

Revolution

October 2021

The official magazine of  motorsport uk

EXTENDING YOUR SEASON

Make the most of a winter of motorsport



VANTAGE POINT

**PROUDLY
SUPPORTING THE
LGBTQ+ COMMUNITY**

MY TOP FIVE...

**BTCC MOMENTS
WITH
ALAN GOW**

FEATURE

**GAIN NEW DRIVING
SKILLS AWAY FROM
COMPETITION**

PLUS: GUIDE TO LYDDEN HILL + GET STARTED IN DRIFTING

CEO's MESSAGE

Hugh Chambers



There I was at Silverstone early October, standing about six feet from the exact spot where in July, Max Verstappen's Red Bull Honda hit the tyre wall on the outside of Copse Corner, having decelerated from around 140 miles per hour to 0 in some 0.099 of a second. At

that point his body weighed 3.6 tonnes. Ringside viewing at the extreme; and one afforded to our wonderful marshalling community across the country every week. Not that they have much time to enjoy the view, as I was about to discover.

My vantage point had been created as part of a marshal's Taster Day organised by the British Motorsport Marshals Club. This was one of many that they organise throughout the year and across the UK to give aspirant marshals the opportunity to see up close the everyday workings of marshals during a live event on a race circuit.

I have lost count of how many times I have been to Silverstone since the 1960s, when I would go with my father who was one of the very first members of the BRDC. We would sit, come rain or shine, to watch small clubman races with battling Minis, Formula Fords and my favourite, the Wendy Wools Super Saloon Championship. I attended more British Grand Prix than I can remember and still have vivid pictures of Woodcote, long before Luffield was invented, when the Grand Prix cars barely lifted as they barrelled past the pit entrance at 160mph. I was in the stands overlooking the accident in 1973, instigated by Jody Scheckter, that took out nine cars at the end of the first lap.

So many vivid memories of so many extraordinary races and exciting drivers and cars. I also took my ARDS test at Silverstone Race School and since then have competed in a huge variety of machinery and configurations of the

Trackside instruction covered all aspects of marshalling



circuit. Of course, in my current role I lead the team at Motorsport UK, which as the designated Organiser by the FIA, is responsible for the human resources for the Grand Prix every year. This is a mammoth logistical task of supplying the officials and marshals in what is an extraordinary display of military precision. But despite all of these rich experiences at Silverstone I am humbled to say that I have never stood shoulder to shoulder with the members of the Orange Family and experienced what they go through to make everything possible.

So, it was with great interest and curiosity that I arrived at the Equipe Classic GTS meeting, under leaden skies and frankly a typical Silverstone weather day. I was welcomed into the garages under Race Control to join a group of fellow newcomers, all aiming to gain insight into the role



Smiling through the rain – warm camaraderie and positivity all round

of marshalling in racing. Our host for the day, was Chris Whitlock, Chair of the BMMC South Midlands Region, so we were privileged to be guided by a master of the trade. The welcome could not have been any warmer and everyone was immediately put at their ease, with Chris gently enquiring into people's background and motivations to be involved. He told us that there are some 900 people on the list for Taster Days, many of whom were inspired by the stories that were promoted through Sky's coverage of the British Grand Prix. Most there had applied in the last few months, but two very committed individuals had waited nearly two years in order to get this first taste of marshalling under their belts. There was a wide variety of people attending, both in terms of age and background, but they all shared a passion for motorsport. Within minutes this shared interest comes out in a torrent of stories, just like mine, of their experiences of being at Silverstone; some spectating others having competed, and all having now reached a point where they want to experience another dimension to their involvement in the sport.

“This is a mammoth logistical task of supplying the officials and marshals in what is an extraordinary display of military precision”

Chris guided us around a tour of the facilities to provide an insight into the variety of duties of marshals. First stop is the Medical Centre, which is a world class facility designed to the FIA's highest specification, and even today for a club meeting it is manned with a team of medical staff and around the circuit there are three ambulances with doctors and paramedics, all there to keep the competitors and everybody in the circuit safe and with immediate medical attention if needed. We see the emergency ward where Max was taken after that impact in July, and the helipad where drivers can be airlifted to Coventry hospital in just nine minutes should the occasion arise. From there it's a walk down the assembly area and for the first time my new colleagues are able to get close up to the machinery and you can see their level of fascination rising. We take time to examine details on the cars from fire extinguisher pulls and ignition switches and the labels on helmets to ensure they are in date. The tour continues through a myriad of aspects of rescue and recovery, fire extinguishers and hydraulic tools for extraction. We are all aware of the nature of the marshal's role but seeing these elements in close detail brings home the enormously skilled task that they play and the vital role that they serve to the competitors.

From there we walk via Scrutineering, chatting to Stuart Taylor the Chief Scrutineer for the day, who explains their role and importantly the outputs of their work that can then be checked by the marshals in the assembly area or in the pits. The methodical and thorough systems that are being described by Stuart leave a mark on everyone – for how well organised motorsport in this country has become, and how safety is always paramount in everything that is done.

And so, we walked around the outfield to Copse and joined the marshalling team there. Just at this point a Turner sports car trundled off the track and into the



Race Control – the nerve centre of marshalling at Silverstone

escape road having developed a flat tyre. We were able to witness first-hand the extraction of the vehicle, initially by the grab, and then the lifting of the vehicle onto the flatbed before its return to the pits. All executed so smoothly and calmly by the marshals.

By this time the rain had begun to fall steadily, and the clouds darkened. We walked on the top of the retaining wall, in between races, to join the marshal's post at the entry to Copse and learnt more of the details of incident and flag marshalling, all explained with great insight and calm. Our two expert hosts were Karen and Paul Topping, who proved to be enormously helpful to those experiencing their first taste of marshalling. Karen and Paul both serve in the RAF, and are based just outside Wendover at RAF Halton, with a lifetime of experience dealing with communications logistics and personnel. You could see first-hand how their wealth of experience could be brought to bear within our sport in such an effective way. Paul also had some interesting ideas about radio installations at circuits, given his vast experience of such

things in the RAF. It does strike me that there is so much knowledge within our community that perhaps we don't always tap into.

On a taster day there is the opportunity in the afternoon to join a team of marshals on a post and observe them in live action. I had already met up with Alan Crook who is a stalwart of Silverstone Marshalling, along with his wife Fay, who on that day was operating in Race Control. Alan suggested that I join him and the team at the Luffield marshal post on the infield at the centre of the hairpin complex. I can only imagine what an extraordinary view this provides during the Grand Prix. It is literally a 360degree encapsulation of motorsport excitement wrapped around you, and yet clearly the marshals are not there to spectate, but instead spend their entire time focused on all aspects of safety assisting Race Control. There is a busy dialogue going on between them, looking out for errant vehicles or changing track conditions, and on the latter feeding back to Race Control with live views of the suitability of the track for racing. In fact, as the

rain increased and came down ever harder, the point was reached when the event was put on hold for a period of about half an hour, with tractor sweepers coming out onto the circuit to try and remove the worst of the standing water. Meanwhile, we were definitely standing in water, or at least it felt like several buckets of water being thrown over you every few minutes. The good humour and banter continued through all of this deluge and the gritty commitment to getting the job done was clear.

Once racing resumed, we were engaged by a wonderful array of machinery from the Equipe GTS programme, all taking part in a brand-new format of event that they call the Super Sprint. I have raced in the Equipe GTS series previously and can vouch for the fact that it is brilliantly run and enjoys a close-knit community of likeminded drivers and support crew. It is precisely this camaraderie that provides the best type of entertainment for the amateur driver who is just going out there to have some good fun. The level of skill exhibited by all the drivers in these conditions was impressive, and at no point did any of the drivers take liberties with each other, and apart from a few off-track excursions, they drove within the limits of the cars, the track and of themselves.

This new format of event takes all of the cars randomly into four pools for the initial qualifying, and then sorts them into speed ranking, which translates into two race



Marshalling gives drivers a great insight into the way in which flags are to be read and followed

“You could see first-hand how their wealth of experience could be brought to bear within our sport in such an effective way”

heats for each set of matched cars. The results of which determine the grid for the four finals. Despite the weather being decidedly changeable in the morning, and therefore potentially wrecking this carefully planned handicap concept, it did all work out in the end, and each of the four finals had a great display of close racing that had been derived from sorting the pack into their respective balanced competitive grids. I make special mention of Tom Smith from MG Motorsport (they originally built my own MGB) who is an exceptional driving talent and came very close to winning the fourth final for the quickest cars, only to be beaten a couple of laps from the end by the very brave Tony Bianchi in the impressive Farrallac Allard with its 6.4-litre engine dwarfing the 1800cc of the MGB. With monsoon conditions it was all about car control and both exhibited extraordinary levels of skill.

I came away from Silverstone with even more respect for the whole marshalling community, not just their tireless enthusiasm and detailed knowledge, but also their warm camaraderie and positivity that seems to emanate everywhere and helps to make our sport such a wonderfully cohesive place. For anyone interested in taking part in a Taster Day I would thoroughly recommend it – if only to gain a greater appreciation of the view the marshals have of the competitors. And also, if you are a driver, it gives you a great insight into the way in which flags are to be read and followed. The BMMC, as well as the other marshal clubs and circuits that have their own marshalling teams, are all very keen to hear from you and I hope that we will continue to attract this fantastic volunteer support in such encouraging numbers.

Wishing everybody a very safe and enjoyable month of motorsport.

Kind regards,

Hugh Chambers

CEO, Motorsport UK

CONTENTS

In this month's *Revolution*: Winter is coming – but motorsport endures. Discover your options for extending your season, and how to enhance your skills on and off the track; Alan Gow shares his Top 5 BTCC moments, we meet Charlie Martin, the endurance driver raising visibility for the LGBTQ+ community in motorsport, and John Busby, the fastest strawberry farmer in karting.

08



28



34

COMPETITION

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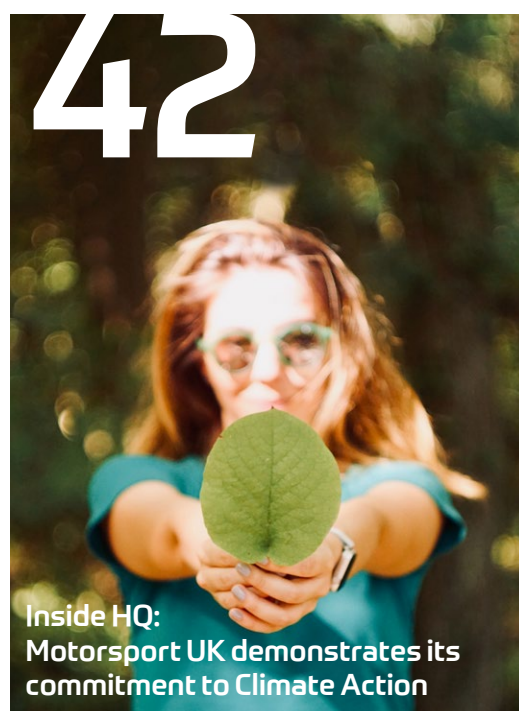
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36



Skilled for Success:
Alternative ways to hone your motorsport skills

42



Inside HQ:
Motorsport UK demonstrates its commitment to Climate Action

46



Vantage Point:
Promoting LGBTQ+ in motorsport

50



How To...
get started in
Drifting:
David Bastin

54



What's On

58



Top Five:
British Touring Car races... with Alan Gow

64



Go-to guide:
Lydden Hill Race Circuit

68



My Other Life:
John Busby – fruit farmer and Karter

MOTORSPORT MONTH SOUTH WEST: AN OVERVIEW

Organised by the Association of South Western Motor Clubs

September played host to the Motorsport Month South West initiative, with the aim of working with Motorsport UK registered car clubs and event organisers over the South West region to highlight the opportunities for people to access motorsport across multiple pathways.

Throughout the month, a plethora of motorsport events took place, encapsulating the wider spectrum of UK motorsport disciplines – ranging from Autotests to the relaunch of the Watergate Sprint. Just this month alone, the region has provided motorsport enthusiasts with close to twenty events to get involved in, whether as a competitor, a volunteer or a spectator. Among the events were:

- **Camel Vale Motor Club Autocross** was the first to be held in Cornwall for over 30 years! The grassroots event saw 50 competitors tackle a challenging course in Par, Cornwall, in a variety of vehicles from your everyday estate car to a dune buggy.
- **Watergate Sprint** was run as a Sprint rather than a Hill Climb. Organised by three Motorsport UK registered clubs – Truro and District Motor Club, Plymouth Motor Club and Newquay Auto Club – the event was at full capacity with an entry of 110 drivers.
- **Woolbridge Motor Club's Taster Trial** at Hogcliff Hill in Dorset offered another option for motorsport novices. The club invited anyone with any model car to come and take part. Nine novices took part and had great fun.

Other motorsport events across the South West included an Autosolo at RAF Wroughton organised by the Bristol Motor Club, the Roger Pole & Torridge Classic Reliability Trial hosted by the Holsworthy Motor Club, the MG Car Club Wiscombe Park Hill Climb organised by Woolbridge Motor Club, the David Ayers Trial organised by Launceston & North Cornwall Motor Club, an Autotest and the Classic Car Run organised by Camel Vale Motor Club.

Competitors from near and far have applauded the efforts to raise awareness of the region's motorsport offering and motivate people to explore the variety of accessible pathways into the sport. Appreciation has also been expressed for Motorsport UK's registered car clubs and event organisers, without whom this campaign would not be possible.

Kevin Moore, Motorsport Month South West Coordinator said: "Following a difficult 18 months for everyone, Motorsport Month South West has been a great way of moving on for many and kicking off a 'rebirth' of motorsport in the region. Competitors, organisers and spectators alike have welcomed this celebration of our sport, and we are all looking forward to a bigger and better 2022. In addition to benefitting events in the region, the Motorsport Month initiative has also brought advantages for local businesses and accommodation owners thanks to the additional influx of visitors."

Motorsport UK is thankful to its committed registered car clubs, and the event organisers covering the region, for making Motorsport Month South West possible and supporting its vision to enhance the accessibility of the sport.

Keep updated on the Motorsport UK website for other similar opportunities in the future.





“Motorsport Month South West has been a great way of moving on for many and kicking off a ‘rebirth’ of motorsport in the region”



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NOMINATIONS OPEN FOR YOUNG MEDIA AWARDS

Inspiring the next generation of motorsport reporters and photographers

Motorsport UK is pleased to launch its search for the 2021 Young Journalist and Photographer of the Year.

The governing body's annual competition aims to encourage and inspire the next generation of reporters and photographers working within UK motorsport.

An expert panel will consider applications, with each winner receiving a trophy and a cheque for £1,000 at Motorsport UK's prestigious Night of Champions ceremony. Winners will also receive one year's provisional membership of the Guild of Motoring Writers (GoMW), the world's largest association of automotive editorial professionals.

Candidates must have been aged 30 or under on 1st January 2021. They must demonstrate published work involving UK motorsport and are required to submit a minimum of three published articles or five photographs from 2020/2021. Outlets can be specialist or general, national or regional, and online or offline.

Application forms are available from:

www.motorsportuk.org

Entries must be received no later than Monday 6th December 2021.

2022 BRITISH GT CHAMPIONSHIP CALENDAR ANNOUNCED

The Intelligent Money British GT Championship has announced its seven-event, nine-race calendar next season

The 2022 series will return to its regular six circuits, with Oulton Park's two-hour-long sprint race back in its traditional Easter Bank Holiday Monday slot for the first time since 2019. The blue riband three-hour Silverstone 500 will move forward to early May, and the

same endurance format will also feature at Donington Park's first round.

All nine races, configured to minimise as many clashes with other championships as possible, will remain free to watch on SRO's GT World YouTube channel and the British GT Facebook page.

A popular feature from the 2021 season has been Friday's official test sessions, and this will continue at the majority of rounds in the new season. A complete testing schedule and more information on the Intelligent Money British GT Championship is due in the new year.

2022 British GT Championship

16th and 18th April	Oulton Park	2x 1hr races
7th-8th May	Silverstone 500	1x 3hr race
28th-29th May	Donington Park	1x 3hr race
25th-26th June	Snetterton	2x 1hr races
23rd-24th July	Spa-Francorchamps	1x 2hr race
10th-11th September	Brands Hatch	1x 2hr race
15th-16th October	Donington Park	1x 2hr race



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FUTURE TALENT IN TRAINING

Motorsport UK HQ hosted members from the Academy Co-Driver and Futures programmes

In September, members of the Co-Driver programme were reunited for the first time in over a year, to attend a group training session. The team covered topics such as friction circles and driver development, before being joined by 2019 European Rally Champions Chris Ingram (Academy Podium programme) and Ross Whittock (Co-Driver programme Alumni) who helped review on-board footage and provided valuable feedback and advice to the group.

“It was great to have Chris and Ross join us for the session”, said Katie Baldwin, Competitors Pathway Manager. “The feedback they were able to give each of our Co-Drivers was incredibly beneficial and will hopefully help them in their future competitions”.

A week later, the Academy team were hosting back-to-back workshops for the Futures programme. Fellow Bicester Heritage site residents Ralle, delivered a social media workshop to the Year 1 drivers, providing industry expertise on how to get the most out of each social media platform and create a content strategy. Motorsport UK Board member and Sky Sports F1 pundit Karun Chandhok dropped into the session to talk through his experiences of finding sponsorship and how he made it up the motorsport ladder.

The next day, Louise Goodman and her team were delivering a media training session for our second year Futures drivers, covering top tips for interviews, and even filming some live practice interviews with the group. Both days finished with fitness testing sessions, with the team from Porsche Human

Performance at our official training base at Bicester Hotel Golf & Spa.

“The industry insight that Lou and Karun can give to these young and upcoming drivers is vital to their professional and personal development and is an opportunity that not all drivers are given,” added Katie. “We’re incredibly grateful to everyone who has supported us with our Academy programme workshops so far this year.”

For further updates from the Motorsportuk Academy, see:
www.motorsportuk.org/the-sport/motorsport-uk-academy





MOTORSPORT UK PRESENT CERONETTI WITH YOUNG DRIVER OF THE YEAR 2020 TROPHY

Last month Motorsport UK welcomed 2020 Young Driver of the Year Alessandro Ceronetti to its new Bicester headquarters to receive his trophy from Chairman David Richards CBE and CEO Hugh Chambers.

Ceronetti was bestowed this prestigious accolade following an assessment day at iZone Performance, in which he underwent a series of challenges to test his fitness, reaction times, SIM work and a head-to-head competition.

Due to delays linked to COVID-19, the young driver was unable to receive his award at Motorsport UK's annual Night of Champions celebration, but was instead invited to the new home of Motorsport UK at Bicester Heritage for the presentation.

Motorsport UK Chairman David Richards CBE and CEO Hugh Chambers presented Alessandro with the trophy within the governing body's 'Story of British Motorsport' installation. Members of the Motorsport UK Board of Directors expressed their congratulations to Alessandro on his achievement and continued success in the Motorsport UK British Kart Championships.

"It was fantastic to be able to officially present Alessandro with his trophy, which is much deserved following his efforts in the Young Driver of the Year Award final," said Katie Baldwin, Competitors Pathway Manager. "Following his graduation from the Motorsport UK Academy Enhanced DiSE programme, Alessandro will start University later this month to complete a Motor Vehicle Technology degree, and we wish him all the best in his continued studies."



ENTRIES OPEN FOR RACE OF REMEMBRANCE

Race of Remembrance is a weekend of camaraderie, good company and exciting racing at Anglesey Race Circuit, Trac Môn

Every year on Remembrance Sunday, the motorsport community, led by Mission Motorsport, The Forces Motorsport Charity, lines the pitlane for a unique Remembrance Service to commemorate the fallen.

A 12-hour endurance race, with a variety of classes, the main race begins 3.00pm on Saturday 13th November, with two suspensions, the first between 9.00pm – 9:00am and again at 11.00am for the important pitlane remembrance service. The event concludes at around 3.30pm on Remembrance Sunday, 14th November.



Other racing across the weekend includes a special 45-minute ClubSport Trophy race, as well as a one-off Mazda Allcomers Cup – a two-race programme open to all Mazda competitors on Saturday 13th November.

All proceeds from the weekend's events goes straight to Mission Motorsport, enabling the charity to aid in the recovery and rehabilitation of those affected by military operations by providing opportunities through motorsport and the automotive industry.

To enter Race of Remembrance visit:

www.raceofremembrance.com

“Race of Remembrance is the only actually important race I have ever done or will ever do”

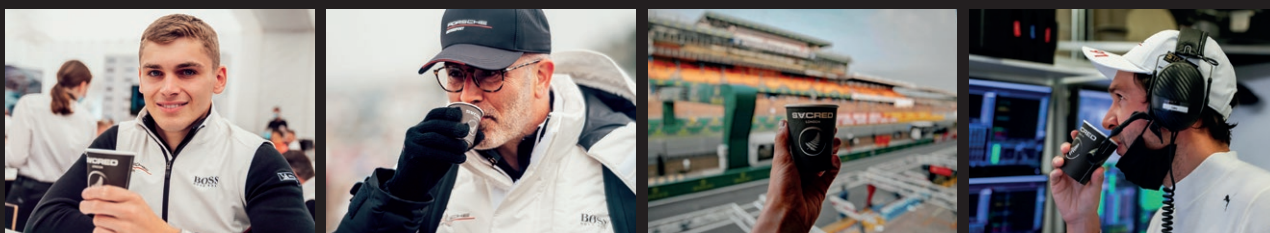
Andrew Frankel, Motoring Journalist



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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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OFFICIAL COFFEE



INSPIRING AND EDUCATING FUTURE WOMEN IN MOTORSPORT

September events included a networking day at Bicester Heritage and a webinar in partnership with Codemasters

Girls on Track UK hosted several events throughout September including its first live networking event since the start of the pandemic.

The Community Connect event on 11th September welcomed 55 community members and partners to Motorsport UK's new Oxfordshire offices where attendees could network and meet influential women in motorsport including Catherine Bond Muir (CEO of W Series), Maria Costello (British motorcycle rider), Sue Sanders (Motorsport UK Director of Learning and Development), and Kathryn Richards (Wind Tunnel Technician at Mercedes F1).

The girls also had the opportunity to watch the exclusive virtual paddock club for the Italian GP which was hosted by Girls on Track UK Ambassador Louise Goodman and Ariana Bravo, who used the Girls on Track UK initiative as a springboard for her own career as a Formula One presenter.

Lou Johnson, Mahindra photographer and Motorsport UK Young Photographer of the year, was on hand to photograph the event.

The day proved inspirational for all who attended with

positive feedback including: "I just wanted to say once again thank you so much for organising events such as these it really does make all the difference. The confidence I get from events like these are huge. It's absolutely incredible to get the chance to connect with so many different women in all areas of motorsport. From events in person or online I always take away the fact that I will be able to reach my goals."

The September Girls on Track UK theme was the virtual world of racing, supported by a collaboration with Codemasters to provide the community with an insight into the different career paths available.

A webinar allowed members to get up close with some of the successful women behind the scenes at Codemasters who answered their burning questions. Participants included females working as Games Designers, Brand Managers and Development Managers who shared their stories and experiences.

Join the Girls on Track UK community on Facebook or see how they're inspiring the future women in motorsport on Twitter and Instagram.





Images: Lou Johnson


 iZONE
DRIVER PERFORMANCE

MOTORSPORT UK ACADEMY COACH NOMINATED FOR 2021 UK COACHING AWARDS

Coach Adam Gould has been nominated for 'Talent Development Coach of the Year' in the 2021 UK Coaching Awards

Motorsport UK Academy and Loughborough College coach Adam Gould was selected for his athlete-centred approach, focusing on individual development, and giving every driver the right level of access to equipment through his black book of industry experts, including iZone Driver Performance.

The awards aim to showcase the diverse work of coaches from all walks of life, helping people improve their well-being and empower, inspire, and connect people from different communities. New statistics by UK Coaching highlighted the significant role of coaches as we emerge from the global pandemic, with 72% of the British public expressing the importance of support to get back into physical activity.

Throughout the last 12 months, Adam has been delivering his programme online due to COVID-19 restrictions. He has made the sessions as interactive as possible by innovatively integrating simulation work to keep motivation high. As a result of his guidance, coaching and support, three of his athletes became 2020 Champions and progressed through the talent pathway.

As part of Adam's 'Stay at Home Challenge', drivers designed various reaction and coordination tasks using everyday household items. He maintained regular communication with the Motorsport UK Safeguarding Team, supporting the mental well-being of impacted drivers by the national and regional lockdowns.

Adam provides coaching for over 50 athletes in both group and one-to-one sessions, going above and beyond for his drivers. He also plays an integral part in delivering the 'Young Driver of the Year' award, which is an incentive for the drivers to engage and become the best version of themselves.

Adam said: "It means a great deal to me to be put forward for this award by Motorsport UK. We have a brilliant Academy team who have supported me over this past year, and I am proud to have played a small part in the career development of some of our young drivers."

There are 11 award categories – eight for coaches and three in support of coaches – all honouring and celebrating great coaching. For more information on the award visit www.ukcoaching.org/events/our-awards

YEARBOOK UPDATES

Proposed new regulations are typically first published on the Motorsport UK website so that comments and modifications may be received before they are presented to the Board for approval.

It is the responsibility of competitors and officials to make frequent checks to ensure that they are up-to-date with the latest regulations. Rule changes approved by the Board can be found at: www.motorsportuk.org/the-sport/regulations/approved-changes and will be incorporated into the next edition of the Motorsport UK Yearbook.

Members can sign up for alerts for the consultation of regulation changes at: www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation



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FORMULA 4 RACES AHEAD

Seven top single-seater teams sign up to the F4 British Championship



Motorsport UK is pleased to announce that seven of the world's top single-seater teams have signed-up to the F4 British Championship certified by FIA in 2022. Entries from Argenti Motorsport, Carlin, Chris Dittmann Racing, Fortec, Hitech Grand Prix, JHR and Virtuosi Racing are among the first to be confirmed on next year's grid.

Using the brand-new Gen2 Tatuus chassis, complete with FIA-mandated safety halo and NBE-tuned 180hp Abarth engine, British F4 is the perfect destination for those wishing to embark on the established and globally recognised elite pathway to the pinnacle of motorsport.

Safety first

The F4 British Championship will adopt TOCA's new onboard signalling system onto its cars from the start of next season. The latest in cockpit safety electronics are being introduced across the British Touring Car Championship and TOCA support series from 2022, and British F4 is one of the first categories to commit to the new equipment.

The onboard signalling system is a major new safety feature that will give Race Control a direct link to drivers, by replicating the light panel and flag warnings displayed around the circuit on the steering wheel display in the cockpit.

In addition to being able to display the full range of marshalling flags, the system can warn competitors about the deployment of the Safety Car, and is capable of car-specific warnings, for example a driving standards flag displayed next to car #13.

Developed by Timing Solutions Ltd, the innovative system is set to be incorporated across the many championships that support the British Touring Car Championship.

The new electronics will also enable Race Control to track the real time position of every car, allowing the capability to monitor infringements such as speeding in the pit lane, overtaking under the Safety Car, or not slowing sufficiently for yellow or red flags.



Step up

Formula 4 has an unrivalled reputation as the first rung on the ladder for drivers entering the world of single-seater racing. With seven of the ten Formula 1 teams, plus several of the leading Formula E and Sportscar operations based in the UK, British F4 is the ideal series for young stars of the future to attract the attentions of the top teams. In addition, British F4 is open to 15-year-olds and the first UK championship to include enhanced safety protection advancements. The overall winner will be awarded 12 Super Licence points, thus ensuring the UK continues to lead the way for future champions seeking to progress up the FIA single-seater ladder.

The 2022 calendar will include 30 races over 10 weekends as part of the British Touring Car Championship TOCA package, which includes live, highlights and on-demand television coverage on the ITV network.

Official tyre supplier confirmed

Motorsport UK is pleased to announce that Pirelli will be the official tyre supplier to the F4 British Championship certified by FIA from 2022.

Pirelli's involvement as the series' tyre supplier will further Motorsport UK's objective of aiding driver progression to the higher categories. The Italian brand are currently involved at each subsequent stage of the FIA's single-seater pathway through to Formula 1, and the opportunity for drivers to gain experience of the tyre compound from the outset of their single-seater careers furthers the category's status as a globally renowned destination for driver development.

"We are delighted to welcome Pirelli as the official tyre supplier to the F4 British Championship from 2022" added Hugh Chambers, CEO of Motorsport UK.

"As a global leader in the tyre market, and with a rich motorsport heritage, their support will further enhance the series' technical programme."

Organising Club Sought

Motorsport UK has invited tenders from Motorsport UK Recognised Race Organising Clubs for the right to co-promote and act as local organiser for the British F4 Certified by FIA Championship from the 1st of January 2022 for a period of up to three years.

It has already been confirmed that the Championship will continue to be run on the BTCC calendar.

Interested parties have been invited to submit proposals to Cheryl Lynch at Motorsport UK. The Closing Date is 12 noon on Wednesday 13th October 2021. For further information please email: Cheryl.Lynch@motorsportuk.org





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A TRIBUTE TO DAN EVANS

Everyone at Motorsport UK is deeply saddened by the passing of Dan Evans, active Scrutineer, Chair of the Cross Country Committee, and member of the Technical Committee and Motor Sports Council. Dan passed away on 26th September and will be greatly missed. Our thoughts are with his family and friends.

Dan was born in Bradford and educated at Woodhouse Grove school. While still at school he set up a kitchen fitting company, but his passion was in Land Rovers and motorsport. Rolling his Land Rover Lightweight in the school car park but getting it back onto its wheel before the headmaster came, plus an A-level in metalwork, could have been the catalyst for his future career. After building a roll cage for his own Land Rover, friends started to ask him to build one for theirs.



He left the family business to concentrate on building and preparing competition vehicles full-time in 2000, setting up Evans 4x4, which then changed its name to Protection and Performance in 2003.

Protection and Performance (P&P) quickly became the market leaders in supplying 4x4 and off-road roll cages and for other motorsport applications. Customers included leading car manufacturers, government agencies and individuals around the world, covering many special and interesting projects. If you've watched *Top Gear* 'Stars in a Reasonably-Priced Car' then you will have seen a P&P cage in action. Other special projects covered filming and stunt cars for major cinema blockbusters. One of Dan's proudest achievements was as part of the 2008 crossing of the Bering Sea from Uelen in Russia to Wales, Alaska, in an amphibious Land Rover which he helped develop and build.

His motorsport activities were mostly in Cross Country as a competitor in Comp Safari with Northern Off Road Club and the All Wheel Drive Club. He was also a regular in the Hill Rallies and at Baja GB – once entering on a motorbike. Dan similarly enjoyed the French Tout Terrain championship events. Entering the Rallye Des Cimes at 19, his highest finish with wife Kim co-driving was 4th. Recently he'd been involved with Autotests and Road Rallies, working as a radio marshal, and was in the process of preparing a 4x4 as a Rally Cross Country recovery unit. Dan had also turned his hand to scrutineering, beginning his training in late 2019. He clearly took great pride and enjoyment from volunteering his time as part of the scrutineering team and had just recently achieved qualification for his full scrutineer grade.

He joined Motorsport UK's Cross Country Committee in 2010, bringing his experience and technical knowledge. He was made Chair in 2019, along with appointment to the Motor Sports Council and the Technical Committee.





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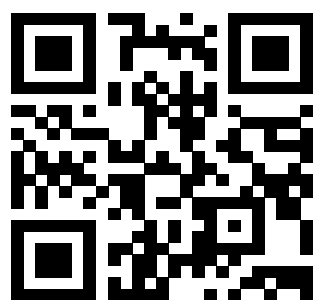
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EXTEND YOUR SEASON

If you think motorsport action stops as winter approaches, think again. Here are some of the ways you can keep competing during the 'off season' and how best to prepare

The return of motorsport to UK venues after the easing of COVID-19 restrictions this summer has been outstanding. Licence holders have been thrilled to be back behind the wheel, whether that is battling on track or touring the countryside to enjoy the newfound freedom.

After 18 months with limited activity, that appetite for events is at an all-time high – but just when it all got back into the groove, we are heading into autumn and winter.

However, if you are considering putting your car into hibernation you may want to change your plans. Over recent years, permits have been granted to a huge number of late-season events, ranging from Autotests and Touring Assemblies to Stage Rallies and winter circuit races.

At the time of writing, almost 50 permits have been granted for events in the latter part of the year and early 2022, with plenty more to come as clubs look to keep the momentum going and give everyone more of that buzz that has been missed for so long.

Simon Fowler, Motorsport UK's Clubs and Competitions Manager, is expecting plenty of events to run this winter. He says: "Overall, we have seen a strong appetite for events to run later in the season, across the board in many different disciplines.

"Many grassroots events only apply for a permit a few weeks before an event, and permits are not available for 2022 until mid-October after clubs have registered, so there should be no shortage of motorsport this winter.

"Rallies take a long time to plan, so this year the continued COVID-19 restrictions have meant there are limitations on the number of those. For example, usually you would have road rallies in Wales, but they have been unable to do the necessary pre-event PR work due to COVID-19 restrictions. But overall, things look good."

So, even if your usual motorsport discipline is winding down for the autumn and winter, here are some of the options out there for passionate motorsport participants who just don't want to stop.

Sporting Trials

These events typically run from January to May and September to December and involve a series of courses running through 12 gates, climbing a hill at increasingly challenging inclines.

Each driver has a passenger, who moves their weight to help the traction and to balance the car when traversing cambered sections. There is no time involved and the winner is the one who can get the furthest across all sections.

Josh Veale, Trials Committee Member, explains: "It is one of the few motorsport disciplines where the better you are, the longer you get to drive. In racing, the quickest person wins, and the quicker you are the less time you get to spend in your car!"

Sporting Trials cars are not road legal and are either historic, for cars from post-war to the early 1980s, or modern, which



are fundamentally the same but with newer designs, more power, disc brakes, and so on.

That means you cannot just turn up with your usual race or road car – although many historic machines are eligible – but a good starter car of a known make will cost around £3,500.

Veale adds: “We are a very friendly bunch and there is a great atmosphere. The best way to start is to come and watch or marshal and if you like it there are always drivers looking for passengers. Some people also hire cars to compete in.”

Plenty of events take place around the country and the four main clubs are the Sporting Trials Car Club, the 750 Motor Club, the Midlands Car Trials Club, and the Northern Phoenix Car Trials Club. There are also national and BTRDA championships. See www.motorsportuk.org/events/find-events for full details.

Road Rallying



Many of these events are easily accessible to anyone with a road car and driving licence, although some require specialist vehicles or equipment. Night Rallies, in particular, are ideally suited to autumn and winter due to the long evenings.

One popular event is the Preston Rally, run by the Chelmsford Motor Club (featured in Club Corner in the May edition of *Revolution*). This navigational Road Rally is actually run largely off-road, and takes place on one of the darkest, longest nights of the year.

The event's Clerk of the Course, Dave Taylor, says: “In recent years, competitors have come from all areas of the UK, and the increase in Targa Road Rallies – which themselves run into November – has helped grow the field, as most of those cars are legal for this event.”

One of the most intense competitive Regularity Rallies around is HERO's Le Jog, which takes place in December and is a

Winter Preparation

The colder and damper conditions can take their toll on cars of all types, but there are some key techniques that cut across most disciplines when it comes to preparing for action.

If you are using your road car for competitions – as you would in Autotests or AutoSolos for example – you will not necessarily need to fit winter tyres, but it is important to check the level of tread and grip on each tyre.

Tyres quickly wear down if your car is being pushed to the limit, and while the law requires road car tyres to have a minimum tread depth of 1.6mm, most tyre manufacturers and technicians recommend twice this to give plenty of grip.

Tyre pressures are important too, and these will change with temperature. Different disciplines require different levels – Sporting Trials cars, for example, run on super low pressures – so check what is best and set it at that.

Also, with more debris around in autumn and winter it is sensible to check for signs of damage on the tyre wall such as bumps, cracks, bulges, flat spots and nails, particularly if you feel vibrations as you drive.

Also check oil, fluid and lubricant levels before heading to the track to avoid any problems on the event itself.

Cold, damp conditions can really get inside vehicles, particularly older ones, and batteries quickly lose their ability to hold charge. Keep a power pack or take jump leads with you, so you can ask a friendly competitor for help if required.

Keeping clear vision is also essential for racing, so topping up windscreen wash regularly will prevent you running out at the crucial moment, which can be particularly challenging in events on country lanes or muddy tracks.

Wiper blades are also often overlooked – making sure these are in tip-top condition can massively improve your level of vision. Inevitably, they wear out over time, so if you spot lines across the windscreen, it is time to swap them.

Finally, cleaning your car after the event is important to reduce the chances of it corroding – but it is crucial that you always dry it before putting it away into a damp garage environment, otherwise it will corrode more quickly.

1,300-mile reliability trial running from Land's End to John O'Groats. It is open to cars of a specification built before 1986, and some participants even take part in open-top classics.

Seren Whyte, Clerk of the Course for HERO Challenges and a successful Le Jog completer, says: "This kind of event is a real challenge. The endurance element alone is insane, but to do it in an open-top car with no heating, exposed to all the elements the weather can throw at you is brave – but they love it and so do we!"

"It is a big tick box Rally, although people keep coming back for more. Getting over that finish line is an achievement. How many people can say they have done that drive, but also to do it in competitive circumstances in December?"

On a far smaller scale, Richard Egger organises winter 12 Car Rallies for Loughborough Car Club and says that while there is a "fair amount of work" involved, the planning is all part of the fun, and the club shares it amongst the group.

"Most clubs run a number of events, with a different organising team for each," he explains. "That means they all have their own individual flavour, depending on the area and the types of navigation that organiser finds entertaining."

"They are the ideal training ground for navigators to learn basic skills. Even if they go on to do Stage Rallies, understanding how timing works and how to read a map can get you out of trouble on an event."

"A lot of clubs organise these with helper packs for the novices to get them into the event, so they are not going head-to-head with the experts, and they get a head start."

AutoSolos and Autotests

These car skill events keep running in most weathers, making them one of the most popular forms of winter motorsport. They typically take place in car parks or on airfields, with a route of slaloms, corners and gates set through cones.

Rookie-friendly AutoSolos are run forwards only and on a sealed surface with wider turns, while Autotests can be tougher, with competitors often needing to get the hang of handbrake turns and J-turns as well as reversing challenges.

Autotest Chair Steve Johnson explained: "AutoSolos are the training ground for marshals and drivers, and they are extremely easy to organise. There are lots of clubs running events all around the country, throughout the year."

"Car parks, open spaces or private roads can be all used, and in winter some race circuits allow clubs to hire car parks and paddocks for a nominal fee. Anyone aged 14 and over with a road-legal car – and a second set of tyres if they are an



enthusiastic driver – can take part and once the area is sealed off, you are insured through Motorsport UK."

It is an extremely cost-effective form of motorsport, with entry fees of around £35-40, and many events require competitors to also marshal, which makes it much easier for the clubs to run and for beginners to get involved.

"By watching the course as a marshal, newcomers can learn it quickly," adds Johnson. "At our club, we also make it easier by using different coloured cones to mark out the different areas of the course much more clearly."

The events are a true test of vehicle handling, making them a great winter pursuit for circuit racers who want to learn lessons about car control and balance that can help them in their summer competition.

South Hams Autotest competitor Richard Brooks says: "In winter, the surface is generally more slippery so controlling slides and car positioning and changing speeds and direction becomes a different challenge – which is immense fun."

Karting

Although all the main championships have finished by the end of autumn or winter, many clubs run events through into November and some even take place between Christmas and New Year. The colder and damper conditions offer different challenges compared to the summer.

"Tyre choices and tyre pressures are particularly different," explains Motorsport UK Karting Manager Dan Parker. "In the cadet class, for example, quite often a worn wet tyre set known as "inters" might be faster than a slick tyre, even on a dry track or if the temperature has dropped as the sun gets lower during the shorter days."

"Karting in winter will really help hone driving skills that can be beneficial for people who take part in summer track disciplines. Driving a kart on slick tyres on a cold or wet track is one of the best ways to learn Kart control."

Indoor karting, of course, becomes immensely popular during the colder months, and that makes this the busiest time of the year for these venues. Many of them run indoor league meetings to keep the competition going.

In the winter of 2019/20, more than 30 different permits were granted for all types of karting events, including Winter Bambino Championships run in December, January and February, one-off events and numerous two to four-round winter championships or series.

If you fancy a go, check your local National Karting Association venue for their winter plans, or contact some of the venues that have previously hosted winter events. These include, but are not limited to, Sherington, Camberley, Ulster, Trent Valley, Lydd, Hunts, Whilton Mill, Bayford Meadows, Warden Law, Guernsey and Jersey.

Other Disciplines

Some circuit racing – albeit not much – continues into winter. In November, Anglesey hosts the 12-hour Race of Remembrance, and Brands Hatch runs the Britcar 'Into the Night' race and the final MotorSport Vision Racing championship rounds, including the IndyKA 500 for Ford KAs.

Stage rallying, clearly, is in its element in this period and although some Welsh events are not taking place this year, the Roger Albert Clark Rally will run across England, Scotland and Wales, in November, and the Grizedale Stages in the Lake District are confirmed for December. Cross Country also suits winter conditions and the Southern Rover Owners Club and Lincolnshire Land Rover Club both have events planned.

Some clubs also run special festive events. Amongst these are South Hams and Northern Ireland LRC, the Ulster Automobile Club's Boxing Day Targa, the BRSCC's 'Plum Pudding' at Mallory Park, and Jersey MCLCC's post-Christmas Sprint.



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SKILLED FOR SUCCESS



Practice makes perfect. This idiom has stood the test of time rather well: the more you do something, the better you get at it. However, it is not just about putting the hours in. You need to pick the right thing to practise, and you need to do it in the right way. **Phill Tromans** looks at some alternative ways to hone your motorsport skills.

Top drivers have access to a plethora of facilities to improve their skills, from personal trainers to simulators, sports psychologists and dedicated testing days. Very few of us can just burst into the McLaren Technology Centre and demand to use their gym, simulator and expertise, but there are still plenty of options available outside of competition to improve your motorsport skills.

Track days. Skid pans. Off-road driving courses. Simulator centres. Kart tracks. All of these are available to the general public. All provide valuable opportunities to enhance skills behind the wheel that can be hugely beneficial for everyone involved in motorsport.

Many motorsport venues utilise their non-racing days running these kinds of activities. Goodwood Motor Circuit in West Sussex, for example, offers track days, race licence training and skid pan sessions, as well as passenger laps and basic training on the circuit. They are open to members of the public and racers alike.

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Jack Layton is the chief instructor at Goodwood, and also works privately as a driver coach. He believes that non-competitive experiences behind the wheel can only help increase understanding across the sport.

"I can't say there is a typical kind of customer; we accommodate everyone," he says. "A short passenger ride at speed in an M4 is a great eye-opener, and perhaps something for someone that does not want to spend a lot of money, but wants to see what it is like on track from the driver's eye.

"We also get people who are going to be racing at Revival or Members' Meetings turning up and asking if they can do three sessions in a BMW on our Performance Track experience. Even they value the knowledge that someone who does thousands of laps around that circuit has.

"We deal with people at both ends of the scale, those who are well into motorsport and those who want a first experience of a full-size track or to try out the skid pan."

Optimising your driving skills

While many who undertake these experiences might have dreams of becoming a top driver, most will do it for fun, which Jack believes is often the best reason for signing up. It is, however, also a chance to get a more holistic view of racing for those that do not necessarily want to be the next Lewis Hamilton, but do participate at grassroots levels.

Driver coach Colin Hoad is also a keen advocate of upskilling away from racing. He's the founder of CAT Driver Training, based at Millbrook Proving Ground in Bedfordshire, and a firm believer in the importance of targeted practice, and undertaking a range of different activities.

"Over the past 20 years, I think we are far more clued-up on how humans learn and what we can do to optimise ourselves,"

he says. "That could be someone skiing down a mountain, flying a stunt plane or racing a car.

"We all learn differently, so it is important to start to grasp how you learn. Some people are kinaesthetic – they like to do something, rather than be presented with a whiteboard. Some people like reading. Some people like something visual that they can take on board and then go and do.

"We are all different and we all have different personalities. If you are looking at advancing your technique, then it is really helpful to spend some reflection time understanding how you best learn in order to target your learning in a more efficient way.

"If you ask a driver to control understeer, it is quite instinctive, but if you ask them to correct oversteer, I believe that is a taught skill. You could come and do a session with us, or you could do a skid car session at Silverstone, or a day at the Phil Price Rally School, or two days ice-driving in Scandinavia. As long as you are learning the right skills and the instructor has a mind for developing your skills, then time behind the wheel and practising helps the muscle memory for those techniques."

For Hoad, developing skills behind the wheel isn't the only way to improve performance. Homework and mindset can be just as important. "You might be a very good driver, but if you don't know the circuit, you can't exploit the skills that you have," he says. "Learning your environment is key, so you can learn a lot about how to race from track days."

Gaining technical knowledge

A fundamental understanding of how a car works and behaves is also hugely beneficial, whether that is to eke out extra speed from the driver's seat or to understand what might happen during a race.

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Layton says that racing experience is not necessarily a guarantee that you are getting the best out of your time, which is where a non-competitive experience, such as one-on-one coaching, can help.

"It is amazing how many people have not invested in their knowledge," he says. "They have spent a lot of money on a car and have maybe been racing for 10 years, but they may have gone down the wrong path with their logic."

"A good driver coach will sit with them and within a lap and a half will have figured out what the goal of the day is; whether it's about small details and honing their skills, or thinking 'this guy's holding the wheel in the wrong place'."

"On a track day, you have usually got an open pit lane, so you have got more than enough time to go out, try something and come back and talk about it. There is no time to do that in a race meeting, you are just trying to get to the next point in the day."

Marshalling benefits

Using these kinds of experiences to foster an in-depth knowledge of the mechanics and physics of motorsport can not only make drivers faster, it can also make things safer around the track by giving marshals and officials better first-hand understanding.

"Getting into the engineering concepts of how cars work can be really handy for marshals," Hoad says. "If you understand how cars behave – in terms of safety, positioning, where an incident might happen – you can better understand and predict where and how someone might lose grip and where they might end up."

"For someone like a clerk of the course, a judge of fact, or someone who's going to have to make a decision on an incident, understanding vehicle dynamics could be really helpful. It could give someone a more holistic view of a situation that could be more complex than it initially appears."

Nadine Lewis is Chair of the British Motorsport Marshals Club, and while she does not think driving experiences are central to improving marshalling skills, she acknowledges that extra understanding can be a benefit.

"Just having the general knowledge of what each side is doing is really important," she says. "Most circuits do a track day when they will allow a number of marshals a free entry. People get the opportunity to drive it, perhaps with an instructor to show them where the lines are."

"It is for their enjoyment as much as anything else, not necessarily for the marshalling side, but I would say it helps. When you know what the line should be through a corner, you know that if a driver is off-line then there is the potential for them to go somewhere else."

Learning goes both ways

Lewis also thinks that experiencing life on the other side of the Armco is something that can be beneficial to competitors; she recommends a day of marshal training to anyone looking to expand their motorsport knowledge and try something new.

"I think drivers can learn more by coming and doing a day as a marshal," she says. "We do taster days, to give an idea of what marshalling is all about. We take people around the circuit, show them what is happening and get them involved."

>>>>>

"It may be that drivers need a signature on their licence and their club allows them to do a day of marshalling to do that. But every driver who has ever done a day as a marshal has said 'I've learned so much today', from a point of view of how things are run, who is who and what the organising club is doing."

Layton agrees, and wonders whether making a weekend of marshalling mandatory for new drivers working towards their licence could be a positive move. "It could be a good idea," he says. "If people have experienced motorsport from all angles, you can understand another person's perspective much better."

Getting into the headspace

Another major aspect of motorsport, but one that is often forgotten or not even considered, is the psychology of racing. Taking time to mentally prepare is just as important as physical training and building up better driving skills.

Hoad adds: "We are not designed to drive, we are designed to run, walk and maybe ride a horse. When drivers are emotionally challenged – excited, happy, a little fearful or nervous – they generally grip the steering wheel too tight and look at the end of the bonnet. This is a human trait and I see it every day doing track days."

Learning to unwind can be as important as learning lines around a track, Hoad says. "Think about breathing, relaxation and mindfulness exercises," he explains. "Explore how you behave under stress because that is exactly what will happen when you jump in the car and start your first race."

"If you have not raced before, take some time out to look at sports psychology books, because over the last 20 years that has been a significant advancement in sport. How we behave under stress and duress relates to how we perform."

"If you look at motorsport on any level, it is about the driver and how they respond, react and the psychology. I do not think you can rely just on understanding understeer and oversteer. If you want to be at the front there is significantly more to tap into than just the driving."

Benefits for the road

Away from motorsport, understanding vehicle dynamics and improving driving skills can make you safer and more efficient on the road, too.

"There are links between being fuel-efficient and driving fast on track; the two skills are very much intertwined," Layton says. "There are loads of parallels, so what you learn in one will apply to the other."

"There is an argument that, as in Scandinavia, all drivers should experience a car breaking traction, just to gain more knowledge on what to do if things go wrong. Everyone would



benefit from going on a skid pan at some point, whether they are new to driving or have been driving for a while.

"People are used to driving modern cars with ample grip and all the safety features, traction control and stability programmes galore. Ultimately, if you have no traction and enough momentum, it does not matter what systems you have in place – you are going to end up wherever the momentum is taking you."

"A skid pan is a great place to experience that and build the skills to recognise when that could potentially happen."

Ultimately, even taking just one of these aspects and getting some more experience could help anyone involved in motorsport, trackside or in the car. After all, high-speed driving is an art; but success and safety are all about knowledge and experience.

Motorsport UK's Coaching Pathway

The Coach Development Pathway aims to put coaching at the heart of motorsport at every level, from grassroots through to elite. Our mission is for every motorsport competitor, who wishes to improve their knowledge and ability, to have access to consistently skilled and qualified coaches who can contribute positively to the competitors experience, so they enjoy a long and fulfilling motorsport journey.

Coaching can be a rich and rewarding role. Helping others develop and achieve their personal motorsport goals is vital to the success of participants at every level.

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MOTORSPORT UK DEMONSTRATES ITS COMMITMENT TO CLIMATE ACTION



The United Nations Framework Convention on Climate Change established an international environmental treaty to combat "dangerous human interference with the climate system". Sport can make a significant contribution to this effort and therefore the Sports for Climate Action framework was created.

Motorsport UK has taken an important step in demonstrating its commitment to climate action by adopting this framework into present and future strategies.

The framework unites 270 signatories behind a set of principles. Sporting organisations and their communities are collaborating and moving towards the low carbon economy target established by global leaders with the Paris Agreement.

Participants in the Sports for Climate Action Initiative commit to adhere to a set of five principles and incorporate them into strategies, policies and procedures, and cascade them within the sports community, thus setting the stage for a wider dissemination of the message and long-term success.

These principles are:

- **Principle 1:** Undertake systematic efforts to promote greater environmental responsibility
- **Principle 2:** Reduce overall climate impact
- **Principle 3:** Educate for climate action
- **Principle 4:** Promote sustainable and responsible consumption
- **Principle 5:** Advocate for climate action through communication

Motorsport UK Sustainability Strategy

The Sports for Climate Action Framework has influenced the Motorsport UK Sustainability Strategy which will be launched in the run up to COP26 – The United Nations Climate Change Conference hosted in Glasgow this November.

This strategy focuses on Motorsport UK's mission to lead, inspire, and enable sustainable, accessible, inclusive, and safe motorsport for all through our four areas of activity:

- Community engagement
- Equality, diversity & inclusion
- Climate action, leadership, and resilience
- Legacy and education



What to expect from COP26

The Paris Agreement signed at COP21 was a significant milestone when world leaders reached agreement on global targets (including a target to reduce global warming to 1.5 degrees) to combat climate change. Whilst these commitments were a watershed moment the window for action is closing and at COP26 global leaders will be exploring how they can make progress in four key areas:

- Secure global net zero by mid-century and keep 1.5 degrees within reach
- Adapt to protect communities and natural habitats
- Mobilise finance to support these goals
- Work together to deliver – only by working together can we rise to the challenges of the climate crisis

Over 170 world leaders will meet across the two weeks to debate key commitments and actions with a total of 30,000 delegates participating in presentations, debates, and negotiations to update the agreed global commitments that will have a bearing on future government legislation.



"We have spent a lot of time this year carefully creating a comprehensive strategy with a roadmap containing over 50 objectives up to 2030 aimed at creating a sustainable future for UK Motorsport. An important part in building our strategy was benchmarking what other Sporting Federations are doing around the world and ensuring we are aligned with global best practice.

Committing to the UN Sports for Climate Change Framework was a logical step in this respect and our targets will align with and make a contribution to the global climate change effort.

Our strategy has now been unanimously endorsed by the board and I look forward to communicating more about this in the coming weeks."

Hugh Chambers, CEO Motorsport UK

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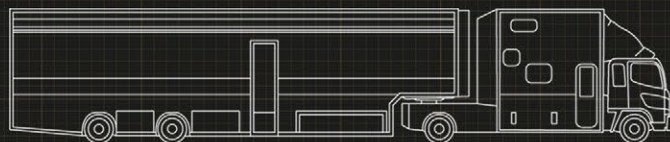
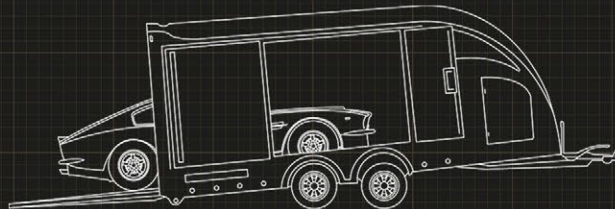
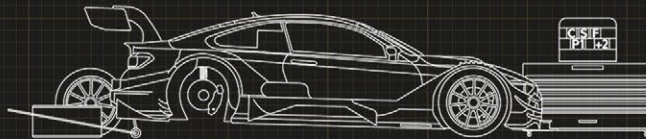
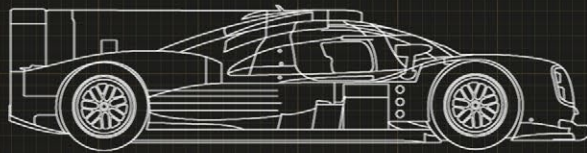
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VANTAGE POINT

LGBTQ+ in motorsport



Charlie Martin is an endurance driver with a dream of one day stepping onto the podium at the 24 Hours of Le Mans. Her route into racing is familiar – early years with friends at Hill Climbs and circuits, and getting a taste for the paddock – but her story is filled with more challenges, fears, and rollercoaster emotions than most people could imagine. Charlie was born a boy, and transitioned to live as female midway through her career in 2012. She recorded her experiences on her YouTube channel, helping to inspire 1000s of people around the world to begin their own journey. She is now a top ambassador for the transgender and LGBTQ+ community in the world of sport.



When I transitioned, I pretty much said to myself 'right, that's it, nobody is going to accept me, I'm just going to walk away from motorsport. I don't want mass rejection. I'd rather just put a bookend on it.

I had been competing in Hill Climbing and I decided to go to Prescott, without my car, just to see everyone and see what it would be like. Walking back into the paddock that day was terrifying, looking at a lot of blank faces just looking at me thinking 'what on earth is going on?'

I had already told a few people on email and one person never really spoke to me again, so it was not particularly encouraging. But as I walked around, many of my friends from the class that I raced in, who knew what was happening, came over to give me a hug and support me, just asking, 'how are you doing? What's going on? Are you coming back to racing next year?'

I knew everybody felt awkward. I felt awkward. But just the fact they had made an effort to reach out and support me at a time when I was really struggling meant a huge amount to me. The reality is, if they had not done that, I probably would not have gone back to compete the next year. And I would not have done anything that I've achieved since.

There is a very powerful message there about the impact that people can have through supporting people in a moment like that.

Growing up trans, I had always limited my own kind of vision of what I would or could achieve. I got into motorsport after university, Hill Climbing in a Peugeot 205, but when I was transitioning, I gave up for a year.

I had to make a decision. I could either say 'yes, I'm Charlie Martin, I'm a racing driver' or I could use the opportunity to come out and be, 'Hey, I'm Charlie, I'm trans, this is my story, I'm proud of who I am, and I want to be visible to try and help create positive change.'

When I went back it was tough going. I didn't feel comfortable in the paddock. It was not that people were unkind or rude. It was just people didn't know anything about being transgender and they didn't really know what the right thing was to do or say.

It was really scary. A year prior to that, Danny Watts had come out and I spoke to him at the time, but there was not really anyone you could look to and think 'okay, they're doing this now and everything's going really well for them.' So it was a big leap of faith.

You just have to educate people from a point of zero-knowledge. There are so many people who I have met and

spoken to who know nothing about what it means to be trans. Every time you tell someone that story, for 10 to 15 minutes in the paddock, in a bar or wherever, it is always a positive experience.

People thank me because they feel like they really understand something they never really understood before. They come away with a different opinion and perception. It's a really powerful thing, and if I can keep doing that, and on a bigger scale, that's something I feel really compelled to try and do.

Ten years ago, trans-visibility in mainstream culture was still pretty minimal. Now, we have trans characters in TV soaps like EastEnders and Coronation Street, we have RuPaul's Drag Race, transgender people are much more visible and more widely understood. I think people are just becoming more accepting in society in general.

Statistically, in any walk of life, LGBTQ+ people are there. But in motorsport a big part of the problem is there is a real lack of visibility. Whether it is drivers, engineers, or the media, there is not that legacy of LGBTQ+ people in the sport that people can look to or even any real current day-to-day visibility. When people cannot see it around, it's still a bit of a scary space to jump into.

We have Racing Pride and there is Motorsport UK's EDI (Equality, Diversity and Inclusion) initiative, but I don't know how many people are aware of these. Aston Martin has the partnership with Racing Pride and I think Sebastian Vettel is being amazing, doing his own thing, making a stand and being visible.

It is fantastic to see things like that happening because they do create a real impact. What Lewis Hamilton has done around Black Lives Matter and pushing F1 has started a process that was long overdue. It would be great to see the FIA following up with a robust approach to LGBTQ+ inclusion in the sport.



A lot of what I do alongside racing is public speaking and working with big organisations, including BMW, heyca, Shell, and Google, to help them improve their Diversity and Inclusion programmes. Many of these are much further forward now. People put their pronouns on their email signatures. They wear Pride lanyards. Little things that show companies are thinking about it, it's important and they care about people.

They ask how do we have those conversations; how do we facilitate that? How can we support everyone to feel they can be open and be their true selves? The more companies like that exist the better, because while it is important to have role models and visibility, change does not come purely from the individual.

I think motorsport needs paddock role models, whatever their role, that are comfortable being open and sharing the stories, but it also needs business leaders in organisations and companies to speak out and set the tone. And it needs governing bodies like Motorsport UK and the FIA to set up initiatives, supported by brands, to increase awareness and move things forward.

I am encouraged by what I've seen off the back of last year, but there is more that needs to happen and I think it does need a bit of a kick. It is not a box-ticking exercise. You do see that. Some companies think 'okay, it's Pride Month, we need to be seen to be doing something, we'll get someone to come and talk... now, let's go back to what we're doing, how are sales looking in Q3?'

It is about making sure people understand this is something that should be integral and in their overall philosophy. If Pride Month starts that conversation, then fine, but it is more about looking long-term to see what can be done to make sure everyone in the sport feels like they have an equal opportunity to advance and thrive in their career.

It is easy for me to look back on now, it was a long time ago, but coming out was the scariest thing I could ever imagine doing in my life.

The thing that made it easier for me was seeing other people like me on YouTube who were transitioning, hearing their experiences, being able to relate to them, but also understanding how people had reacted to them in their lives. It's not just about you, it's about how everyone around you responds and reacts.

If everyone plays their part together, then we can all accelerate that rate of change.



To find out more about Charlie Martin, visit gocharlie.co.uk or @GoCharlieM. Check out some of the initiatives she is involved with including Stonewall, Mermaids and Silverstone for PRIDE.

For further information on Diversity in Motorsport, see *Revolution* September 2021.



Charlie Martin explains transgender

What does it mean to be transgender?

Transgender (often shortened to 'trans') is an umbrella term for people whose gender identity differs from the sex they were assigned at birth. People under the trans umbrella may describe themselves using one or more of a wide variety of terms, typically including *transgender*, *trans woman* or *trans man*.

Many transgender people are prescribed hormones by their doctors to bring their bodies into alignment with their gender identity. Some undergo surgery as well. But not all transgender people can or will take those steps, and a transgender identity is not dependent upon physical appearance or medical procedures.

What does it mean to be non-binary?

Non-binary is a term used by some people who experience their gender identity and / or gender expression as falling outside the categories of man and woman. They may define their gender as falling somewhere in between man and woman, or they may define it as wholly different from these terms. The term is not a synonym for *transgender* and should only be used if someone self-identifies as non-binary and / or genderqueer. Non-binary people often use the pronouns they / them, but this is down to individual preference.

If you aren't sure what pronoun a person uses, personally I would either ask politely what their preferred pronouns are, or alternatively use they or them. The reality is that we regularly do this subconsciously in day-to-day life. For example, if your partner simply explained that their friend was coming by later, and you asked if *they* wanted to join you for food. When we don't know a person's gender we automatically use gender-neutral pronouns. It's quite simple really.

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HOW TO...

get started in... DRIFTING

Drifting looks and sounds spectacular. It is precision at the limit, with drivers balancing control as they slide their cars around a track, trying to impress a set of judges and progress through the competition. From its origins in Japan, it has evolved into a globally recognised motorsport with championships all around the world. It is now taking off in the UK following the launch of the brand-new Motorsport UK Drift Pro Championship.

We caught up with **David Bastin**, one of the country's top experts to find out more.



*David Bastin -
Motorsport UK
Drift Pro
Championship
Driver*

CAR / EQUIPMENT

What makes a good car?

“A good Drift car is made from a balance of power, grip, reliability and style. The power has to match the grip levels to make it as fast as possible, and even though the wheels are spinning, you need to be continuously gaining speed through grip. As for style... it would not be a Drift car if it did not stand out from the crowd.”

Can you drive to events?

I drive a Toyota Corolla AE86, which is not road-legal because it is a race car in every sense. Just like many other racers, I take my car by trailer to each event.

What other kit do you need?

To go Drifting, like all forms of motorsport, you will need a range of safety equipment and technical preparations to comply with the regulations. For more details visit the Motorsport UK Drift Pro Championship: www.driftpro.co.uk/driver-information

In terms of the car, absolute essentials are the choice of limited slip differential, set-up, suspension and altered steering arms to give more steering lock. I compete at the highest level, so my car is littered with custom parts that are mostly specific to Drifting. While at first glance all Drift cars can look similar in appearance, there is a big difference between club-level and pro-level cars. Contrary to popular belief, you need lots of grip to maintain control, so a regular tyre size is something around 265/35/18. We use semi-slick tyres, not slicks. The best tyres are those made specifically for Drifting.

BUDGET

What are the general costs of running a car?

The costs can vary, but you can run on a budget. If you want to compete to a high level it is easy to get carried away, as with any motorsport. A 'get started' practice car could be built for around £5,000, but at Pro level you are talking upwards of £60,000 without a limit, some are over £100,000. Each round, depending on tyres and so on, could cost as much as £3,000.

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

I live in the South East and travel as far as Scotland for events. Next year I am hoping to make some trips abroad, including one to Gatebil in Norway. In Drift Pro we only use the main circuits like Brands Hatch, Snetterton and so on, so hitting the motorways all over the country is the norm.

How do I enter and what are the costs?

There are various competitions in the UK, all with differing levels and costs associated with them. Entry fees depend on the competition but are generally around £150-£250 per round.

Realistically, what budget can you do it for?

It really is down to the driver. You can choose as much or as little you want. Tyres and mechanical breakages will be your biggest cost. Buy the best parts you can, take the best advice from those at the top and you will not go far wrong.

FIVE TOP TIPS

- Learn the basics of how to set-up and fix a car yourself
- Get car set-up and parts advice from those at the top
- Make the car your own, something cool that stands out
- Learn Drift-specific techniques of clutch kick, handbrake and power-over
- Practise, practise and more practise. Then more practise

SKILLS

What makes a good Drifter?

Someone who is enjoying themselves in the car. No one drives better than when they are having fun but are focused. It is serious business, so if you want to win you need practice and seat time. Honing of twin Drifting skills is paramount. Good car control at high speed and an ability to learn how to break traction, use a handbrake, clutch control and other techniques are vastly different to conventional racing. You must have pure talent and years of practice to compete at this level. Racing drivers do not normally make good Drift drivers, as they fear what we have learned to be normal. On the flip side, Drift drivers do make good racing drivers, as high-speed car control is second nature.

What is the most important skill?

Car control and fearless confidence. To become one with the car. It is all about feeling what the car is doing around you and how to place it exactly where you want it to go. This is all learnt through lots and lots of practice.

How can you learn the basics?

There are a few different Drift tuition schools around the UK like the RDX Drift Academy. They supply you the car and teach you for the day. Alternatively if you have a Drift car, get booked on as many practice sessions you can.

How do you improve and progress?

Practise. The more you do, the more confident you will get. Also nothing makes you drive harder and learn faster than a more experienced Drifter pushing you round the track. It can be scary, but it is the biggest adrenaline rush you will ever have!

COMPETITION

What is the format?

We run on a course from point A to point B, with generally three or four corners separating those points. So we only use certain venues and sections of those tracks. Not all circuits have a suitable layout, as some do not flow well enough.

The event starts with a practice session followed by qualification then Top 16, then 8, 4, semi-finals and finals in a process of elimination. Qualification is done on single runs, on your own, to decide the pairings for twin Drift battles. The top 16 runs are all twin battles decided over two runs with one car leading, the other following. In all sessions the judges will score you based on what the course brief was, including where your car should be on track at certain points, what angle, speed, momentum, corrections and overall style you demonstrate. There are no lap times. Everything is scored according to a pre-set layout by the judges.

How tough is the competition?

Very tough as everyone wants to be the best and win. No-one makes it easy on you.

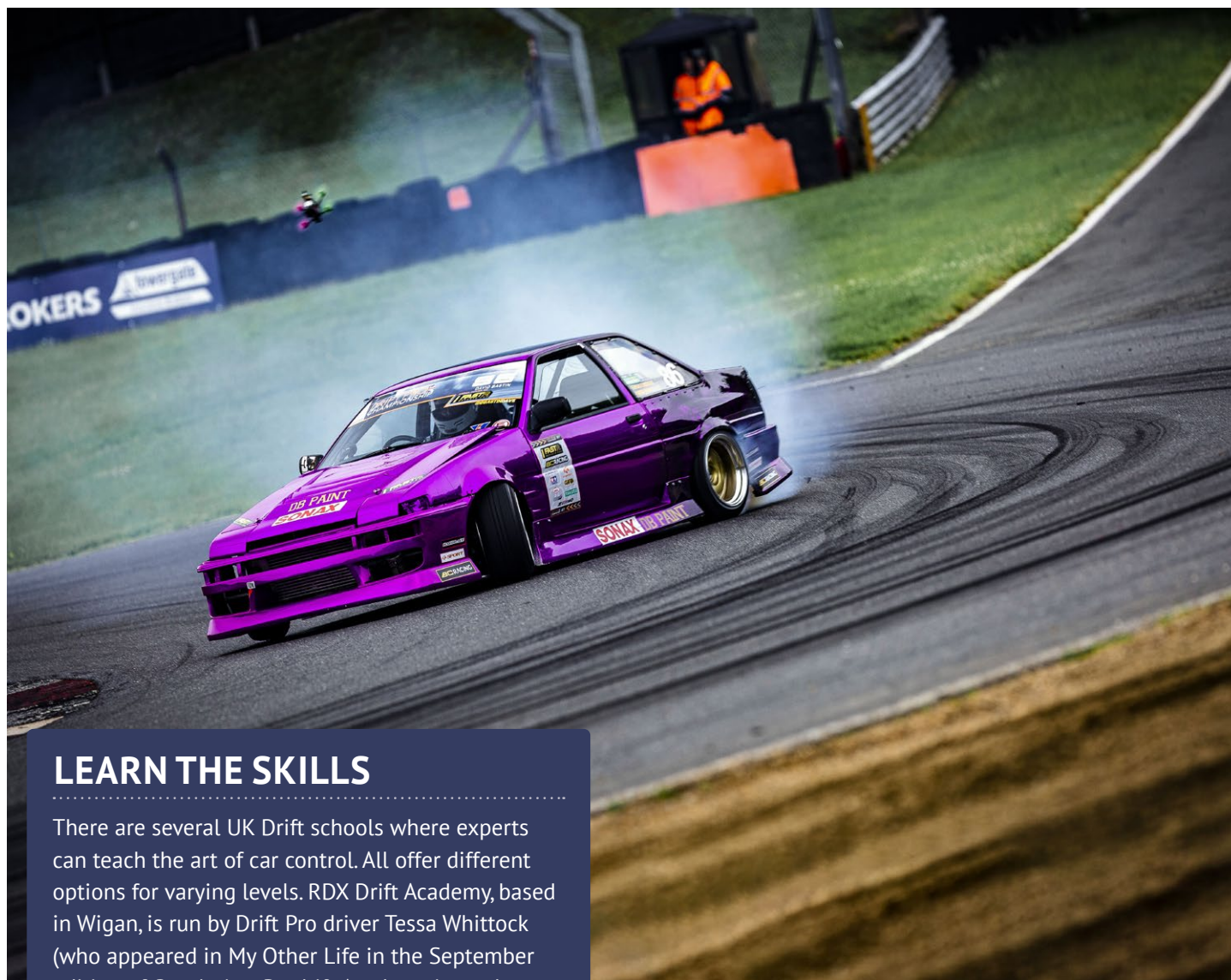
How does a beginner 'break the ice'?

It is very easy in Drifting to be included with everyone. We are all here to have fun and help each other. I would not actually say there is ever a need to 'break the ice' in Drifting. Just turn up, have a chat to people, enjoy yourself, work out what you need, listen to the right people and get started.

How do you win and what are the prizes?

You win by knocking out the other 15 cars on the grid in the head-to-head competitions through the event. Rewards range from trophies to prizes from championship sponsors, but while we all want to win, we do it because we are having fun and that's the most important thing about Drifting in my opinion.

>>>>>



LEARN THE SKILLS

There are several UK Drift schools where experts can teach the art of car control. All offer different options for varying levels. RDX Drift Academy, based in Wigan, is run by Drift Pro driver Tessa Whittock (who appeared in *My Other Life* in the September edition of *Revolution*; Prodrift Academy is run by top judge Kieran Hynes with venues in Birmingham, Brands Hatch, Teeside and Driftland in Scotland; Drift Limits runs on a specially designed track at Bovingdon airfield; and Learn2Drift operates in Birmingham, Oxford, Aldershot, Great Yarmouth.

www.rdxacademy.co.uk

www.prodriftacademy.co.uk

www.driftlimits.co.uk

www.learn2drift.com

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

The top-level is the Motorsport UK Drift Pro Championship. It is invitation only and open to the best 21 drivers in the UK.

As a result, just being on the grid means you are one of the best as you have been selected to be there by the judging panel. You have to earn the right to be there as it is the only championship permitted to run on the big national circuits at high speed.

Is it a stepping-stone towards other motorsport?

No. It is unlike any other form of motorsport, although Rallycross is probably as close as you will get. That is something I would love to try one day.

GET INVOLVED

How many clubs are there around the country?

There are not really any clubs at all – they are more akin to car tribes, folks that are close friends with each other and like a particular style or set of events. Overall, it is one big community throughout the country of people with Drift cars that go to practice days and competitions. It is all about having fun driving with your friends.

How does someone with no experience get to their first startline?

Book a tuition day as a tester. If you like it, build a car and do some practice days then get booked on to a competition.





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WHAT'S ON

A selection of championships and events



Revels AutoSolo / Autotest

Cheltenham Racecourse, 17th October

Organised by Sixty & Worcestershire Motor Club, this combined Clubmans AutoSolo and Production Car Autotest (PCA) will be run at the North Car Park of Cheltenham Racecourse. It is open to all fully-elected members of the club and members of clubs affiliated to Cotswold Motor Sport Group (CMSG).

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

Motorsport UK Drift Pro Championship

Snetterton, 23rd – 24th October

The third and fourth rounds of this new championship will take place on the technical Snetterton 100 circuit, offering spectators and Drift fans up-close access. The two-day event will include lots of track time, with high-speed entries, door-to-door action and plenty of tyre smoke. Drivers will be available to meet in the Drift Pro paddock, which is a hive of activity and buzzing with energy.

For more information visit: [HERE](#)



Motor Racing Legends

Silverstone, 30th – 31st October

This season-finale will run on the Grand Prix circuit, with the highlights being the second edition of the 90-minute Amon Cup race for Ford GT40s, and the three-hour Royal Automobile Club Pall Mall Cup race featuring Pre-'66 GTs, Touring Cars, Fifties Sports Cars and Pre '63 GT. Also on the bill are the Jaguar Classic Challenge, Historic Touring Car Challenge, Tony Dron Trophy, Sixties Touring Car Challenge and U2TC, as well as the Woodcote and Stirling Moss Trophy races.

For more information visit:
www.motorracinglegends.com

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



Ulster Championship Bambino Race

Nutts Corner, 16th October

The Bambino class for 6-8-year-olds takes centre stage at this Karting event, with some of Northern Ireland's youngest racers going head-to-head on track. It will include the 25th running of the Gary Ireland Memorial Trophy, and the club would love to see as many past winners join the event.

For more information visit:

www.facebook.com

Toyota Harlech Rally

Llanbedr, 17th October

This single stage Rally event is based on Llanbedr Airfield and has more than 50 entries so far. It is run by the Harlech & District Motor Club, and will consist of approximately 48 special stage miles over eight stages, based around one central service area. It is a qualifying round of the ANWCC Stage Rally Championship, North Wales Stage Rally Challenge, ANWCC Ladies Rally Championship and ANWCC All-Rounder Championship.

For more information visit:

www.harlechdmc.co.uk



Exmoor Targa Road Rally

Raleighs Cross, 23rd October

This round of the ASWMC Targa Road Rally and the MSG Targa Rally Championships covers more than 40 miles of tests. Three-quarters of the running will take place along top quality gravel tracks on Forestry Commission land and the rest on the tarmac of Porlock Toll Road. It is promoted by Tavern Motor Club with support from Burnham-on-Sea and Minehead Motor Clubs, and is restricted to 2WD cars with safety requirements and tyre restrictions.

For more information visit:

www.tavernmotorclub.co.uk/exmoor-targa-rally

Mudmaster

Dunfermline, 22nd - 24th October

This demanding two-day challenge features Trials, orienteering, driving tests, a Highway Code test, and navigation on a wide range of surfaces. The event, which will start and finish at or near Bruce House in Dunfermline, is run by the British Army Motorsports Association and is open to RS Licence holders from select motor clubs around the UK.

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



London to Brighton Veteran Car Run

London to Brighton, 6th - 7th November

The 125th anniversary of the world's longest-running motoring event will involve close to 300 pre-1905 veteran cars. 'The Run' commemorates the famous Emancipation Run of 1896, which celebrated the passing into law of the Locomotive on the Highway Act, raising the speed limit from 4mph to 14mph and heralding the advent of the motor car. Cars will be on show at the Regent Street Motor Show on Saturday 6th before setting off from Hyde Park around dawn on Sunday morning.

For more information visit:
www.veterancarrun.com

The Tulleys Farm Sporting Trial

Turners Hill, 7th November

This event in West Sussex is one of many Trials run from September to June by the 750 Motor Club which involves drivers climbing a hill through a set of gates. Cars have a driver and a passenger who must both remain within the seating area at all times, with independent rear fiddle brakes used to control wheel spin.

For more information visit:
www.750sportingtrials.co.uk



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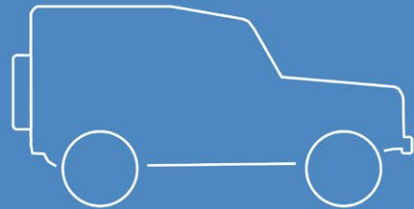
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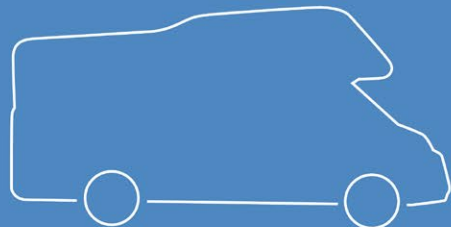
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TOP FIVE...

British Touring Car races... with Alan Gow



Alan Gow is synonymous with the British Touring Car Championship (BTCC). He formed organising body TOCA in 1990, bought the rights a year later and turned the series into one of the most-watched motorsport championships in the world. Aside from a brief three-year hiatus between 2000-2003, he has been at the helm ever since. We asked him to delve through 30 years of BTCC highlights to pick his five favourites.

Donington Park, 1998

This was Nigel Mansell's series debut and it was an extraordinary race, one of the most exciting races you'll ever see in any category.

Nigel had actually raced in the TOCA shootout at Donington in 1993 in front of 60,000 people when he threw it into the bridge and went to hospital. Five years later, he came back for three races with Ford and this was a real baptism of fire.

It was very wet and he had never driven a touring car in the wet before, let alone a front-wheel-drive touring car. He was astounding. He was just doing things with that car that no one knew you could do. I guess it was done through ignorance. Nobody told him what you can and cannot do in a front-wheel-drive touring car in the wet, so he used lines that no one else used. He put the car in places that no one else had tried before. All the regulars, the top drivers, thought 'this will be easy, we will make short work of Nigel' but he was battling for the win right up to the last lap.



The crowd always loved him and you could see why. It was never too much effort for Nigel to interact with the crowd. He spent way more time than most signing autographs. He absolutely loved it. Selfies were not around in those days, but he spent a long time with people taking photographs, signing caps, autographs. He had a reputation in F1 as being difficult, and he may have been, but he certainly was far from that with us. He was a pleasure to work with.

Donington Park, 1999

At the start of the 1999 season, I put up a £250,000 prize fund for the first independent driver to win a race outright. I didn't expect it to go at all, and I certainly didn't expect it to go in the first race meeting of the year!

No independent driver had got anywhere near to winning a race because in those days there was a big difference between independents and factory teams in terms of the levels of equipment, the budgets and even the tyres they used. But Matt Neal drove a blinding race. It looked at one stage like he had lost it because he had a slow pit stop, but he ground his way back into the lead again and won that quarter of a million.

He was ecstatic, of course. It was such a big history-making victory – the first time it had been done in the modern era – but his biggest smile by far came when he received the cheque! It's still a massive amount of money now, let alone back then.

How often does a person get £250,000 just for winning a race, not a whole championship, just one race? It was a springboard for his career and probably for the BTCC too because it got us enormous publicity, right around the world.

Snetterton, 1999

This was the first time we ever did a night race. It was an idea I'd had and Snetterton gave us the opportunity of doing it. It was an expensive and risky experiment, but the crowd loved it and it was a landmark event for us. I was incredibly proud of that.

Most of the teams loved the idea, and we made a really good show of it. We ran it on a Saturday night, the weather was great and there was a huge crowd. We got the teams to fit titanium skid blocks under the cars so they showered sparks, and they also made their liveries reflective, so the cars glowed in the dark.

We didn't over-light the circuit, because then it would have just looked like daytime, and because BTCC cars do not use production headlights, the drivers' vision wasn't as good as it could have been. The lighting was just in the pit lane and some low-density lights on the corners, but the drivers couldn't pick out every apex of every corner as they would in daytime.

It was a real carnival atmosphere, and it was fantastic seeing the cars plunge out of the darkness with the sparks coming out underneath. It just looked really cool.

BTCC Masters, Donington Park, 2004

This was a one-off invitational event for past champions or race winners, held at one of our usual BTCC events. It was a real star-studded line-up and they did not hold back.

We had 16 drivers, all big names including John Cleland, Anthony Reid, Johnny Cecotto, Alain Menu, Frank Biela, Rob Gravett, Gabrielle Tarquini and Frank Sytner. When I rang them and said 'Hey, I'm putting on this race, will you come over' they all jumped at it.

They all loved the BTCC, they loved competing in it and they loved the idea of going up against others who maybe they did not have the opportunity to race against in the past. And I didn't have to pay any of them one penny!

We gave them identical Seat Cupra racecars, all centrally prepared, and because not all drivers had as much experience as others in front-wheel-drive cars, we let them all practice but pulled the grid out of a hat.

It was a great fun race. There was plenty of action and it was a really good close event. In the end, Anthony Reid won from Alain Menu by less than half a second. I really enjoyed it. Everyone enjoyed it. And it made great TV.

Brands Hatch, 2019

This was one of the most tension-filled finals I can ever remember and it was incredibly emotional for everyone.

After 30 races it came down to the very last race. It was between Colin Turkington and Dan Cammish. Dan was leading the race and looked like he was going to become the champion, but just one and half laps from home the brakes failed on his car. He ended up in the tyre barrier and Colin couldn't believe it as he drove past and on to championship victory.

It's the first time I've seen Colin cry as much as he did, both in the car when he was slowing down and out of it. I have never seen him so emotional because he thought the championship was lost. And the same is true for Dan. He wasn't hurt, but he was obviously emotional too.

It wasn't Colin's fault, so it's not like Dan could blame Colin for stealing the championship, but there were floods of tears in both garages. It is an event that has gone down in BTCC history as probably the most exciting final championship race we have ever had. It would be pretty hard to do any better than that.



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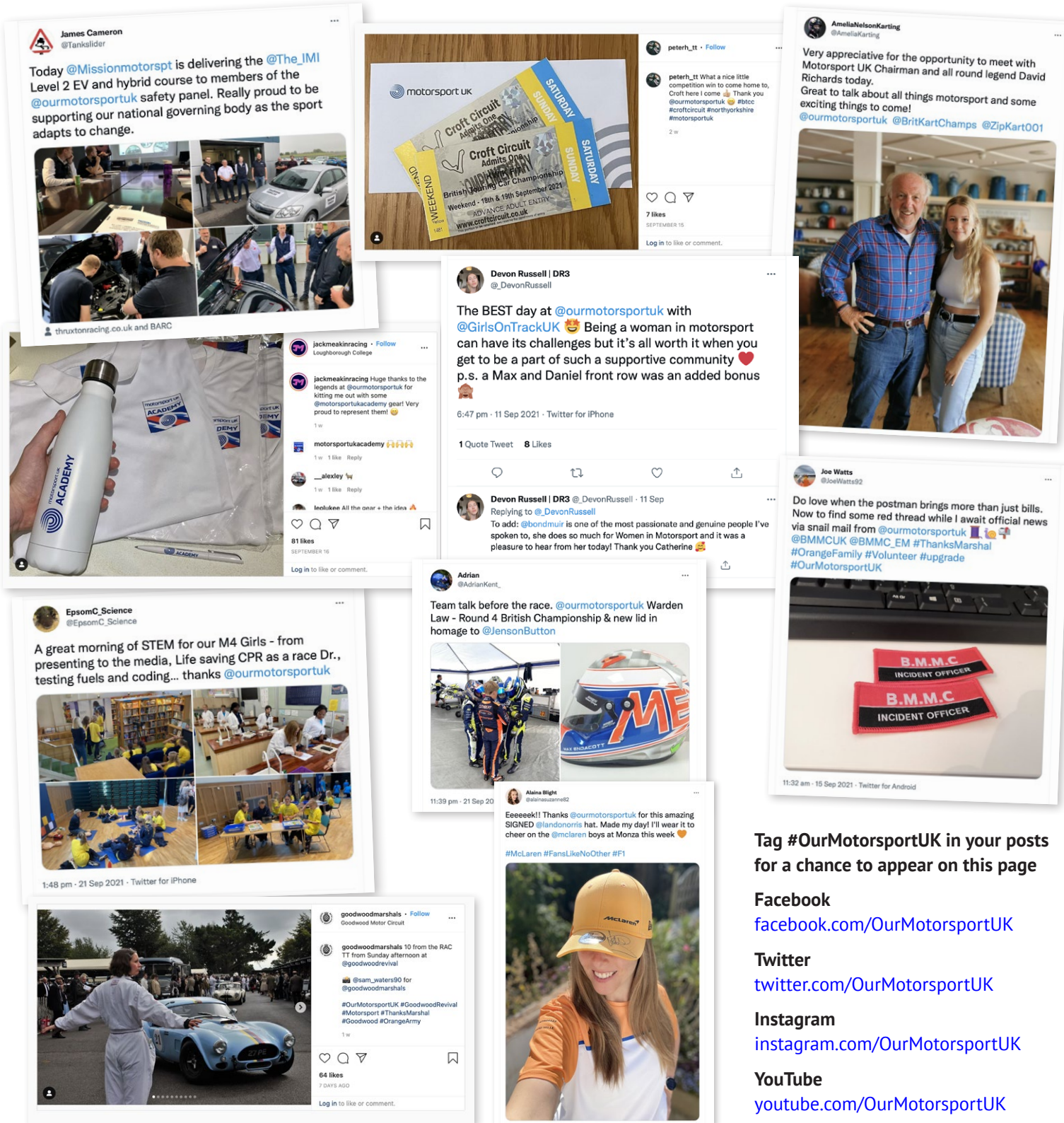
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MOTORSPORT UK CONNECTED

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.



MOTORSPORT UK ON YOUTUBE:

FIA Girls on Track UK hosted a webinar with video game specialists Codemasters this month – talking about their various roles within the company, the future of sim racing, and their own wider motorsport interests. Catch them on-demand on the [Motorsport UK YouTube channel](#)



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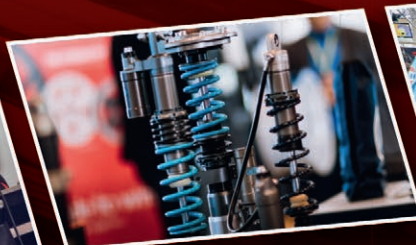
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GO-TO GUIDE

Lydden Hill Race Circuit

Lydden Hill is the UK's top mixed surface race venue. Located in the South East of England, it was the birthplace of Rallycross and now hosts action on two, three and four wheels.

Reuben Elman is Marketing and Events co-ordinator at Lydden Hill and gave us the low-down on the venue.



Circuit: Lydden Hill

Location: Wootton, Canterbury, Kent, CT4 6ET

Length: 1 mile, mixed surface

Fascinating fact

When the tarmac was first laid in 1962, the owner ran out of money so had to make it shorter than planned – and this old loop is still used today.

History

The first-ever race took place at Lydden Hill in August 1947, when it was a grass Track owned by a farmer. Eight years later, Bill Chesson founded the Lydden Race Track, with the help of Astra Motor Club, and tarmac was laid in 1962. In 1967, the track was extended to a mile and the first-ever Rallycross event, conceived by ITV, was held on 4th February. Motorsport legends John Surtees and James Hunt cut their teeth here, as did John Button, Rallycross driver and father of former F1 star Jenson Button. Recently, the owner was granted planning approval for a £5 million development of the site, including a new access road and a state-of-the-art circuit building. The venue has also committed to becoming carbon neutral, with EV charging points, an emission-reducing landscape plan and an increase in silent event days, allowing the track to be used for activities such as cycling.

Track

The circuit can be run in several configurations as an all-tarmac track or in its famous mixed surface Rallycross layout. The latter comprises 60% asphalt and 40% loose dirt sections, including Paddock Bend and Chesson's Drift. Covering just one mile, it is the shortest circuit in England and comprises just five turns. However, undulations and elevation changes make it difficult to master.

Categories

The venue is suitable for a range of disciplines including saloon and sportscar racing, sprints, motorcycle racing, oval racing and public track days. However, Rallycross is what it is known best for, and it is a staple on any Rallycross championship calendar.



Events

Lydden Hill Race Circuit is the promoter of the Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tires, with Lydden Hill Motorsport Club as the organising club. The next home round, which includes racing into the dark and a fireworks display, takes place in early November. The venue's longest-standing event is the Lord of Lydden and Sidecar Burn Up, which takes place at the end of October and was first held in 1967. The circuit has also just been awarded its British Cycling track licence, allowing for competitive cycling at a national level.

How to get on track

Trackdays start at £130 while those looking to race will find Rallycross has some excellent entry-level classes. These include a junior class for drivers aged 14-17 years old and the BMW Mini class, which has been going from strength to strength in recent years.

Visit www.rallycrossbrx.com for more details.

Best corner

Appearing on both the Rallycross and tarmac layouts, Paddock Bend is both difficult and rewarding. One of the fastest corners on the circuit thanks to a steep descent down the hill, cars often reach in excess of 100mph before the braking point. Commitment, bravery and precision are required to maximise speed onto Canterbury Straight for those on the tarmac circuit or into the flowing chicane of the Rallycross layout. RX journalist Hal Ridge describes this corner as "arguably one of the best corners in the entire Rallycross world."

Best viewpoint

The track is set in a unique natural amphitheatre, offering supreme views of the entire venue from almost all of the spectator areas. Paddock Bend is a favourite spectator spot, with fans able to see the melee out of the Devil's Elbow and then follow the pack around the circuit from this one spot. Entry tickets give access to all areas, which allow visitors to get up close to the cars and teams in the working paddock and soak in the adrenaline-filled atmosphere.

Best spot for photography

The hairpin provides a great opportunity for stunning pictures from the spectator areas. The elevated position compared to the track allows photographers to catch cars and bikes jostling for position in what is a key braking zone.

Best place to eat

The new 5-star Street Food Café, under the old scrutineering bay in the paddock, offers Kentish 100% beef burgers, chicken breast burgers, prime pork sausages and chunky chips, all sourced locally and delivered fresh for each event.

Family fun

Children aged 13 and under get in free, and there is plenty to keep them occupied throughout the day, including appearances from Jurassic George (the circuit's own T-Rex), the 5 Nations BRX jester, a fun fair, bouncy castles and, of course, action-packed racing.

Where to stay

For the full race weekend experience, camping at the circuit is a must for spectators. The camp field is less than a one-minute walk from the spectator areas, with clean, modern toilets and showers. Events also often have evening entertainment, such as live music or open-air cinemas.

Best pub

The Jackdaw Inn, in the nearby village of Denton, is a quaint historic pub dating back to the 17th Century and was featured in the original Battle of Britain film. Sporting deep ties with the RAF, it pays homage to its heritage with memorabilia lining the walls.

Great things to do

The circuit is positioned in an ideal location for tourists. The famous White Cliffs of Dover, and the 'Key to England' Dover Castle, are just a 20-minute drive away. The charming city of Canterbury, with its cobbled streets and famous Cathedral, is just 15 minutes from the venue. Those willing to drive a little further must visit the Harbour Arm in Folkestone, an up-and-coming tourist destination that plays host to live music events and a variety of pop-up restaurants and bars.

How to get there

Lydden Hill is located about halfway between Canterbury and Dover in Kent, England. The only access to the circuit is immediately off the A2, first left after the traffic lights when travelling Canterbury-bound.



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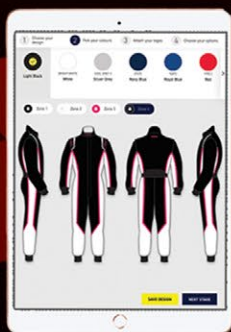
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MY OTHER LIFE

John Busby

Motorsport enthusiasts come from all walks of life so when you're getting stuck into a club competition, you never know whom 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: John Busby

Profession: Fruit farmer

Motorsport activity:
Long Circuit Karting

What type of motorsport do you compete in?

I race in a 450 4-Stroke class on a Silverstone chassis with a tuned KTM engine, competing in the BSRC and Motorsport UK British Superkart Championship. I recently won the SuperKarting UK Club Championship and I have raced at many circuits, including Snetterton, Oulton Park, Anglesey, Cadwell Park, Mallory Park, Silverstone and Donington.

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

I started in short circuit karting when I was about 25, and a couple of years later I joined a team to compete in endurance kart racing throughout the UK. I had a break when I had a family but then got back into it again. After running a pro kart and then a 125 Rotax kart, I found I was too old to compete with the young kids. I was going to quit but my mechanic, Tom Hatfield, suggested I try Superkarting. I went to watch an event at Darley Moor, applied for my licence, took my ARKS (Association of Racing Kart Schools) test and in 2018 brought my first superkart.

How did you get involved in fruit farming and what do you do?

My family has farmed for generations. I now manage the farm at Billington, near Stafford, with my wife Helen. We were once a more traditional farm, with dairy cows and arable land and pick-your-own fruit in the mid-1970s. Over the years, the decision was made to concentrate more on the fruit, so the cows were sold and the arable area was reduced. This year we will sell 1,250 tonnes of fruit, consisting of strawberries, raspberries, blueberries and cherries. Our picking season starts in late April and finishes in late November, and the fruit is all sold to major supermarkets. We employ up to 180 people in peak season.

How does farming help in your racing, or vice versa?

Not much, to be honest! The sport runs from April to October, which is when I am most busy at work, and most of my day is spent driving tractors at four miles per hour. But I believe that if you work hard, you should find time to play hard too, and getting the chance to drive at up to 120mph legally is very rewarding.

What is the one thing you love most about your day job?

The variation and the unreliable weather makes every day a new and difficult challenge. It is rewarding to see my name on the produce in the supermarkets when we have spent all year growing and looking after the crops. Compared to other types of farming, we are dealing with the customer directly, so we get to see the product all the way through to the supermarket shelves.

What is the one thing you love most about motorsport?

So many things! I love the adrenalin rush when you are waiting for the lights to go out and the race to start. I love getting the opportunity to race on some of the best and challenging circuits in Britain. Superkarting is particularly fun because the racing is close, speeds are high and there is far more overtaking than some other race classes. It is also a great social experience. Everyone in the paddock is friendly and helpful, and I have met many new friends, with an age range from 18-70, so it is open to anyone.



"Most of my day is spent driving tractors at four miles per hour"

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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RESULTS

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

Intelligent Money British GT Championship



Will Burns and Gus Burton won the GT4 title with their third victory of the campaign at a wet Oulton Park. Five crews are in contention for GT3 honours after Michael Igoe and Phil Keen and guests Kevin Tse and Tom Onslow-Cole won a race each with Abba Racing disqualified.

Latest Championship Standings

GT3		
1st	Leo Machitski / Dennis Lind	154 points
2=	Ian Loggie / Yelmer Buurman	135.5 points
2=	Michael Igoe / Phil Keen	135.5 points
GT4		
1st	Will Burns / Gus Burton	186.5 points
2nd	James Kell / Jordan Collard	107.5 points
3rd	Chris Salkeld / Andrew Gordon-Colebrooke	101 points

Motorsport UK British Rally Championship



Matt Edwards won all but one of the six forest tests as he stormed to a dominant victory in Trackrod Rally Yorkshire. Osian Pryce and Noel O'Sullivan and Matthew Wilson and Stuart Loudon rounded out the top three.

Latest Championship Standings

1st	Osian Pryce	66 points
2nd	Matt Edwards	62 points
3rd	Matthew Wilson	53 points

Motorsport UK British Car Trial Championship



Duncan Stephens

Barrie Parker won the Gaby Mohr Car Trial to take his third victory of the year, but the result was far from certain all day as Simon Harris and Trevor Moffatt challenged hard and ended up completing the podium.

Latest Championship Standings (Best 7)

1st	Rupert North	38 points
2nd	Mark Hoppe	34 points
3rd	Barrie Parker	33 points

Britpart British Cross Country Championship



Adrian Marfell and Paul Bartleman took their second win of the season at Kielder Forest. Mark Jacques and Simon Kerfoot finished second with Dave and Antony Hooper third.

Provisional Championship Standings

1st	A Marfell / P Bartleman	172 points
2nd	R Kershaw / M Kershaw	166 points
3rd	Paul Rowlands / N Lloyd	151 points

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



Matias Zagazeta was able to extend his advantage in the title battle over Matthew Rees as he, Georgi Dimitrov and Joseph Loake shared the spoils in the three races on a dramatic weekend at Silverstone.

Latest Championship Standings

1st	Matias Zagazeta	251 points
2nd	Matthew Rees	234 points
3rd	McKenzy Cresswell	215 points

Motorsport UK British Hill Climb Championship presented by Avon Tyres



Bill Swann i2i Photography

Wallace Menzies recorded the fastest time on the Simon Brien Residential Craigantlet Hill Climb to secure the championship.

Latest Championship Standings

1st	Wallace Menzies	211 points
2nd	Alex Summers	197 points
3rd	Sean Gould	175 points

SBD Motorsport UK HSA British Sprint Championship



Simon Bainbridge took his first ever run off win on the opening day at Anglesey with Pete Goulding adding another win in an attempt to secure second overall. One Sunday, Matt Hillam secured a double run off win.

Latest Championship Standings

1st	Steve Miles	445 points
2nd	Pete Goulding	429 points
3rd	Graham Blackwell	423 points

Motorsport UK British Autotest Championship



Congratulations to Alastair Moffat on his seventh British Championship Title and also to Class Award winners Dave Fox for Class A, first time championship contender Joel Conlan for Class B, Willie Keating for Class C and Alastair Moffatt (again) for Class D.

Provisional Championship Standings

1st	Alastair Moffatt	150 points
2nd	Malcolm Livingston	142 points
3rd	Willie Keating	138 points

Kwik Fit British Touring Car Championship



Rory Butcher bagged a brilliant double win at Silverstone before Jake Hill ended his weekend by winning the final encounter at the Northamptonshire venue. Ash Sutton heads the title race with Tom Ingram, Hill and Josh Cook all chasing him down.

Latest Championship Standings

1st	Ash Sutton	285 points
2nd	Tom Ingram	249 points
3rd	Jake Hill	247 points

Motorsport UK British Drag Racing Championship



Kevin Slyfield won his second national title, winning the National Finals as closest rival Nick Davies dropped out in the semi finals. Earlier in the month, Swiss Bruno Bader won the European Finals Shootout.

Final Championship Standings

1st	Kevin Slyfield	502 points
2nd	Nick Davies	467 points
3rd	Wayne Nicholson	303 points

Motorsport UK Protyre Asphalt Rally Championship



Jason Pritchard won the PokerStars Rally, taking maximum points on both legs one and two, setting the fastest time on every stage.

Latest Championship Standings

1st	Mark Kelly	109 point
2nd	Neil Roskell	96 points
3rd	Jason Pritchard	89 points

Motorsport UK English Rally Championship



Callum Black and Jack Morton battled with Ian Bainbridge and Will Atkins, but dropped down to fourth. Black and Morton took the win over George Lepley and Tom Woodburn.

Latest Championship Standings

1st	George Lepley	75 points
2=	Ioan Lloyd	73 points
2=	Owen McMackin	73 points

Motorsport UK KNC Groundworks Scottish Rally Championship



Dumfries rally driver David Bogie stamped his name on the winner's trophy of the Armstrong Galloway Hills Rally for the fifth time, taking his Mini to victory.

Latest Championship Standings

1st	J Armstrong / C Fair	107 points
2nd	I Forgan / C Lees	97 points
3rd	M McCulloch / M Hendry	92 points

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



Multiple Irish champion Derek Tohill was in dominant form in round five, taking victory in two of the three qualifying races and securing his second win of the series.

Latest Championship Standings

1st	Ollie O'Donovan	124 points
2nd	Derek Tohill	114 points
3rd	Julian Godfrey	112 points

Fuchs Lubricants Motorsport UK British Historic Rally Championship



Nick Elliott took his second maximum points score of the season on the Trackrod Historic Cup, snatching victory on the final stage.

Championship Standings

1st	Nick Elliott	63 points
2nd	Ben Friend	53 points
3rd	Barry Stevenson-Wheeler	47 points

GB3 Championship



Carlin's Zak O'Sullivan is on the cusp of winning the title following yet more strong results at Oulton Park. The 16-year-old is just four points short, with the triple header at Donington still to come.

Latest Championship Standings

1st	Zak O'Sullivan	454 points
2nd	Ayrton Simmonds	342 points
3rd	Christian Mansell	339 points

Motorsport UK Wera Tools British Kart Championships



kartix.net

Latest Rotax Championship Standings

Mini Max

1st	Ethan Jeff-Hall	796 points
2nd	Scott Marsh	753 points
3rd	Ewan Charman	748 points

Junior Rotax

1st	Leon Henderson	742 points
2nd	Neo Clarke	720 points
3rd	Olly Stevens	719 points

Senior Rotax

1st	Kai Hunter	770 points
2nd	Rhys Hunter	761 points
3rd	Sean Butcher	752 points

Rotax 177

1st	Daniel Tate	794 points
2nd=	Louis Large	781 points
2nd=	Matthew Easton	781 points

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

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	721 points
2nd	Joshua Graham	719 points
3rd	Noah Wolfe	690 points

Latest KZ2 Championship Standings

KZ2

1st	Ryan Cannon	656 points
2nd	Tom Longfield	623 points
3rd	Joe Charlton	606 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 Grand Prix



Lee Harpham, Paul Platt and Kevin Ridley shared the wins at the thrilling British Superkart Grand Prix at Donington Park.

It was a top step podium finish for Lee Harpham after an intense battle on track. A red flag due to a safety issue on track meant the race was paused with only four minutes left of the session. The final nail-biting minutes produced some amazing racing action, with Harpham crossing the line as the victor, Sam Moss in second and a third-place for Carl Hulme.

250 National driver Paul Platt took another pole position, putting him on the podium alongside Lee Plain and Tom Hatfield. Closely behind in the 450 National class, Kevin Ridley claimed the trophy with Nicholas Kirk second, and third going to John Busby. In the 125 Open, Mark Bramhall finished top of his class just 0.5 seconds ahead of Tom Riley, with third place Paul von Gerard close behind.

Donington Grand Prix results

Division 1

1st	Lee Harpham (GP plate winner)
2nd	Sam Moss
3rd	Carl Hulme

F250 National

1st	Paul Platt (GP1 plate winner)
2nd	Lee Plain
3rd	Tom Hatfield

F450 National

1st	Kevin Ridley (GP2 plate winner)
2nd	Nicholas Kirk
3rd	John Busby

Formula 125 Open

1st	Mark Bramhall (GP3 plate winner)
2nd	Tom Riley
3rd	Paul Von Gerard



Image: Amy Shore Photography



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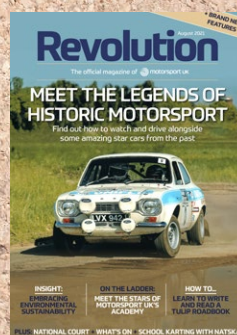
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The Parting Shot

After a two-year enforced break, the Lotus Seven Club “Taffia Fish & Chip Run” returned in style, if a little later in the year than usual.

Although restricted to Club members, over 100 Caterham and Lotus Sevens gathered in Chepstow before heading up, through and across Wales on some of the best public-access driving roads in the UK. Highlights included navigating the Epynt Ranges, Staylittie pass and of course the stunning Welsh scenery – which remained dry for much of the event. Pictured here, a snake of five Sevens wind their way over the Brecon Beacons.

Club members travelled from throughout the UK and beyond, to participate in its largest social event since the COVID pandemic put all activities on hold in spring 2020.

