKee hires out time in his car to others with the aim of simply covering his costs.

"Essentially I race for free and the drivers get the cheapest arrive and drive in history," he explains. "It all started when I was working for Nissan and they had a sports and social club running sprints. I thought I'd better get a car to take part in, and saw this £900 E36 3 Series I recognised from a readers' car thread on PistonHeads."

After a few light modifications to make it run better on Sprints and track days, a friend sold McKee the idea of taking it one step further. "Going racing wasn't the leap I thought it was," he recalls. "I went a roll cage, extinguisher, kill switch and so on and I did my first race at Donington in 2017. I felt completely out of my depth, but when I realised I had won my class it was absolutely surreal."

McKee's chosen series was the 750 Motor Club's Tegiwa Roadsports, open to lightly modified road cars and billed as 'the home of affordable motorsport' thanks to affordable entry and preparation costs. Its mini-endurance format, with compulsory pit stops midway through the 45-minute races, made it the perfect stepping stone but also opened up a way of sharing the fun (and outlay) with another competitor.

With this came the bones of an idea as to how McKee could scratch his newly acquired racing itch without breaking the bank. "When I was doing drives with friends we split it 50-50," he explains. "Now, when I share, the other driver pays the entry, or they can rent the car in its entirety if they want to drive themselves."

Car sharing is actually relatively common on grassroots events, but it is wise to check the event regulations before



entering to ensure it is acceptable. Regulatory cross-compatibility means some cars can conceivably run in different races over one weekend – for example, a Honda built for the Civic Type R Trophy could also compete in the Hot Hatch Championship, Roadsports or Club Enduro. Two or more drivers can therefore split the costs and each enjoy their own races or share drives in a single race, depending on the format of the particular event. Other shared drive models include the Locost Team Challenge, which enables two drivers to compete together for championship standings, there being at least one husband and wife team taking advantage of this format over the years.

McKee's car is eligible for various events within the 750MC portfolio, including Roadsports, the popular Club Enduro and BMW Car Club Racing. Running it costs around £350 plus the entry fee. It is wise to come to an agreement with the other driver on who foots the bill if something goes wrong, with McKee's approach taking a 'you bend, you mend' philosophy.

McKee has a loose network of people he knows and trusts, rather than taking a purely commercial and transactional relationship, and it seems to work. He has found that it often opens the door to individuals who are new to racing and keen to rack up seat time and signatures. As such, he has also found himself informally mentoring many of those he drives with, sharing the insight he has gained over the years competing with the car. Indeed, of the 13 drivers who have so far driven with him, eight have been new to racing, proving his model is both affordable and accessible.

So, how better to find out more about it than joining McKee as one of his guest drivers?

I arrive at Silverstone on race day, self-scrutineered and signed-on via the 750MC's slick online portal. I find McKee in a corner of a busy Wing pit garage crowded with cars from the various championships racing over the weekend. His is the total one-man-band approach to racing, with everything he needs including race wheels, jack, tools and

Three shared racing solutions

Here are three other ways to share the costs of motorsport and make competing more affordable

The club pool car

South Oxon Car Club, previously featured in the 'Club Corner' feature in this magazine, has found a way of utilising the skills and resources of its organising committee to open the door to competition for those who, for whatever reason, cannot build or run their own car. "Our Chair runs a breaking business, so he is happy to supply a car that members can use in Autotests," explains founder member Robert Hall. "If you are a newbie and wanting to give it a go, you can borrow it for £10, which goes into repairs, fuel and other costs. We had one member who hired the car to do his first-ever Autotest. He is not going to buy a car for doing events, but it gives him a way to compete that wouldn't otherwise be open to him." From an insurance perspective, this approach should involve the club and competitor arranging a separate contract.

Double driving

Rally driver Jack Birch, 14, competes in the popular Formula 1000 but takes advantage of double driving in Autotests to rack up valuable seat time and experience. This means he can split expenses with another competitor for a fraction of what it would cost to book testing time in his own Rally car. The return on the investment of just £20 or so in typical entry fees is valuable car control experience he can then carry through to his Rallying. "It is obviously different competing in a standard road car compared to my Rally car, but Autotests feel like a mini Rally stage," he reflects. "Whether on road tyres or on gravel, I can feel the way the car slides around at lower speeds, which translates well to my Rallying." Trials are another affordable grassroots discipline where double driving can help keep costs down for competitors.

'Gang of mates' endurance racing

Solo Sprint races obviously limit car-sharing opportunities, but affordable endurance events such as the C1 Racing Club and EnduroKA are the perfect way for a group of like-minded friends to split the costs of sourcing and preparing a car and then running it in a series, both as drivers and crew. That is exactly what Ben Lowden and his colleagues did, building an EnduroKA racer on a driveway between them before racing it with considerable success. Starting from scratch and split across a team of five, a season's racing cost each individual less than £3,500 for the car, preparation, fuel, tyres and entry. Not small change, but still an incredibly affordable way to go racing and a fantastic shared experience along the way.



spares all driven here from his home in the back of the BMW. He is mid-way through swapping from his road rubber – our wets if the forecast delivers on the threatened rain – to a set of Nankang-shod race wheels, methodically checking bushings, brakes and suspension parts in a well-practised routine.

It is an impressively lean operation, leaving me little more to do than chat as we discuss race strategy for the 45-minute Roadsports round we will be competing in. Our class rivals include another BMW, a Porsche 944 and a Renault Clio among various others. McKee is obviously a well-known face in the paddock and a constant stream of people pass by, exchanging greetings and best wishes, some having raced in the car themselves.

Even the most pared-back racing operation needs its hospitality operation and that arrives in the form of McKee's mum Joy, who breaks out an impressive platter of homemade sandwiches and other snacks in the lull between qualifying and our mid-afternoon start time. It may be served from an improvised table comprising the BMW's boot floor placed on top of the stacked road wheels, but it makes for a homely corner of the pit garage and McKee's cheery nature is helping my pre-race butterflies.

From my perspective as a guest driver, an important part of the offer is McKee's experience with the car and his willingness to share it, which goes some way to making up for the second or so deficit I carry in qualifying. Finding that competitive balance between pushing hard – as McKee enthusiastically encourages – but respecting the fact he needs something to drive home in is a difficult one to judge within just a few laps. But, thankfully, the car is just as easy-going as its owner, with great pace, balance and a benign response to my occasionally clumsy inputs.

Just as McKee has promised, when the flag does drop and the racing starts, the 750MC crowd are just as pleasant to be around on track as they are in the paddock. The racing is close but respectful, with drivers giving each other the space

when required on the basis that everyone shares a desire for their cars to finish the race in the same shape they started.

In the melee, I lose a couple of class places early on but then get stuck into an epic battle with a Porsche from a division above. He has the legs on me along Hangar Straight but the BMW is stronger on the brakes and through fast corners like Stowe, so we end up trading places (but not paint) several times each lap.

As the driver change window approaches, I totally fluff the opportunity to pit early when the safety car comes out, spoiling our chances of a decent class position. With little chance of troubling the front-runners, McKee spends his stint enjoying some tight battles, the rain he was hoping for coming too late for a significant late charge. By the end, we have both had an absolute blast, the car has performed brilliantly, and we both stay out of trouble. And that is the result I could possibly have hoped for as a guest driver, all for not much more than the cost of a top-end track day or some sort of sanitised supercar experience.

As I get changed out of my overalls and McKee packs his car seemingly by muscle memory alone, I reflect on what a fantastic way to go racing this is. In a couple of hours' time, we will both be returning to our respective households, a fabulous day of racing under our belts but without having broken the bank, and with the rest of the weekend to enjoy with our families.

This model for affordable motorsport that you can fit into a hectic work/life balance might just be a stroke of genius, and one that could work in many other disciplines too.



Credits:

Photography: Sam Nudd/@sjnphotographer (Twitter and Instagram), additional photography by Dan Trent, Ben Lowden and South Oxon Car Club

With thanks to Sam McKee, James Winstanley, Ben Lowden, Robert Hall and Jack Birch

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CAST YOUR VOTE

Nominations open for Club and Volunteer of the Year

The Club and Volunteer of the Year awards are an opportunity to celebrate and recognise the efforts by clubs, organisations and volunteers who deserve particular praise for going that extra mile and keeping motorsport going.

The **Club of the Year** has been awarded for the last 28 years and will recognise collaborative work with other clubs, shared best practice, opening motorsport to the local community and members, developing volunteers through training opportunities, and going above and beyond in all areas. The Bugatti Owners' Club won in 2020 for its united fight for survival through the pandemic which brought such financial uncertainty. Previous winners have included Clitheroe and District Motor Club, Enniskillen Motor Club, Southsea Motor Club and many others from across the UK.

Held for the last 18 years, the **Volunteer of the Year** award similarly rewards the hard work of the unpaid enthusiasts helping to keep events running, and looks to recognise those with leadership skills and a proven ability to overcome challenges. Jordine Crooks was awarded the Volunteer of the Year title in 2020 for her work and dedication to the British Trial and Rally Drivers' Association (BTRDA) and their rallycross championship.

2020 saw the introduction of the **Organising Team of the Year** award, which is judged on an ability to work together and engage the local community. Specifically for last year, criteria focused on the application of Motorsport UK's 'Getting Back On Track' guidelines, managing COVID-19 safety regulations and holding a successful event for all participants



"2020 saw the introduction of the Organising Team of the Year award which is judged on an ability to work together and engaging the local community"

and attendees. The Harold Palin Memorial Rally Stage Rally team were the recipients of this new award after their successful event. The team from the Eastwood and District Motor Club were determined to run one of the first rallies in COVID-19 times, and went above and beyond to make the event safe and successful.

The Club of the Year and Organising Team of the Year winners and runners-up will all receive a prestigious Motorsport UK trophy, with the winners also collecting a cheque for £1,000 and the runners-up a £500 cheque. The Volunteer of the Year award winner and runner-up will both be awarded a Motorsport UK trophy and a cheque for £500 and £250 respectively.

Motorsport UK is also inviting nominations for recipients of Long Service Recognition Certificates. Clubs, regions or events are asked to put forward suggestions of officials with more than 40 years of service.

Nominations for all awards close on 31st October 2021 and winners will be announced in December.

Nominations

For further information on the award criteria and how to submit your nominations please visit:
motorsportuk.org/2021-club-volunteer-awards

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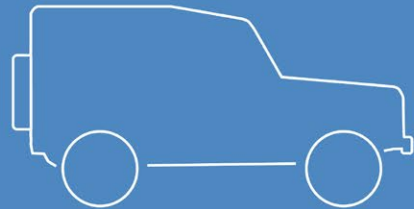
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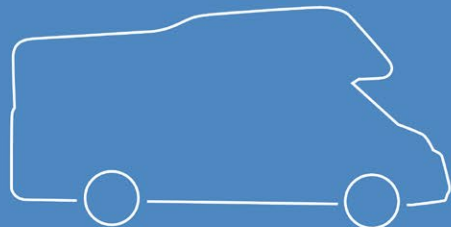
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ADRIAN FLUX

The inside track with rising Formula 1 star Callum Ilott

Adrian Flux has supported motorsport since the company was formed in 1974.

It is in the insurance broker's heritage to support a community that is passionate about racing. From grassroots level all the way up to high-profile series like the British Touring Car Championship, the company's efforts have been felt across the country.

High-profile individuals like Callum Ilott, Jason Plato and Alex Brundle have also been backed and team up with the Norfolk-based company to produce some absorbing content.

One such project was taking rising Formula 1 star and Motorsport UK Academy Team UK member Callum Ilott

on a trip down memory lane in a **special film** shot at his home karting track.

The Scuderia Ferrari test driver returned to Rye House Kart Raceway to look back at the early days of his career and complete some laps.

The 22-year-old discussed how the circuit – which also offered some of Lewis Hamilton's first experiences of racing – kickstarted his love of motorsport and taught him his first lessons in racing.

"This is where it started for me," explained Ilott in the six-minute piece.

"It's basically my home for karting. I used to come here when I first started after school and put a few laps in and

get used to it. This is where I learned how to race and how to become the driver that I am today."

The F1 talent, also a reserve for Alfa Romeo, analyses the track and talks about his hopes for the future before offering advice to the next generation in the video.

A second-placed finish in the 2020 Formula 2 season was not enough to earn the Brit a coveted F1 drive for 2021. But as a long-term Ferrari Academy Driver who is now gaining experience at the sport's elite level, Ilott admits he's hoping to do enough to land a seat for next year.

In the meantime, he is enjoying having some fun with Adrian Flux by producing a series of **Spotify playlists** that his fans can listen to while also answering whether he likes random topics '**a little or Ilott**'.

"I like and I dislike social media," the Cambridge-born driver added.

"I like to be able to share content with fans and to use it to keep in touch with the news as it happens. I dislike, with a passion, that there is also so much freedom for such negativity and abuse. Please be kind everyone."

The Norfolk-based company has enjoyed giving the inside track on Ilott and is looking forward to continuing their long-standing association with motorsport for many years to come.



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Kevin Money

Trackrod Motor Club

Collaboration and adaptation is key to the continued growth of this 50-year-old Northern England Rally club

The members of Trackrod Motor Club are some of the nation's most experienced gravel stage Rally experts, and its flagship event Rally Yorkshire is championing the return of forest Rallying in England.

The club's 50th anniversary passed in a relatively uncelebrated manner last year, as COVID-19 put paid to Rally action. However, it is testament to the club's heritage and knowledge base that its main event this year is the first gravel Stage Rally to take place on Forestry England land since 2020.

Clubs Chair David Thompson is "very much looking forward" to seeing cars back in competitive action later this month when the roar of engines will reverberate around the famous Dalby forest stages as they play host to a round of the British and BTRDA (British Trial and Rally Drivers' Association) Rally Championships. "Rally Yorkshire is a really big event for us," he says. "We always run a full field."

"In Rallying, there is an extended family up and down the country of like-minded people that help each other out, so we hope this event will provide some valuable restart guidance to assist all others in getting back up and running smoothly.

The club has been organising Stage Rallies in the forests across five decades, with the original 'Forest Stages' event taking place in 1977 and Rally Yorkshire first launched in 1999. Many of those involved in those early days are still members.

Part of the club's long-lasting success is down to its members' commitment to volunteer and help out on events far and wide, from Reading in the South of England to the Isle of Mull in Scotland. But it is a collaboration with other clubs close to home that has truly been key to its recent achievements.

"We are very well known as a resource for people with motorsport skills, and we support a lot of events both locally and up and down the country," Thompson explains. "We try our best to promote our club wherever we go, and we have good appetite to run our two main stage events.

"In our local area, we have quite a unique collaborative relationship with two other motor clubs – North Humberside Motor Club and Lindholme Motor Club – and because we all hold events at Melbourne airfield, we have all contributed to a fund over the years to help sustain the venue and develop it year on year.

"That has been really successful. We each run an event at different times of the year, all pretty much the same but with a slight twist, and we have the 'Melbourne Challenge' championship for all three, to try to encourage competitors to enter them all."

Thompson acknowledges that the club's events are "the next level up" from the most accessible forms of motorsport – gravel stages are not for the faint-hearted – but by volunteering in local grassroots events, of which there are many, the club's active members help to maintain a healthy influx of competitors.

Since the easing of restrictions following the pandemic, Thompson has also seen a resurgence of activity amongst the club's own membership circles, with some of the social members coming back out to compete while new participants and machinery have also joined the fray.

"You can certainly see a healthy appetite for events after the last 18 months and it's good to have that momentum back," he says. "There's a sense of euphoria or relief and the desire to simply get out again, and I think some people have a little more money in their pockets and a bit more time available now."

"There's also been a slight change of perspective in people's minds, wanting to tick things off the wish list because time's a little more finite than we first gave it credit for. And on top of that, some who have been building cars for years used the extra time to finish off their projects so are now ready to compete."

The key to future success, however, is adaptation, and while the club has proud traditions, it is certainly not reluctant to expand its horizons and find new ways to help people get into action.

"You can't beat a proper gravel Rally in a forest, but they do require a certain level of skill," says Thompson. "Also, with the forestry changes, there is more of a push towards closed road type events, so potentially we'd look at that as an option in future years."



Jason Taylor

"There is a new one in our area in February next year that I am helping out with, and it will be interesting to see then what the level of competitor is, and gauge the appetite and feedback. That will give us a feel for the general direction as to where Rallying is headed over the next few years."

"Our aim is to maintain the two key events for as long as we can then, going forward, we are somewhat reliant on newer faces coming through and driving the club in whatever direction is prevalent at the time."

"Single venue events are good because they tend to be on a sealed surface with a little bit of loose surface to help build the skills. Closed road tarmac events are then the next step. We are also looking at running a Targa Rally next year because at the moment they are relatively economical to take part in, and that side of the sport does seem to be gaining traction in this region."

"At the end of the day, you have to adapt and develop..."

"We are very well known as a resource for people with motorsport skills, and we support a lot of events both locally and up and down the country"

Amongst the 100+ members of Trackrod Motor Club, the club boasts representation on the FIA Historic Commission, BTRDA Rally Committee, ANCC Management Committee, Motorsport UK Marshals Working Group and the British Motor Sports Training Trust. It also has multiple members that are Motorsport UK Licensed Clerks of the Course, Stewards, Scrutineers and Safety Car Officials.



Kevin Money



www.trackrodmotorclub.co.uk

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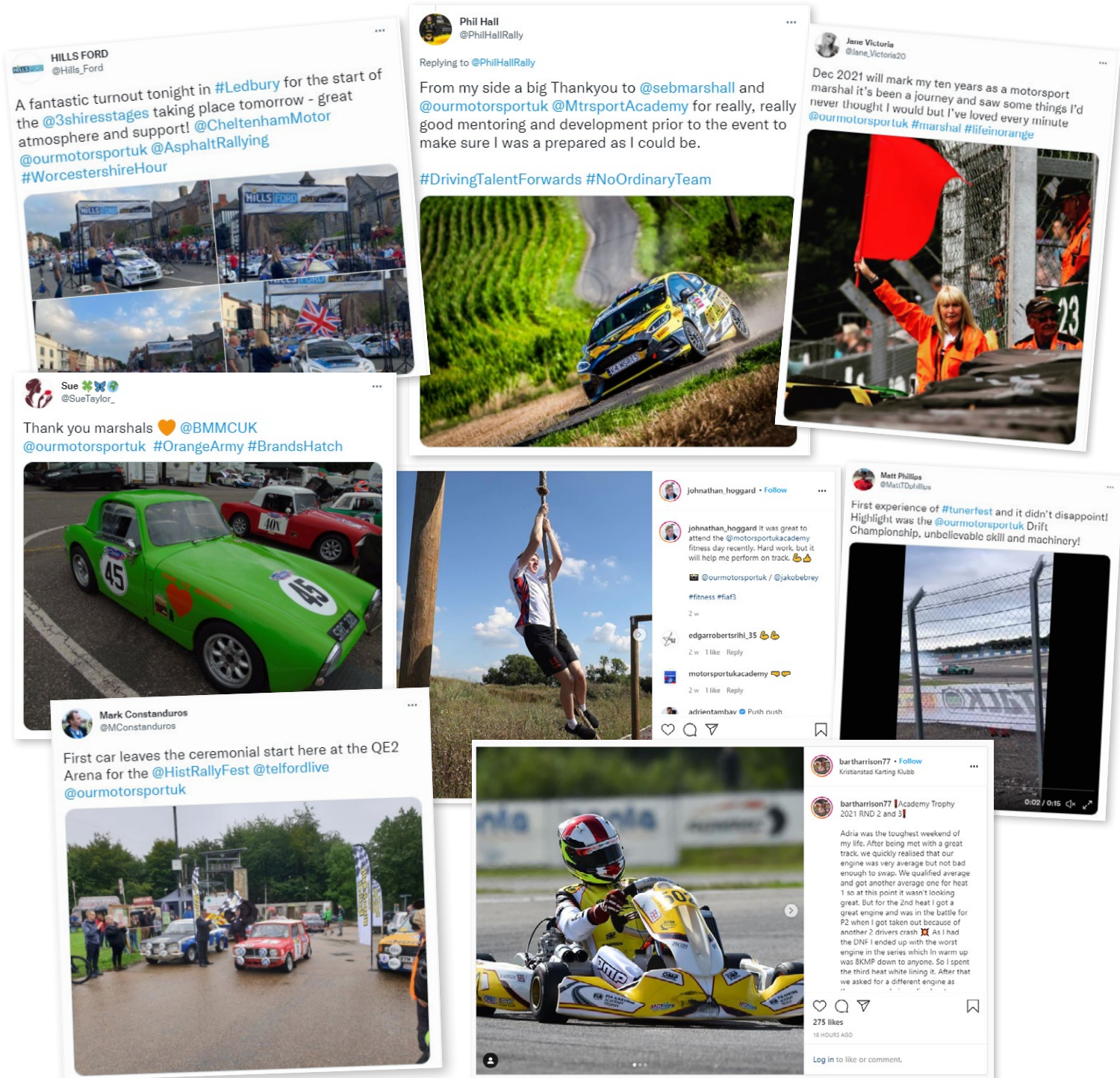
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MOTORSPORT UK CONNECTED

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.



Tag #OurMotorsportUK in your posts for a chance to appear on this page

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Twitter - twitter.com/OurMotorsportUK

Instagram - instagram.com/OurMotorsportUK

YouTube - youtube.com/OurMotorsportUK

MOTORSPORT UK ON YOUTUBE:

FIA Girls on Track UK hosted three webinars in August with Motorsport journalist L.A. Wilshaw, inspiring and informing women about the different careers available within Coaching and Sports Psychology. Catch them on-demand on the Motorsport UK [YouTube channel](#)

Formula One presenter **Ariana Bravo** is the face of 'Track TV', anchor of Autosport's live race weekend show and presenter of the Driven by Diversity podcast. And she is still just 27.



ARIANA BRAVO

Just two years ago, Ariana Bravo posted her first Instagram Live video. Now, she is travelling the world as an F1 presenter, reporting on the sport she grew up with as a child. It has been a meteoric rise so far, kick-started by a Dare to be Different (now Girls on Track UK) event, and sent into overdrive by an out-of-the-blue email from Formula One Management (FOM). She was working in internal auditing until the microphone came calling but has now left that job for a career in presenting. We caught up with her to find out more.

Revolution: "What first made you interested in motorsport?"

Ariana Bravo: "My dad is a big F1 fan, and when I was younger I would watch the races with him. We had a massive Scalextric track in the loft, so I spent a lot of time doing mini-tournaments with my older brothers. I never followed the sport that closely, and it was only when I got older and revisited my interest that my love for it really blossomed."

R: "When did you first think you could turn that into a career?"

AB: "When I went to university I studied economics, which I absolutely love, but I also liked the idea of presenting. It always felt too daunting to take the leap and I didn't have the confidence to go after it, so I went into a consulting job when I graduated and did that for four years. I loved what I was doing, but something was niggling in the back of my mind so I also joined a few motorsport community groups and that's when I started to explore if and how I could make it happen."

R: "So, how did the big break come?"

AB: "I started a generic Instagram account, just F1 news stories and updates, and that became a platform to showcase myself presenting on camera. In 2019, I went to the Singapore Grand Prix as part of an extended holiday and recorded some short live feeds – a weekend preview and recaps of qualifying and the race – and continued doing that at home when I got

back. After nine months, I was contacted by Formula One Management (FOM). They said they had seen my videos and asked if I'd be interested in doing some work with them. It came from absolutely nowhere and I was stunned. Speechless. It was a very surreal moment."

R: "Where did it go from there?"

AB: "I went to a Dare to be Different event at the Williams factory and met a girl called Steph Turner. We became friends after the event and six months later we decided to launch a podcast. We're both mixed race, and diversity and inclusion have always been really important to both of us. At the time, Black Lives Matter was gaining momentum and we wanted to give people from underrepresented backgrounds in motorsport a platform to talk. We had guests from all sorts of different positions, sharing journeys and experiences, positive and negative. We were going to call it 'Driving Diversity' but just before we launched, we noticed the launch of the Driven by Diversity organisation, led by Lindsay Orridge. We got in touch with her and joined forces. Around the same time, FOM invited me to do some work on Track TV too. I jumped at the opportunity, went out to Austria and have since done quite a few races. I was also contacted by Autosport and asked if I'd be interested in hosting their F1 race podcasts. That was another big moment because it is such a big name in our industry and I've always been a fan of their coverage. It made it all very real."



R: "What do you like most about presenting?"

AB: "Doing a live piece or a record just fills me with adrenaline. I get such a buzz. Every time I do one, I think 'let's go again, let's do it again'. I love the fan facing pieces I do. That's what I get most excited about. We do fan forums where I put their questions to the drivers and everyone's just a bit more relaxed. It's a nice atmosphere. Presenting to fans, you can really feel the energy. We've not had fans for so long and it's so refreshing to have them back."

R: "What has been your best moment so far?"

AB: "Silverstone was really, really special. To be presenting at my home race was incredible. I was able to do the drivers' parade to full grandstands, which was just unreal. It's such a unique experience to be on the trucks with the drivers. I did a short interview with Lewis in front of the fans as well and, of course, they all went absolutely crazy."

R: "That must be pretty nerve-wracking?"

AB: "I get such a buzz I think that overrides the nerves. I do a lot of prepping, which helps. In the build-up to any big interviews or live pieces, I have my notebook and I sit in the garage, going over what I have got to say and do, making sure I am fully prepared. And once you're into it, you're into it."

R: "What is the most challenging part of the job?"

AB: "I would say always having to be on standby. If something happens, you need to be ready to jump – and live pieces can be quite daunting if you are reacting to something and you do not have all the information. Another challenging aspect to get used to is the in-ear communication with your producer and director. It was difficult to adjust to at first, and I was worried that I would get lost in the comms and it would show on my face. But once you establish that rapport within the team and define your communications etiquette, it becomes second nature."

R: "How have you developed your presenting style?"

AB: "It is just me, just who I am. I am quite bubbly and energetic, so I have just been true to that. The fan stuff is the exact environment where you can be like that because it is not so constrained. The way you do interviews changes depending on the type of interview, the driver, the team or what the story is, and I do look at some presenters and think 'wow, they are incredible at a certain thing, that is something I could work on.' There are people that have been in this industry for years and know how it all works, and I am not afraid to go and pick their brains."



"Girls on Track UK also played a massive part and I cannot sing its praises enough. It provides valuable networking opportunities, fantastic events and there are so many people willing to help"

R: "What has been the biggest help in getting you where you are?"

AB: "There have been a number of factors. Driven by Diversity and Lindsay and Steph have been especially important on my journey. Girls on Track UK also played a massive part and I cannot sing its praises enough. It is so much more than just a Facebook community. It provides valuable networking opportunities, fantastic events and there are so many people willing to help. It is just incredible. At that Williams event, they had little Post-it Notes and asked everyone to write down their name, email address and what they want to do. That was the first time I put pen to paper and wrote 'I want to be a presenter in F1'. Steph had taken a picture of it and when I got the F1 gig she sent it to me. That was a full-circle moment."

R: "Your career is just beginning, so what are your aims for the future?"

AB: "To continue presenting in F1 on a long-term basis and also to build my own portfolio and personality as a presenter, because ultimately I want to present beyond just F1. I am incredibly passionate about diversity and one of my big, big personal aspirations is to do good work in that space. If I get 15 years down the line and have built my personal portfolio but not been able to help in that space, I will feel like I have still not accomplished what I actually want to do."

R: "What are your future hopes for F1 and motorsport in general?"

AB: "I am really pleased to see the steps that have been taken with We Race As One, the internship and teams doing things to address the lack of diversity and I want to see that continued. There is obviously a lot more work to come, but it has got the momentum to kick-start it and I am sure that is going to happen. More generally, I hope the audience grows for F1 and other motorsports. There is so much potential in our sport and a wider, more diverse audience to tap into. The Netflix show Drive to Survive has shown the people are there, they just have not had the introduction to the sport in the right way, through the lens that appeals to them. There is so much interest behind the scenes, I just really hope we can open it up and bring in new fans and audiences, different ages, different backgrounds, and our sport can grow from that because everyone will benefit."

Follow Ariana on Instagram:

@arianabravoF1

Watch the Driven by Diversity podcast:

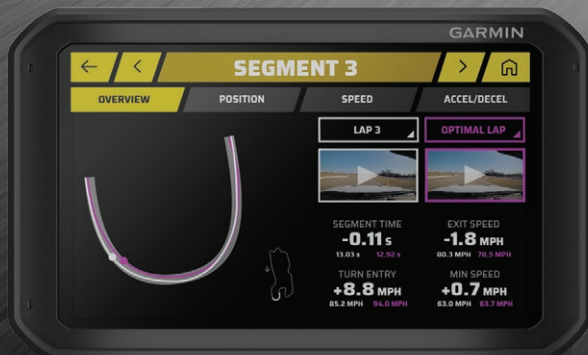
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WHAT'S ON

A selection of championships and events



Production Car Autotest, Autotest and AutoSolo

Blackburn And Darwen Extra Services, 11th - 12th September

The Under-17 Motor Club (Northwest) provides an opportunity for 14 to 17-year-olds to gain experience of car control off the public highway in a safe environment. This is one of many events in which beginners can learn the basics and, depending on capability, put themselves to the test on a specially laid out course.

For more information visit:

www.facebook.com/U17MCNW/events

BARC Truck Race

Snetterton, 18th-19th September

The giants of British motorsport return to Snetterton for two action-packed days in the latest round of the British Truck Racing Championship. These bespoke machines produce in excess of 1000bhp and accelerate as rapidly as a Porsche 911. They will be accompanied by a support race programme including club-level saloon racing and off-track entertainment for all the family.

For more information visit:

<https://snetterton.msv.com/SN-21-Trucks>



Autumn Speed Finale

Shelsley Walsh, 18th-19th September

This legendary Hill Climbing venue hosts its season finisher, with a high-speed weekend of non-stop action. The event typically sees regulars set some very quick runs, having got their eye in throughout the latter part of the year, and fans will be welcomed at the venue to line the hill and watch the action.

For more information visit:

www.shelsleywalsh.com/events-1/autumn-speed-finale-2

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



Taffia Fish and Chip Run

Anglesey, 18th September

After a two-year break, this Lotus Seven Car Club Touring Assembly returns with more than 100 cars expected to join. The route runs from Chepstow to Aberdyfi and will cover some of the finest roads Wales has to offer. The 280-mile round trip includes the Top Gear Black Mountain test road, the Epynt ranges, the Beulah rollercoaster and the Staylittle pass across the rooftop of Wales.

For more information visit:

www.lotus7.club/whats-on/taffia-fish-chip-run-back---saturday-18th-september-2021

Martin Donnelly Trophy meeting

Kirkistown, 24th-25th September

This is the biggest event of the year at Kirkistown, a race circuit located on Northern Ireland's beautiful Ards Peninsula (featured in the July edition of *Revolution*). The meet, organised by the Five Hundred Motor Racing Club of Ireland and named after former F1 driver Martin Donnelly's father, who was a 500 Club stalwart, includes a major FF1600 competition along with the area's popular Ford Fiesta racing categories.

For more information visit:

<https://kirkistown.com>



NatSKA Karting

Lydd, 2nd October

This schools and youth karting organisation offers children and teens the chance to compete and race in motorsport (featured in the August edition of *Revolution*). There are a range of classes for different ages, and participant teams are run by educational groups. This time the series heads to Lydd Kart Circuit in Kent to compete on one of the fastest kart venues in the UK.

For more information visit:

www.facebook.com/natskakarting

John Clegg Mini Miglia Touring Assembly

NWA Auction Centre, 2nd October

The ninth edition of this Knowldale Car Club's event will take in 150 miles of A to C roads covering classic routes from past tours. Starting at an auction centre and finishing with a fish and chip supper, it will also include sections over private land. The latest entry list covers a range of cars including Skoda Fabia, Triumph Stag, Porsche Carrera and three Ford RS2000s.

For more information visit:

www.knowldale.co.uk



DS Digital Motorsport Photography



Pokerstars Rally

Isle of Man, 2nd-3rd October

Rallying makes a welcome return to the Isle of Man after the cancellation of two competitions last year. Bumper entries are expected for this closed-road event and the organisers promise its 13 stages, covering 120 miles throughout the island, will deliver a mix of classic challenges and several new twists.

For more information visit:

www.manxautosport.org/pokerstars-rally

Bicester Scramble

Bicester Heritage, 10th October

Family and dog friendly, the Scramble is a wonderful way to while away the day in the company of some spectacular machines. Explore the best-preserved WW2 RAF Bomber Station in the country and visit the 45 industry-leading specialist businesses based in the restored historic buildings at Bicester Heritage. Live, breath and experience historic motoring at its best.

For more information visit:

<https://bicesterheritage.co.uk/whaton/octoberscramble-2>





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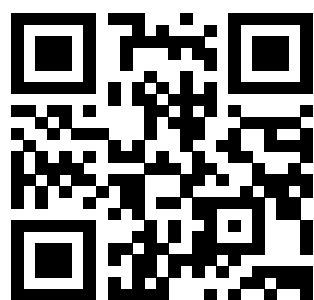
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MY MOTORSPORT MOMENT

Climbing the ladder

British Formula One legend **David Coulthard** won 13 Grands Prix, including two on home soil, yet it is his time spent at the grassroots of British motorsport that stick as his most memorable motorsport moments.



I could make something up and say winning the British Grand Prix was my most memorable moment, but to be honest, arguably, I enjoyed the lower formulas in terms of pure pleasure more than Formula One.

I remember the grassroots level fondly because it was serious and everyone did the best they could. There was also an innocence to it back then that gets lost when things become more professional and more commercial. That's just the way of the world. It's not wrong; it's just the way it is.

I have enjoyed many special moments at British circuits and I don't think we've got a bad one. Of some of those I raced on,



Brands Hatch is a rollercoaster; Silverstone is a high-speed rush; Mallory Park is straightforward on paper but really difficult to get right; Snetterton has its challenges; Knockhill I only raced at once but it is difficult to beat the local heroes who go every week; Thruxton is a high-speed thrill; and Oulton Park is impressive with the elevation changes.

I think in motor racing, irrespective of whether you're there as a spectator, driver, marshal or whatever, we're all connected and you get to share many precious memories. I still see people from my early career who had nothing to do with F1, and it doesn't matter that I haven't seen them for 20 years or however long, we made a connection that lasts a lifetime.

David Leslie Senior and Junior were instrumental in my early years. They were a fantastic father-son pair and we worked out of the corner of a Fiat garage in Carlisle. We won both Formula Ford championships and finished third in the Formula Ford Festival. I remember that event well because it was my first opportunity to really race in front of a big crowd and it was televised. I think Murray Walker might even have been involved in the commentary.

It was around that period that I was at Silverstone for an F1 support race and stood at Stowe Corner watching the Grand Prix warm-up. Out of the morning mist onto Hangar Straight came a Ferrari, I think driven by Jean Alesi, and it went through with the beautiful sound of that V12 engine. I remember just thinking, 'wow, that looks like the coolest thing ever.'

Later that day, Roberto Moreno's car broke down near where I was standing. I was on a scooter and he asked me for a lift. I managed to take him all the way into the paddock, and because he was a driver no one checked if I had a pass. I remember being in there thinking 'this is where I really want to be.'

I loved all those moments, just pure focus, innocent, no politics, no money involved – you're trying to scrape money together and not crash. So I can really connect with the grassroots level of racing and I really enjoy it now, with my son, going to the kart track and just watching.



I won in every formula I raced in with the exception of British Touring Cars in 1990. Touring Car racing is a special skill I hadn't developed, and I was contracted to do two races but thankfully I broke my leg and didn't have to do the second one! I also had one attempt at Le Mans with Jaguar, which we won but were disqualified a week later so I didn't get to be in the record books.

Racing in F1 was fantastic and to be at the highest level driving those cars is incredible, but it is such a pressure-driven political environment that it is actually quite difficult to just put your feet up and reflect. We only had 15 or 16 races each year back then, but we did a lot of testing so even when you won a Grand Prix you were rushing to get home because on Monday night you were then flying to the next three-day test. It was just relentless.

I won the British Grand Prix twice but I don't really remember one single moment. I can't say Silverstone was a natural fit for me as a driver, so there was a large element of relief. Seeing all the Union Jacks and being on the podium was very memorable. I also remember Princess Diana visiting while I was at Williams and showing her and her sons around the garage.

I recall a great feeling of elation when I crossed the line and also great relief because the cars were quite unreliable so you were never sure whether you would break down right until the final corner. By the time you got to the podium, it was several minutes after you had actually taken the chequered flag, so it was quite difficult to maintain that level of elation for a long, long period. However, sharing the win with your team when you got back to the pits was wonderful.





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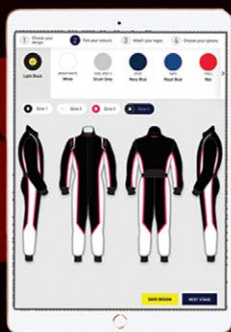
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SIX FANTASTIC ...

UK Motorsport Museums

Some of motorsport's greatest stories are retold in a number of fascinating and fun museums throughout the UK

Museums are no longer all about static exhibits of old memorabilia and cars. Interactive displays, videos and hands-on experiences now bring the sport's heroes and machines alive in many different ways, while also telling the science behind the quest for speed.

The UK's many museums offer fans the chance to relive Nigel Mansell's British Grand Prix win at Silverstone, see the legends of Le Mans at Gaydon, learn about Jim Clark in the Scottish Borders or discover the history of Land Speed Records at Beaulieu. Here are six of the best.



British Motor Museum

Gaydon, Warwickshire

There are plenty of motorsport gems amongst the exhibits at this venue that hosts the world's largest collection of historic British cars.

More than 300 vehicles are on display from legendary British marques such as Lotus, McLaren and Aston Martin, while the dedicated Jaguar zone pays homage to its racing heritage, including many stars from its days at Le Mans.

Children will enjoy the 'Under the Skin' zone, with plenty of levers and buttons to pull and press, including steering simulators and a car that reveals the journey from ignition to drive. Many special events are also held throughout the year.

Highlights:

- The legendary 1988 Le Mans-winning Jaguar XJR-9
- The priceless one-off Jaguar XJ13, designed for Le Mans but never raced
- Four of the world's fastest MGs

www.britishmotormuseum.co.uk

Motorsport UK members receive discount on entry *



Silverstone Interactive Museum

Silverstone Circuit

The history of one of the world's most legendary racetracks comes alive in this new immersive, interactive experience that only opened last year.

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

As well as the stand-out machinery, more than 60 hands-on exhibits let visitors try a variety of activities, including running a wind tunnel, taking part in a pit stop and sitting in an F1 cockpit. There is also a beautifully crafted film defining the 'ultimate lap of Silverstone'.

Highlights:

- Nigel Mansell's 1992 British Grand Prix-winning Williams
- Discover the science of speed in the tech lab
- Watch Silverstone's starring moments on a giant screen with special effects

www.silverstonemuseum.co.uk

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

* For more information or to access these discount codes, simply log in to your Motorsport UK membership portal at: members.motorsportuk.org

Haynes Motor Museum Sparkford, near Yeovil

The 'Hall of Motorsport' here includes competition cars of all shapes and sizes while the current Williams tribute is a must-see display.

The venue literally offers an A-to-Z of motorsport, from an Allard K1 two-seater sports car to a Zip cadet kart once driven by Prince William. The eclectic display includes a Ferrari F310 F1 car, a Ford Escort Mexico and a 1984 Van Diemen Formula Ford as well as a special hall about Ferrari.

The jewel in the crown for F1 fans is an exclusive temporary Williams Grand Prix exhibition, running until October 2022, which reveals the story behind the great British team's extraordinary legacy.

Highlights

- Test your ear in the sound booth, listening to engine sounds from Cosworth, Honda, Mercedes and more
- Learn the stories behind Enzo Ferrari and his legendary brand
- See another of Nigel Mansell's legendary 'Red 5' cars (see also Silverstone)

www.haynesmotormuseum.com



Brooklands Museum Weybridge, Surrey

The range of exhibits at this historic race circuit includes far more than just motorsport, and its stock features some of the world's most famous vehicles.

Housed in a number of sheds beside the famous banked track, the cars range from a machine raced at Brooklands in the 1930s to one of the most recent pioneers of motorsport's electric future.

One of the few remaining Concorde aeroplanes is found on-site, but the highlight for motorsport visitors is actually setting foot on part of the original banked Brooklands track, which was built in 1907 and was known as the 'Ascot of Motorsport' in its heyday.

Highlights:

- John Cobb's 1933 Napier-Railton racing car
- Mercedes-Benz EQ Silver Arrow Formula E car
- Walk parts of the track including the steep Members' Banking, the Finishing Straight and Test Hill

www.brooklandsmuseum.com



National Motor Museum Beaulieu

Located in the grounds of beautiful Beaulieu Palace are some of the most iconic cars in the history of British speed records and motorsport competition.

Amongst an incredible array of historic road cars, all forms of motorsport are well represented, including many eras of F1, some legendary Rally cars, a blower Bentley and even some historic Hill Climbing stars.

The ongoing race for the Land Speed Record is also depicted with some of the fastest cars of their time on display, including one of the famous Bluebirds and the 'Golden Arrow'.

Highlights:

- The Porsche 917 that starred in the Steve McQueen movie 'Le Mans'
- Legendary Land Speed Record cars
- A Ford Escort RS1800 rally car

www.beaulieu.co.uk



Jim Clark Motorsport Museum Duns, Scottish Borders

The incredible story of a Scottish Borders farmer who became one of the greatest racing drivers of all time is played out in this fascinating museum.

Clark dominated world motor racing like few have since, succeeding in many genres including winning two F1 titles and an Indy 500, and this interactive museum relives his story.

Officially opened by Sir Jackie Stewart OBE in August 2019, it includes films of Clark in action, a collection of more than 100 trophies, some classic memorabilia, his star cars and a host of interactive displays and simulators.

Highlights:

- Clark's famous Lotus Cortina and iconic Lotus 25 F1 cars
- Jump into the driving seat in a classic race car simulator
- Drive through Clark's homeland on the Jim Clark Trail through the Scottish Borders

www.jimclarktrust.com



ALSO... COMING SOON

Sands of Speed Pendine, Wales

A new state-of-the-art museum is being built bedside this Welsh beach, which has been the UK's top venue for motorsport speed records for over a century. This amazing stretch of sand has seen many records set and broken, the most famous being by Sir Malcolm Campbell in 1923 in his car, Bluebird. The site previously housed the Museum of Speed, and the new venue promises displays about the legendary vehicles that have made their name here over the years.

www.pendinesands.org/history/museum-of-speed

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MY OTHER LIFE

Tessa Whittock

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:

Tessa Whittock

Profession:

Stunt driver / Drift school owner

Motorsport activity:

Drifting

"What type of motorsport do you compete in?"

"I compete in Drifting. I race in the UK and also travel around the world to compete in events and to perform in demonstrations at shows."

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

"I have always been interested in cars and one day, many moons ago, I got into a Nissan R32 drift taxi during a Japanese event at Santa Pod. From that point on, I wanted to own a Skyline. I brought one at the age of 21, went to Santa Pod and learned how to Drift. I then threw myself in at the deep end and went to Lydden Hill, where I really got the love for the sport. At the time, I worked in London in the investment banking industry and Drifting was my release."



"When did you set up the Drift school and how does it work?"

"I had always been interested in running a Drift school, and when the chance to buy RDX Drift Academy from some friends came up two years ago I snapped it up. We are based at Three Sisters Race Circuit in Wigan and are looking to branch out to build awareness of the sport. We teach at all levels, from people who just want to try out something new to Drifters who are looking to improve their techniques. We also help normal circuit racers who want to know how to better control their vehicle if they get into trouble. We also offer corporate team building days, because Drifting naturally brings people together and teaches fundamental skills that can be used on the road."





"You are also a professional stunt driver – when did that begin and what have been your best moments?"

"It started in 2018 with Terry Grant Stunts and I have had many varied experiences. I head up and drive in an all-girls stunt Drift team, travelling all over the world as part of a team show. We once performed in Saudi Arabia where we were the first women to drive in front of a crowd in that country, and we also met and performed our stunt display in front of the King of Saudi Arabia. I have worked on the movie 'Mission Impossible' as the leading driving stunt double for Pom Klementieff, and I taught Blue Peter presenter Lindsey Russell for her final challenge after eight years on the show, which was an amazing opportunity for me to show that with the correct training you can do anything."

"How does driver training and stunt driving help in your racing?"

"Drifting is all about seat time and the more you can do, the better chance you have in competition. Stunt driving demands precision driving, which you also need for the clipping zones around the circuit in Drifting competitions, while teaching customers how to Drift certainly helps with technique."

"What is the one thing you love about your day jobs?"

"It is not just the jobs; it's the whole lifestyle. No day is the same, whether it is doing remedial works for the Drift academy, fixing and maintaining the fleet of 350z cars, participating in events, attending demonstrations for my sponsor Monster Energy, or helping my fiancé when he competes in the Drift Masters European Championship. I want to put Drifting on the map in the correct light and show that it is a technical sport, a spectacle, a fundamental element of driving skill for everyday roads and, of course, a lot of fun!"

"What is the one thing you love most about motorsport?"

"The fans. Without them attending and watching us perform we would not be able to do a lot of the events we are now invited to. Also, the younger generation and their support on social media and at events is what it is all about. It is important to me to give back to them, as you never know whether they are the next championship driver in the making."

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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NATIONAL COURT

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

Sitting Tuesday 24th August 2021

**David Munro, Tony Scott Andrews,
Mark Heywood (Chairman)**

J2021/10 – BRANDS HATCH 3RD–4TH JULY 2021

**JUDICIAL MATTERS RELATING TO COMPETITOR
JOHN MICKEL**

Mr Mickel appeared in person.

Mr Champkin appeared on behalf of Motorsport UK.

JUDGEMENT

1. This case comes before the National Court by way of an Inquiry under General Regulation 9.1.
2. The background to this is that during of Race 2 of the Legends Cars Championship on 3rd July 2021, the safety car was deployed while Mr Mickel was in the leading race car.
3. The Clerk of the Course took the view that as the safety car entered the pit lane, Mr Mickel “had failed to maintain speed after initial acceleration causing cars behind having to brake to try and avoid contact”, in breach of General Regulation C1.1.5 and Section Q, Appendix 3: Operation of Safety Car.
4. In consequence, Mr Mickel was disqualified from the results of the race. Such disqualification automatically attracts 4 penalty points on Mr Mickel’s competition licence.
5. Mr Mickel appealed against the decision within the necessary time limit. However, in the course of what we are satisfied was a congested race timetable, Mr Mickel then prepared to join the grid for the Legends’ final race of the day. Clearly, the race officials were seized of Mr Mickel’s appeal because Mr Mickel was approached while in pit lane (from where he was due to start) and, effectively, informed that he could not race under appeal but could race if he withdrew his appeal. Mr Mickel, his attention on the imminent race start, signed a withdrawal of his appeal and raced.
6. It is clear to us that the officials were motivated by General Regulation C7.3.1 which reads,

“The lodging of an Appeal against a decision of the Clerk of the Course, or the giving of Notice of Intention to Appeal against a decision of the Stewards of the Meeting, does not suspend any penalty that may have been applied or endorsed, during the Meeting out of which the decision has arisen. Thus no Competitor may continue to compete ‘under appeal.’”

7. In the following days, Mr Mickel concluded that he had been treated unjustly, in that he had been deprived of his right to an effective appeal. Mr Mickel drew his concerns to the attention of Motorsport UK, who have referred the matter to this Court. Mr Mickel invited this Court to consider what is, in effect, his appeal against the initial finding of the Clerk of the Course.
8. We have heard submissions on the correct interpretation of General Regulation C7.3.1 in these circumstances. We have also heard from Mr Mickel and viewed video footage of the restart.
9. On the evidence, we are satisfied that Mr Mickel did not fail to comply with the safety car regulations as alleged, or at all. The decision of the Clerk of the Course is therefore set aside.
10. It is clear that all the race officials were hard pressed by an intensive race timetable. They were rightly concerned about the interpretation of GR C7.3.1 as it refers to a prohibition on racing under appeal. However, the effect of the interpretation of GR C7.3.1 in isolation was to persuade Mr Mickel to withdraw an appeal, to which he was entitled, in order to take part in the last race. Mr Mickel was therefore deprived of his right to an effective appeal to the Stewards of the Meeting; see GR C6.1.1.
11. The Court therefore considers:
 - i. GR C7.3.1 does not fall to be considered in isolation, but in the context of Motorsport UK’s Judicial Regulations as a whole (unless specific championship regulations provide otherwise).
 - ii. As we have set aside the decision of the Clerk of the Course, the results of the meeting are to be re-published appropriately.

- iii. The licence penalty points are to be annulled.
- iv. Any appeal fees are to be refunded.
- v. Motorsport UK is invited to consider re-drafting GR C7.3.1 to clarify its application.

Sitting Tuesday 24th August 2021

**David Munro, Tony Scott Andrews,
Mark Heywood (Chairman)**

J2021/12 – INQUIRY INTO RESULTS OF TCT/TCR RACE 2, TIME ATTACK, OULTON PARK, 17TH JUNE 2021

Mr Champkin appeared on behalf of Motorsport UK.

JUDGEMENT

1. This case comes before the National Court by way of an inquiry pursuant to General Regulation C9.1.
2. It became apparent that during the above event, the transponder of a non-competing car (car number 285) was being used in one that was (car number 9). Eyewitness comparison of the car passing the timing line confirmed the transponder actually in use.
3. The Court directs:
 - i. That the results of the race are to be re-issued.
 - ii. Car number 285 should not be recorded as having started.
 - iii. The lap times and other timing data attributed to car 285 should represent the timing data of car number 9.
 - iv. The manual timing data of car number 9 should be deleted.

Sitting Tuesday 24th August 2021

**David Munro, Tony Scott Andrews,
Mark Heywood (Chairman)**

J2021/14 – TOM EDGAR APPEAL

Ms Franklin appeared on behalf of Tom Edgar.

Mr Champkin appeared on behalf of Motorsport UK.

JUDGEMENT

1. The National Court has considered an appeal by Tom Edgar, a competitor in the Ginetta Junior Championship, against the suspension of his competition licence pursuant to General Regulation C2.1.9.
2. Mr Edgar's licence was endorsed with 3 penalty points on the following dates: 20th September 2020, 27th September 2020, 13th June 2021 and 1st August 2021. In consequence, his licence falls to be suspended from 1st August 2021 to 1st November 2021. That period of suspension will cause Mr Edgar to miss the last 4 remaining rounds of the

championship. Mr Edgar and his father have contracted for the whole year and have sponsorship conditional on Mr Edgar's final placing. There are other opportunities that Mr Edgar hopes to earn and to take up successfully to further what is a promising career.

3. The Court is sympathetic to Mr Edgar's aspirations. We accept that the present suspension will cause hardship, however, the Court is not persuaded that the hardship in his case can be characterised as "exceptional".
4. Consequently, the appeal is dismissed.
 - i. The appeal fee of £515 is forfeit. Mr Edgar is to pay £500 towards the costs of the hearing.

Sitting Tuesday 24th August 2021

**David Munro, Tony Scott Andrews,
Mark Heywood (Chairman)**

J2021/15 – BRSCC FIESTA JUNIOR CHAMPIONSHIP, CROFT CIRCUIT – 15TH - 16TH MAY 2021

JUDICIAL MATTERS RELATING TO ALBERT WEBSTER

Mr Champkin appeared on behalf of Motorsport UK.

JUDGEMENT

1. This case comes before the National Court by way of an inquiry pursuant to General Regulation C9.1.
2. Championship Regulation 5.6.1.9 in this championship specifies a minimum ground clearance for competing cars. Championship Regulation 4.1.2 provides:

"Arising from post-race scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulation [C3.5.1(a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of Regulation [C3.5.1(c)]."
3. During the event, Mr Webster's car was judged to have failed to comply with that minimum ground clearance and the Clerk of the Course invoked GR C3.5.1 (a), (b) and (c).
4. It is common ground that the contravention of the minimum ground clearance is not characterised as "an infringement of a more serious nature" in this championship. By The Clerk of the Course's own admission, the inclusion of the penalty under GR C3.5.1(c) was unintended and inadvertent.
 - i. The Court is invited to correct that error and we do. The forfeiture of championship points pursuant to Championship Regulation C3.5.1(c) will be annulled.

A LASTING LEGACY

Chris Arnold

Chris Arnold was a Scrutineer for over 45 years and was often to be found working as Chief Scrutineer or Eligibility Scrutineer at Speed and other events in the South West. A very popular member of the scrutineering community, Chris's presence will be missed at these events.

Pat Elliott

Having been a licensed Environmental Scrutineer for the last 10 years, Pat Elliott was regularly seen at events in the North East, particularly on Historic Road Rallies. Our thoughts are with her husband and fellow Scrutineer Peter and the rest of their family.

Chris Mansley

Chris Mansley was a long-standing official who started scrutineering in the mid-1980s. Chris was regularly seen at events in the North West, particularly at Speed events in the Lancashire area. His straight talking manner sometimes caused discussion, but he was always willing to help and advise new and seasoned competitors with his vast experience.

John Monk

John Monk was a hugely experienced National Scrutineer regularly found in the role of Chief Scrutineer at race meetings over the last 30 years. John also held the position of Eligibility Scrutineer for a number of race championships including a long stint with the Alfa Romeo Owners Club Championship.

Bob Rutherford

Bob Rutherford was an experienced senior route coordinator for HERO-ERA. A warm and engaging character, Bob had assumed many roles over the years within HERO-ERA to assist in the running of events, whether acting as a travelling marshal or taking on the role of Clerk of the Course on other events. As a competitor, Bob competed on multiple HERO-ERA events which he did with great enthusiasm and determination. Bob's final rally victory was achieved last year alongside his colleague and friend Guy Woodcock on a Stage Rally.

Angela Lucas

Tributes continue to be paid to Angela Lucas who passed away following an accident at Snetterton in July.

Angela was much-loved by all who knew her, making friends up and down the pit lane with marshals, officials, race teams and drivers.

Over 100 people attended her funeral comprising many from the world of motorsport including Ginetta drivers and members of the British Automobile Racing Club and the C1 Club. A procession of C1 race cars followed the cortege to the crematorium, while those in the race series held a parade lap in her memory at Croft, with marshals and teams standing side by side.

A fundraising campaign has so far raised over £7,500 towards the cost of a memorial being built in Angela's memory later this year.

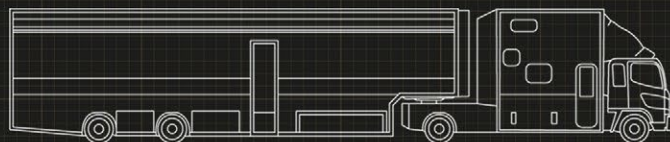
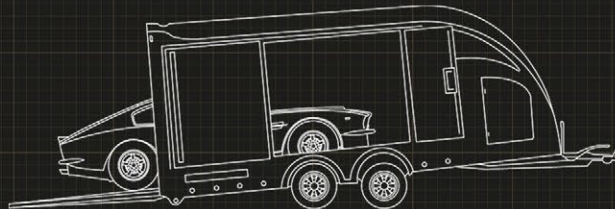
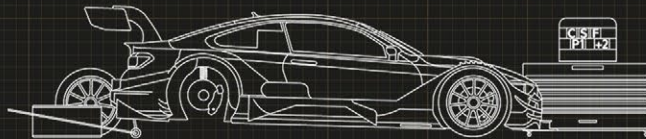
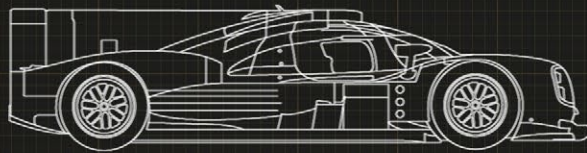


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RESULTS

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Motorsport UK Drift Pro Championship



Matt Denham won the second round of the championship at Donington Park, with Lwi Edwards second and Max Cotton third. Martin Richards maintained his position at the top of the table, adding 20 points to his total.

Latest Championship Standings

- 1st Martin Richards, 70 points
- 2nd Oliver Evans, 60 points
- 3rd Lwi Edwards, 60 points

Motorsport UK British Sporting Car Trials Championship



The return to the British Sporting Trials Championship after the summer break proved sensational with Josh Veale and Bob Smith claiming the overall win at the Stuart Butterfield Round at Edenhall.

Latest Championship Standings:

- 1st Josh Veale, 54 points
- 2nd Simon Kingsley, 48 points
- 3rd Mark Milne, 42 points

Motorsport UK Protyre Asphalt Rally Championship



Melvyn Evans looks set to extend his lead in the championship after scoring what might be maximum points on the Hills Ford Three Shires Stages Rally.

Technical issues mean the event has delayed publishing the provisional results and no championship points can be awarded until the event results are final.

Motorsport UK British Autotest Championship



The Juniper Autotest took place at Cherwell Valley Services and culminated in Alastair Moffatt claiming the overall win of this round and the championship, ahead of his closest competitor Malcolm Livingstone.

Latest Championship Standings

- 1st Alastair Moffatt, 150 points
- 2nd Malcolm Livingstone, 137 points
- 3rd Willie Keaning, 128 points

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



Julian Godfrey showed his class at Pembrey with a dominant performance from pole. Roberts Vitols thrilled with some superb passes but could not catch the eventual winner while Ollie O'Donovan was third.

Latest Championship Standings

- 1st Ollie O'Donovan, 71 points
- 2nd Roberts Vitols, 70 points
- 3rd Julian Godfrey, 70 points

Motorsport UK British Hill Climb Championship presented by Avon Tyres



Round 23 saw Alex Summers take the win ahead of Wallace Menzies. However, Wallace came back fighting in Round 24 and claimed the victory with Alex Summers and Scott Moran trailing the multiple winner.

Latest Championship Standings

- 1st Wallace Menzies, 204 points
- 2nd Alex Summers, 190 points
- 3rd Sean Gould, 164 points

Fuchs Lubricants Motorsport UK British Historic Rally Championship



Nick Elliott grabbed a hard fought provisional win at the opening round of the championship with Ben Friend taking an elated second spot and Barry Stevenson-Wheeler rounding out the podium.

Technical issues mean that the publication of provisional results has been delayed and no championship points can be awarded until the event results are final.

Kwik Fit British Touring Car Championship



At Knockhill, Colin Turkington gave West Surrey Racing its 100th BTCC win in race one, Sutton took the second and Tom Ingram the third. At Thruxton, Josh Cook won the opener, Sutton the second and Adam Morgan went lights-to-flag in the third.

Latest Championship Standings

1st Ashley Sutton, 210 points
2nd Tom Ingram, 180 points
3rd Josh Cook, 173 points

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



Zagazeta won two races at Knockhill with McKenzie Creswell winning the other. At Thruxton, Oliver Gray won twice, benefitting from a one-second penalty handed to Zagazeta in one, while Joel Gransfors claimed a maiden victory in the third.

Latest Championship Standings

1st Matthew Rees, 187 points
2nd Matias Zagazeta, 183 points
3rd James Hedley, 179 points

Motorsport UK British Rally Championship



Matthew Wilson and Elliott Edmondson took a victory at the Grampian Forest Stages. Rhys Yates maintained his championship lead with third behind second placed Osian Pryce.

Latest Championship Standings

1st Rhys Yates, 49 points
2nd Osian Pryce, 48 points
3rd Matt Edwards, 47 points

Motorsport UK English Rally Championship



The Woodpecker Stages Rally weekend concluded with Garry Pearson and Niall Burns taking first overall, ahead of runner-up drivers George Lepley and Tim Woodburn.

Latest Championship Standings

1= George Lepley / Ioan Lloyd, 50 points
3= Garry Pearson / Owen McMackin, 48 points

Motorsport UK KNC Groundworks Scottish Rally Championship



Garry Pearson and Niall Burns won the Grampian Forest Rally, finishing sixth overall. Jock Armstrong and Cammy Fair led all the way but dropped to second on the final stage.

Latest Championship Standings

1st Jock Armstrong / Cameron Fair, 84 points
2nd Ian Forgan / Chris Lees, 75 points
3rd Mark McCulloch / Michael Hendry, 72

McGrady Insurance Motorsport UK Northern Ireland Rally Championship



Jonny Greer and Kirsty Riddick extended their championship lead with victory in the Loughgall Stages Rally. Desi and Mark Henry overcame car troubles to finish second.

Latest Championship Standings

1st Jonny Greer, 86 points
2nd Stephen Wright, 81 points
3rd Derek McGarrity, 75 points

Motorsport UK Pirelli Welsh Rally Championship



Garry Pearson took the lead in the championship after victory on the Eventsigns Woodpecker Rally. George Lepley had an incredible drive to finish second, while Ian Bainbridge survived a big jump to claim third.

Latest Championship Standings

1st Garry Pearson, 53 points
2nd = Ian Bainbridge / George Lepley 52 points

GB3 Championship



Ayrton Simmons took victories in the opening two races at Silverstone while championship leader Zak O'Sullivan won race three, finishing ahead of second placed Bart Horsten.

Latest Championship Standings

1st Zak O'Sullivan, 399 points
2nd Christian Mansell, 291 points
3rd Roberto Faria, 283 points

Motorsport UK Wera Tools British Kart Championships



While many of the Motorsport UK Wera Tools British Kart Championships classes head towards the final throws of the season, some categories are just getting warmed up.

After a closely fought first half of the season, the IAME classes headed to Rowrah in Cumbria before their summer break to contest their penultimate meeting of the season. Joined by the rapid KZ2 gearbox karts and Bambino categories, the weather once again played its part in proceedings with heavy rain adding to the already challenging circuit.

But after only two action-packed events so far this season, the contenders in the Rotax classes resumed their championships at Whilton Mill in Northamptonshire for their third encounter of 2021 and a thrilling double-header. Marking the halfway point of their six-event calendar, the entry list was bolstered by the ultra-competitive TKM racers who enjoyed their third and penultimate round of the BKC calendar.

Joining the British Kart Championships at the circuit was a one-off Rotax qualifying event for the Micromax class, offering up the opportunity to progress to the Rotax Grand Finals in Bahrain in December.

September provides the Rotax and Honda Cadet classes with their penultimate meeting of the year at Warden Law in Sunderland whilst the rapid KZ2 contenders close out their season at the track with the battle for the championship honours going down to the wire.

Latest Rotax Championship Standings

Mini Max

- 1st Ethan Jeff-Hall, 611 points
- 2nd Scott Marsh, 581 points
- 3rd Harrison Crowther, 569 points

Junior Rotax

- 1st Olly Stevens, 567 points
- 2nd Neo Clarke, 565 points
- 3rd = Leon Henderson / Daniel Guinchard, 552 points

Senior Rotax

- 1st Rhys Hunter, 623 points
- 2nd Kai Hunter, 590 points
- 3rd Sean Butcher, 565 points

Rotax 177

- 1st Daniel Tate, 616 points
- 2nd Louis Large, 602 points
- 3rd Matthew Easton, 595 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, 570 points
- 2nd Alfie Garford, 545 points
- 3rd James Morley, 544 points

TKM Extreme

- 1st James Pashley, 543 points
- 2nd Adam Sparrow, 508 points
- 3rd Joe Fowler, 507 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

Motorsport UK British Superkart Championship



Cadwell Park hosted the last round of the championship and with it the final opportunity for the drivers to secure their position in the standings.

In the final race, Sam Moss was the one to watch as the Division One title battle between Moss, Lee Harpham, and Ross Allen heated up. The trio switched position throughout the race, but Moss managed to build a two-second gap between himself and Harpham to take the victory. Moss also broke the Cadwell Park circuit record for Superkarts during the weekend.

F250 National driver Lee Plain once again led the class ahead of the #56 kart of Michael Goff. In his final weekend race, Plain recorded a best lap time of 1.26.526, four seconds ahead of runner-up Parr. Charles Johnson stormed ahead to victory in the F450 National race and finished the championship within the top ten.

With his past F125 class achievements, multiple race winner Tom Riley had expected to claim another pole position, but an unfortunate spin off the track handed his closest competitor Michael Parr the race win.

Latest Championship Standings

Division 1

- 1st Ross Allen, 135 points
- 2nd Lee Harpham, 107 points
- 3rd Carl Kinsey, 98 points

250 National

- 1st Lee Plain, 140 points
- 2nd Paul Platt, 108 points
- 3rd Michael Goff, 102 points

450 National

- 1st Mark Gellatly, 141 points
- 2nd Charles Johnson, 130 points
- 3rd Garry Ward, 106 points

125 Open

- 1st Tom Riley, 150 points
- 2nd Michael Parr, 130 points
- 3rd Paul Von Gerard, 104 points

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The Parting Shot

The Classic 2CV Racing Club took centre stage at Snetterton on 27th – 29th August to produce an exciting 24-hour race.

30 cars assembled at the Norfolk circuit for this year's race including seven of the popular Mini Grands and a three-car team of 2CVs from France.

After a day-long contest which had its fair share of thrills and spills, Team Toyshed emerged as race winners. Completing a staggering 710 laps in their Mini Grande, the team of Michael Dryden, Andy Slade, Chris Slade and Elliott Stafford took the chequered flag four laps ahead of their nearest rivals. Leading the chase for the eventual winners was 2CV Team Lion 1 comprising multiple champion Pete Sparrow, David O'Keeffe and Gary Adnitt. Rounding out the podium – albeit six laps down on the winners – was APO Sport, who had James May, Lee Poolman, Alex Osborne and Jeffrey Oxford sharing driving duties.

