

Revolution

December 2021

The official magazine of  motorsport uk

FIRST TIMERS

How to take on a new motorsport challenge



GIRLS ON TRACK

JENNY TCHERNIAK
ON REDUCING
THE GENDER GAP

PHOTO OF THE YEAR

TOP PHOTOS OF 2021
FROM THE UK'S BEST
PHOTOGRAPHERS

WILL GOLLOP

HIS RALLYCROSS
MOTORSPORT
MOMENT

PLUS: SIX GREAT MOTORSPORT BOOKS + SPORTING BEARS DREAM RIDES

CEO's MESSAGE

Hugh Chambers



It is likely that for most of our Motorsport UK community, which extends to around 70,000 people, the FIA appears as a rather remote organisation, that probably only comes to life when watching a Formula 1 race and seeing the work of FIA Officials such as Michael Masi as

Race Director. Yet the FIA, as the international federation for mobility and motorsport worldwide, is the overarching body that drives our sport and dictates the framework globally by which we operate.

Naturally enough those competitors and officials that take part in international motor sport events will be familiar with the requirement to hold international status licences and they will be used to these events running to the FIA International Sporting Code, as opposed to our more familiar 'Blue Book' in the UK. But that is just the visible part of the multiple ways in which the FIA influences us in the UK. Their impact stretches across subjects including safety, technical, sporting, promotion, learning and development as well as more recent developments in the areas of diversity and eSports.

Why does all this matter right now?

It is of great relevance due to an incredibly significant event that will take place on 17 December in Paris. The election of the next President of the FIA will see a change of guard from Jean Todt, who has been in post for the past 12 years, and passing to one of either Graham Stoker, from the UK and known to many of you, he has been the Deputy President for Sport at the FIA with Jean Todt during those 12 years; or Mohammed ben Sulayem who is from the UAE and is a Regional VP at the FIA.

The statutes of the FIA stipulate it is led by an Executive President, meaning an individual who, like Jean, is fully

embroiled in the detailed operation and running of the FIA, across both sport and mobility. This is quite different compared to our Motorsport UK governance and organisation. The original RAC MSA served our community very well for many decades, and it reflected a style and approach that was typical in sporting organisations of that era, and that is very much the position in which the FIA finds itself today.

At the beginning of 2019 an Extraordinary General Meeting (EGM) was held in London where our members voted in favour of substantive changes to the Memorandum and Articles of Association for the MSA – now Motorsport UK. At the heart of this change was the shift to a modern organisation structure, that met the standards set by UK Sport and Sport England in their Code of Governance for Sporting Organisations. The principle change I would highlight is one that shifted the decision-making emphasis away from the member led Motor Sports Council to a Board of Directors that is populated by a balance of those elected from the membership and Independent Directors drawn from relevant professional backgrounds that provide perspective on the governance and management of the sport. The Chairman of Motorsport UK, David Richards, holds a non-Executive role and presides over the Board (non-executive save for the CEO) that is tasked with setting strategy and budget and giving direction to the executive team led by myself as the CEO. Motorsport UK has shown in the last three years that we have an effective and accountable structure that equips us to deal with the challenges that the sport faces, and to do it in an entirely transparent and democratic fashion.

We believe that now there is a need for similar evolution in the way that the FIA is structured and managed. This is partly driven by the challenges that the sport faces from the existential threats posed by climate change, and the associated environmental concerns encapsulated across broader sustainability challenges. Linked to this is a radically changing landscape for the role of the



Motorsport UK and the Royal Automobile Club working together for transparency and progress.

automobile in society, not just in terms of different forms of propulsion such as electricity, but also the advent of artificial intelligence and automated vehicles which change the relationship between drivers and their cars in a fundamental fashion. The changes in society are profound, in terms of its attitude towards the car, as well as the lack of accessibility for youth to enjoy vehicles and their maintenance in a way we did when we were younger.

But even beyond these enormous challenges, there is a shift in the way that society expects organisations to be accountable and transparent. This is in part due to a generational shift with fresh expectations of diversity, inclusion, and representation at all levels in a manner that is transparent and open for all to see. The old days of closed memberships with decisions being made behind closed doors are long gone in the corporate board room, with shareholders now demanding clear visibility and accountability. There is no doubt that under Jean Todt's leadership enormous progress has been made against many challenges and we applaud his dedication and hard work to make advances, not just in the world of

motorsport, but also mobility on behalf of motorists around the world. His work with the United Nations and his initiatives for improved road safety will surely leave a legacy that is unmatched.

So, this brings me to how we will vote on behalf of our members at the elections. As you will read elsewhere in this magazine, we followed a rigorous process to decide on our stance. Using our Motorsports Council for their representation of the community, we asked them for their questions to pose to the candidate teams and this was further bolstered by thoughts from our Board. We then invited both the teams, led by Stoker and ben Sulayem, to attend meetings on consecutive days in London at the Royal Automobile Club. Both teams submitted themselves to a two-hour session of questions and answers on their manifestoes. It has been well documented elsewhere that the outcome of these two sessions resulted in a disappointing inability to disclose to our members the film of the session with Graham Stoker's team. Quite simply, Stoker would not permit us to show the video to our members and for that we are deeply disappointed as



Outgoing President Jean Todt's dedication and hard work leaves a legacy that is unmatched.

it should be you that has the opportunity to see what any prospective leader has to say when challenged about their manifesto. However, it is fair to say that the Stoker team's position was to defend strongly the status quo at the FIA and as long-term members of the existing regime that was probably inevitable.

It was a very tough decision that the Board took in deciding not to back Graham Stoker in his bid to be President of the FIA. Our decision was mirrored by the Royal Automobile Club who also have a vote on behalf of mobility. Instead, we will place our vote behind Mohammed ben Sulayem's team, that includes Robert Reid, who is of course a British World Rally Champion (alongside Richard Burns in the WRC in 2001). The manifesto of ben Sulayem's 'FIA For Members' is focused on transforming the organisation with a modern and accountable structure, which we believe is fundamental to face the challenges ahead. For Motorsport UK, we hope that our expertise and knowledge can assist in tackling the challenges that the

sport will face. This would be a continuation of the long-term relationship with the FIA, symbolised by the fact that Motorsport UK has representatives on 26 of the various FIA Sporting Commissions in 2021 and we aim to help in any way that we can.

So as 2021 draws to a close, hopefully 2022 brings with it an end to this terrible pandemic and a return to a life which is not restrained and impacted by the disease. I very much hope we will have a leadership team at the FIA that will be working with all the members of the community from Motorsport UK to build a brighter future for the sport and secure the long-term sustainability of motorsport, not just in this country, but worldwide.

Wishing everybody a very Happy Christmas and a successful and healthy New Year.

Kind regards,

Hugh Chambers
CEO, Motorsport UK

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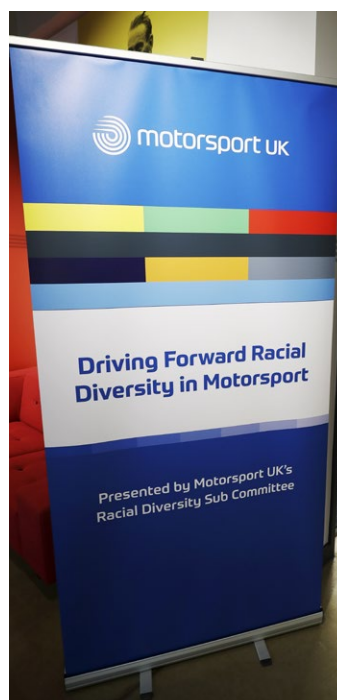
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What's On:
A selection of championships
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ROKiT BRITISH F4 LAUNCHES NEW ERA AT BICESTER HERITAGE

Preparations for the 2022 ROKiT F4 British Championship certified by FIA season stepped up another gear with the launch of the second-generation Tatuus T-421 car, alongside the unveiling of ROKiT as the series' new title partner

A packed crowd of team personnel, new and prospective partners, invited media, and guests gathered inside one of Bicester Heritage's former RAF hangars, juxtaposing the past, present, and future in one unique setting.

A raft of announcements surrounding the series' prize structure were unveiled. Including initiatives from tyre supplier Pirelli to award the 2022 champion with a funded test in a Formula Regional car to aid their progression through the ranks, as well as a free set of tyres (for testing) for the driver who completes the most overtakes at each of the ten race weekends.

Such is the status of Britain's FIA Formula 4 series that Formula 1 teams are readily entering into partnerships, the first being McLaren. The Woking-based team has announced that the 2022 champion will have the opportunity to be embedded within the race team at the 2023 British Grand Prix, including full access to the drivers and engineering setup, for a unique insight into what is required to succeed at the highest levels of the sport.

ROKiT also simultaneously launched its new Racing Star initiative, which will unearth two talents – one male, one female – aged 14 or 15 years old through eSports, before awarding them fully funded seats in the 2023 British F4

season with Hitech GP. Included is a full testing programme and six months training with the Motorsport UK Academy to help them earn their competition licenses.

"This is a really significant moment as the ROKiT F4 British Championship certified by FIA continues to build towards what will be a ground-breaking year in 2022," commented Hugh Chambers, CEO of Motorsport UK.

"It's an excellent opportunity to have everybody together to get an exclusive first-look at the new car in the UK, and to unveil some of the exciting commercial ties we've forged to help enrich the experience for drivers competing in the championship.

"As the entry-level step on the single-seater ladder, it's absolutely crucial we put together a platform that gives competitors the best opportunity to make meaningful progress through the ranks.

"Our vision has always been to grow and develop the series into a global leader, and to kick things off with partnerships alongside the likes of ROKiT, McLaren and Pirelli really give us a solid grounding on which to build and unveil further incentives in the near future. It also highlights how seriously British F4 is regarded at the highest echelons of the sport."



Q&A

Karun Chandhok, ex-Formula 1 driver, renowned Sky Sports F1 pundit and Motorsport UK Board member unveiled the Tatuus T-421 at the official launch.

Revolution took time out to get Karun's thoughts on the latest generation of Formula 4 cars set to hit UK shores in 2022.

R: "Karun, this really feels like a significant moment for the championship as it heads into a bold new era – what were your thoughts on the launch?"

KC: "There's been a lot of work done since the start of the year around the new era of British F4. As a team at Motorsport UK, we have invested a lot of time engaging with the teams, drivers, and the driver managers to try and understand what really should make this next generation of F4 an attractive place for drivers to come. To show off the chassis, engine, and tyre combination, as well as host everyone from the championship at our HQ in Bicester was a really strong statement to make in terms of how seriously we're taking F4."

R: "Where do you see the championship sitting within the wider single seater ladder as a whole?"

KC: "For aspiring single-seater drivers, F4 has got to be the go-to destination to start their journey on the FIA's Single-Seater Pathway. What Motorsport UK has put together alongside the likes of ROKiT, McLaren, Pirelli, Tatuus and Abarth is going to make a real difference for drivers at a crucial stage in their development."

"This is the proving ground for the stars of the future, and I think it's safe to say Formula 1 and the rest of the motorsport community is definitely looking to British F4 for the next superstar in 2022 and beyond."

R: "As a driver, what are your thoughts on the new Tatuus T-421 the series will adopt next year?"

KC: "It's a fantastic looking car, what Tatuus have achieved within the FIA's regulations for safety, performance and cost for the Formula 4 cars is really impressive. The test drivers have put the mileage on the package, and so far, the feedback has been positive. The whole car, including the halo looks contemporary and a well-integrated so I'm sure the teams will enjoy working on it next season."



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STEERING STUDENTS WITH MOTORSPORT IN MIND

Motorsport UK, TeamSport and Fast Forward Vocational Training highlight future careers in motorsport

During November, Motorsport UK, TeamSport and Fast Forward Vocational Training joined together to create and deliver a series of pilot events designed to help engage, educate, and inspire school children to consider a career in science, technology, engineering, and maths (STEM).

From Bradford to Birmingham and Warrington to Liverpool, TeamSport leveraged its wide variety of venues to offer children from urban areas the chance to enjoy the thrill of karting.

Many of these children had never stepped foot in a kart. Others had an interest in motorsport but were not sure how to progress a potential career in the sport and the options available. Some had an interest in STEM but did not know what careers this opened up.

The purpose of these events was to provide answers to all these scenarios for all students, regardless of their previous experience, and ensure they had access to the same opportunity. That way, they can then decide for themselves if they want to create a career in the motorsport industry.

Motorsport UK showcased the various volunteering opportunities which the students will be eligible for in the near future. This will enable them to step into the sport and build their personal network. Fast Forward gave students a practical session on the core components of a kart, and students then got hands-on experience of deconstructing and reconstructing the kart's vital components. TeamSport rounded off the sessions with a walk-

through of the track – before giving each child a kart and empowering them to race each other to set the fastest laps.

The partnership between the three organisations means that students can now say they have experienced motorsport and have a sense of what to do if they are inspired to pursue a career in the sport and STEM. As one teacher put it: "I strongly believe this session has already had an impact on some of our students attitudes to learning and ensured they stay focused in school, which is fantastic."



Motorsport UK and TeamSport

TeamSport run the Motorsport UK British Indoor Karting Championship, providing a highly accessible and affordable grassroots championship with cadet, junior and adult classes.

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Ryan Champion and Craig Thorley emerged victorious from the 2021 Roger Albert Clark Rally having successfully fought off competition from 114 other entrants – plus Storm Arwen – to seal the honours at the UK's flagship historic rallying event

With the focus firmly shifted from competition to ensuring the safe passage of everybody connected with the rally, the third

"Lastly, I want to congratulate Ryan Champion and Craig Thorley for their victory, to be the first non-Ford winners in over a decade and a half is quite the achievement, and I know everybody is looking forward to the next iteration of the Roger Albert Clark Rally in 2023."



As a result of the impacts of Storm Arwen, a number of forests in the North of England and Scotland are currently closed. It may be for some time while the damage is assessed, and the area made safe. For more information, click [HERE](#).

A TRIBUTE TO SIR FRANK WILLIAMS CBE

Sir Frank Williams CBE was many things. The longest-serving Team Principal in Formula 1 history, with a combined sixteen Drivers and Constructors world titles, 114 Grand Prix victories, over 300 podium finishes and the man who ran several of the sport's legends – Prost, Mansell, Piquet, Rosberg, and Hill, to name but a few – to the crowning achievements of their careers.

But Sir Frank was more than just a born winner. He was an inspirational character, a yardstick by which human determination, passion and tenacity can be truly measured. After surviving a horrific car crash in 1986 while driving back to the airport from a test in Le Castellet, he suffered a broken neck and as a result was a quadriplegic yet went on to continue running one of Formula 1's powerhouses for a further three decades.

After passing away peacefully in hospital on 28th November, Sir Frank is mourned and remembered by the sport he was all-encompassed by and dedicated to.



The early years

Born as Francis Owen Garbett Williams in South Shields, South Tyneside in 1942, Sir Frank attended St. Joseph's College in Dumfries, and his interest in fast cars was first piqued after riding as a passenger in a friend's Jaguar XK150.

That served as the catalyst for a brief career as a driver and a mechanic, before Frank Williams Racing Cars was formed in 1966, and went on to run drivers in both Formula Two and Formula Three, prior to purchasing a Brabham BT26A and making its Formula 1 debut in 1969.

After a near-decade characterised by promising results on track, but financial difficulties off it, Walter Wolf bought the team's original guise in 1976. Williams was retained as Team Manager for a further season, but when it was proposed he step aside in a restructure in 1977, Williams departed, disillusioned, and set up Williams Grand Prix Engineering with renowned engineer Patrick Head.

The pair would go on to form a formidable, world-dominating partnership at the highest level of the sport.



Williams' Golden Era

An influx of new sponsorship revenues from the Middle East enabled Williams' team in its second guise to become a world championship-contending force, and after a near-miss in 1979 the team delivered Alan Jones to the ultimate honours in 1980, also the team's first world title.

Keke Rosberg would achieve similar heights with the Wantage-based outfit in 1982, and after transitioning across to Honda power in the mid-80s, Williams had fully emerged as one of the sport's foremost operations.

Williams' accident in the south of France in March 1986 changed his life in many ways, but that determination and desire to succeed, to problem-solve and overcome challenges very much came to define a man who, based on similar cases, doctors have predicted might live another ten years after his accident. He managed 35.

Having secured the Constructors' title in 1986, Williams returned to the front in the Drivers' stakes the following season, Nelson Piquet beating team-mate Nigel Mansell to secure the last of his three world titles.

Five years later, it would be Mansell's turn, the popular Brit finishing all but four races, and every one inside the top two. Prost delivered next, the meticulous Frenchman victories in 1993 alongside rising star Damon Hill.

Tragedy struck the team in 1994 after the death of Ayrton Senna at Imola, and each of Williams' subsequent cars would feature a subtle, but poignant tribute to the Brazilian star on the inside of the front wing.

Hill led the team's charge that campaign, finishing runner-up to Michael Schumacher after that infamous collision between the pair on the streets of Adelaide, then went one better in 1996 to claim his world title at Suzuka.

Jacques Villeneuve would be Williams' last World Champion to-date at Jerez in 1997. This time the team would be on the other end of another contentious moment involving chief rival Schumacher, with Villeneuve continuing after contact at the Dry Sac corner to wrap up the honours.

Williams in the modern day

Although a regular race-winning force in the late 1990s and early 2000s, Williams was ultimately unable to interrupt a run of titles for Ferrari with new engine partner BMW, the latter then leaving to go it solo.

Pastor Maldonado remains the team's last Grand Prix winner after a shock result in Barcelona back in 2012, although the team capitalised on the start of the sport's current turbo-hybrid era to enjoy something of a renaissance in 2014 and 2015.

After falling to the back of the grid, Williams has slowly started to rebuild with fresh talents George Russell and Nicholas Latifi over the past two seasons, including a first points finish in two years earlier this season at Budapest, quickly followed with a second-placed finish in a contentious Belgian Grand Prix for Mercedes-bound Russell.

The Williams family – Sir Frank, and daughter Claire, who fulfilled the role of Deputy Team Principal – stepped back from the sport to widespread tributes earlier in 2020, as the team continues bearing the family name with Jost Capito and Dorilton Capital at the helm, having acquired the outfit.



The motorsport community met the news with an outpouring of tributes to commemorate Williams, who is survived by his daughter Claire and sons Jonathan and Jamie.

Motorsport UK Chair David Richards CBE, (photo above) paid tribute to Sir Frank and his legacy within motorsport: "It is with deep sadness to hear the news that Sir Frank Williams CBE has passed away at the age of 79.

Sir Frank leaves behind a legacy in Formula 1 that features 16 world championships, over 100 race wins and a lifetime of pushing boundaries and elevating motorsport to new levels. We will all miss Sir Frank's spirit, determination, and courage which he displayed both professionally and personally on the world stage. He will forever remain an icon of British motorsport and an inspiration to us all. Our thoughts are with the Williams family during these difficult times."



A remarkable person

Sir Frank Williams was one of life's special characters. Highly-motivated, as sharp as a pin and good natured, with a fantastic sense of humour, Williams leaves behind a legacy the like of which the sport has never seen.

His work ethic, determination and pragmatism were beyond comprehension, as was his devotion to his family-run team, which he steered for the better part of a half-century.





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A TRIBUTE: DESSIE NUTT

'The 'flying doctor' and Irish rally legend is remembered by some of those who knew him best

As a young boy getting involved in motorsport – ingrained in me by my father and uncle – my first insights were as a regular marshal on night Road Rallies around Northern Ireland. These events in the Northern Ireland Rally Championship were up to 200 miles of navigation (all night events) and Dessie Nutt – then a medical student at Queens University in Belfast – was one of the expert drivers, competing in his Mini Cooper. His family were the BMC dealers in Limavady, so a Mini was the logical car to use in his rallying exploits.

The Queens University Motor Club was a popular centre for young students who had petrol in their veins. Dessie won the University Championship (beating my own cousin who was also at Queens) so his name was never far from peoples' lips, both as a good driver but also as a sporting gentleman. The standard of competition throughout Northern Ireland was exceptional, and Dessie was never far from the top. During the mid-1970s he decided that a 2300 Vauxhall Magnum was the car to help him finally win the Championship, and with Derek Smyth alongside as navigator, the title was theirs in 1976. Dessie was by now a doctor, and the local GP in Castlerock where he lived, but rallying was ever-present in his life.

In the early 1980s I was also working close to Castlerock, and I remember well that another pastime we shared was golf. It was difficult at that time to join clubs and Dessie

gratefully supported the application that ensured I was elected to join Castlerock Golf Club. It just shows that Dessie was also a gentleman away from motorsport and was keen to offer his friendship and support.

When Dessie decided to return to competition in the 1990s, he purchased an historic Mini Cooper S, which had been prepared and driven through the 1970s by an old friend Mervyn Johnston. This car bore the iconic number plate AIL 3300. Much success followed, including a British title, but competition in Historic Rallying was fierce, and I recall his decision to purchase a Porsche 911 in the mid 1990s, which he still owned and drove up to 2019. Further British and Irish titles followed in the yellow Porsche and Dessie became the driver to beat in Historic Rallying for more than 20 years. In terms of Historics, I believe Dessie has won almost every event in the UK and Ireland – many of them several times.

As a GP, Dessie assisted many clubs with support and medical services in every way possible when he wasn't competing. I understand he also assisted the East African Safari Rally as a medical expert.

Rather than bow out as a driver in recent years, Dessie returned to touring classic events and was co-driver to his son Michael. It wasn't all about his driving skills, it was about the sport of Rallying and his unstinting love for it. He wanted to be involved, whatever the role. It has been my honour to have known him for over 50 years and to be considered a friend.

Nicky Moffitt, Motorsport UK Director



From the co-pilot's seat

I was surprised when Dessie Nutt contacted me to see if I would navigate for him in the 1976 Northern Ireland Rally Championship. The son of a BMC Dealer, Dessie was a Mini Cooper guy, but for 1976, he planned to switch to another of the family dealerships and prepared a Group One Vauxhall Magnum 2300. After a tough season in the Magnum, with Fred Crawford and Peter Scott as the main competition, Dessie was crowned Northern Ireland Rally Champion, and Northern Ireland Group One Rally Champion.

Fast forward to 1992, and Dessie was back on my doorstep asking if I would go Historic Rallying with him in a Cooper S. The red and white Mini earned his first Tarmac Historic Championship in 1994, but in 1995 the Porsche brigade were just too fast. With a "can't beat them – join them" attitude, a yellow Porsche 911 was purchased for 1996 and his second Tarmac Historic Championship was added. An expanded programme in 1997 saw him also take in the Demon Tweeks Historic series. Dessie would win every Historic event that year, except for the Scottish and Welsh, where he was runner up. A third TROA Historic Series, and his first Demon Tweeks Historic Championship was the result.

My time in the 'co-pilot' seat with Dessie featured everything from massive disappointment – our 1995 Circuit of Ireland accident – to absolute euphoria with a start-to-finish Manx win in 1997, but I have to say it was a privilege to have been part of his Rally story. In my Rally navigator career, which started in 1969, I competed more times with Dessie than any other driver.

Derek Smyth



Recollections of rallying

For 12 years I prepared rally cars for Dessie Nutt, starting with his ex-Mervyn Johnston Mini Cooper S, followed by the yellow Porsche 911. We had many adventures, and I had the pleasure of co-driving in both the Mini and the Porsche.

In 1993, a round of the Irish Historic Championship was held on the Isle of Man. Towards the end of the first day the gearbox started to seize up, but it lasted until evening. With no Parc Férmé on the island we decided to remove the engine and gearbox and try to repair it. We were given the use of an industrial unit, and with the help of a friend from my home village who had come to spectate, we started the huge task. All went well until 2am, when I needed the use of a mig welder. Some people had been in and out all evening and one of them informed us that there was a guy working next door on a motorbike and he had a welder!

What we didn't realise was that the limited slip differential was also broken. Both front wheels were locked solid and with no power steering, the Mini was almost impossible to steer. We arrived back at the hotel at 7am for breakfast, much to the surprise of Dessie and co-driver Derek.

Such was the determination of Dessie that he struggled with the steering for two days until the end of the event. The final stage of 20 miles was the longest of the rally. Dessie declared that if it had been another 100 yards he would have had to stop as his arms were so sore. They ached for days afterwards.

Elkin Robinson



When I met Dessie Nutt

In was October 1997 at a post-rally party, at the end of the last event of the Demon Tweaks Motoring News Championship in Aberystwyth, that the 'Legend' Dessie Nutt asked me if I would like to co-drive for him? In my alcohol-induced hazy memory the next morning I thought, "did that really happen?"

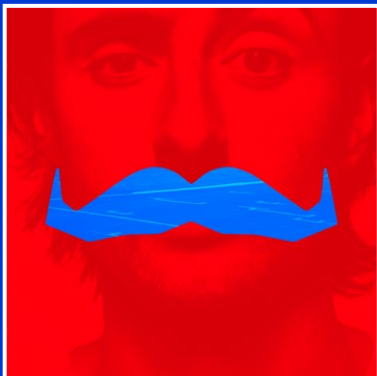
I didn't want to follow up on the offer in case I had got it wrong, and we would both be embarrassed! So, I said nothing, but in the middle of January 1998, I got an unexpected call from Dessie to say that *our* entry was in for the Galway International Rally. I was over the moon!

We decided then that it would be a good idea if 'we took it one rally at a time' – just in case the partnership didn't work

out. 20 years later, we were still taking it one rally at a time! We competed in many championships and events all over Ireland, Britain and Europe and we also did an event in New Zealand. We met many organisers, competitors, marshals and service personnel who quickly became friends. The serious side of recce and Rallying was generally equalled by the fun and craic in the Service Area and at Prizegiving.

Many times, when I went looking for Dessie as we were due at a Time Control, he was either away chatting to people or was attending to some fellow competitor's medical issue. He will be missed by many people, all of whom will have their own special stories to tell of 'when they met Dessie Nutt'.

Geraldine McBride



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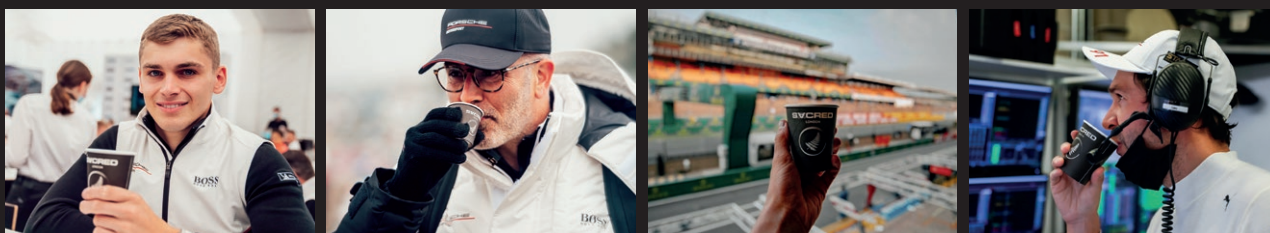
Thank you to everyone who took part in our 60km Circuit Challenge in support of Movember. Together we have raised £290 which will help Movember change the face of men's mental health – <https://uk.movember.com>



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DRIVING FORWARD RACIAL DIVERSITY IN MOTORSPORT

Motorsport UK's Racial Diversity Sub Committee has made a significant step forward in its mission to increase racial diversity by holding its inaugural Conference: *Driving Forward Racial Diversity in Motorsport*

On 25th November over 60 delegates representing a selection of the sport's top names attended the governing body's Bicester headquarters for the Conference. From racing teams and competitors to national media and online influencers – some of UK motorsport's most prominent figures convened.

They did so because they were united by a joint determination to advocate for a broader and more racially diverse sport. It is only through hearing the lived experiences of those both within and outside of sport that everyone can start to understand what needs to happen to advance racial diversity.

The day commenced with the Racial Diversity Sub Committee presenting the findings of The Hamilton Commission, a report commissioned by seven-time Formula 1 World Champion Lewis Hamilton, to examine the barriers that exist to progressing racial diversity and how these can be best addressed.

Following this, delegates gained insight from young drivers currently progressing through the sport in a panel session titled *Young and Gifted* – focusing on the lived experiences of those who sit in the cockpit. Aaron Mensah, 14, and Corey Alleyne, 19, both members of Arden's Young Racing Driver Academy, Josh Bugembe, 11, karting race winner, and Carl-Daniel Chase, 29, a skilled vehicle engineer, all bravely and boldly recounted their experiences and gave their views. Within this broader discussion, Jahee Campbell-Brennan, a member of the Sub Committee, gave his own unique account of how he crafted his own pathway into the sport.





One question that is often raised when it comes to progressing diversity of any kind is how action can be accomplished by those wanting to help. Professional racing driver Naomi Schiff hosted a leader's panel discussion which helped to offer delegates some practical ways to make progress by proactively creating dialogue with underrepresented groups. This was reinforced by the Conference's keynote speaker, Rene Carayol, a professional broadcaster and author, who gave delegates encouragement and inspiration with an impassioned address to the room.

The final session of the day was a presentation which focused on how women can progress into the sport – delivered by Catherine Bond Muir, the CEO of W Series – the first international all-female single-seater racing championship. Catherine has demonstrated through her own journey how a bold idea to provide more access into the sport for women can manifest rapidly with determination and support. Her valuable knowledge benefitted all those in the room by enhancing their understanding of how ideas can be turned into realities.

Overall, the Conference was an important start in helping delegates – and in turn the wider motorsport world – to better understand the issues so that this knowledge can be used as a launchpad for significant actions going forwards.

Hugh Chambers, CEO of Motorsport UK, said: "To become a fully inclusive sport we have to advance racial diversity. Holding the conference has helped us all to better understand what is

required to deliver genuine diversity. We are grateful for the work done by our Racial Diversity Sub Committee in making the conference happen and want to thank all delegates and media for helping to create a day that carried real meaning and the desire for change throughout. The work must now begin to put these learnings into practice with tangible actions."

Mike Bugembe, Chair of the Racial Diversity Sub Committee, said: "Our *Driving Forward Racial Diversity in Motorsport* conference was the first step in helping drive forward racial diversity in motorsport. To solve this challenge, we need to be able to have frank and open conversations around racial diversity. These conversations can be difficult, emotional, and sometimes challenging. However, we cannot find a solution without learning and understanding from each other with a view to making real commitments to inspire change. It was a pleasure to see our delegates united by the cause of progressing racial diversity in motorsport, and we would like to thank attendees, speakers, panelists, and Motorsport UK for their commitment to creating a fully inclusive sport."

"Watching the conference has helped us all to better understand what is required to deliver genuine diversity"

2021 VOLUNTEER AWARD WINNERS

Motorsport UK is delighted to announce the winners of the 2021 Club, Volunteer and Organising Team of the Year awards respectively

Industry-renowned rescue and safety official Charlie Webber has been awarded the Volunteer honours, with Dukeries Motor Club and the organising team behind the Old Forge Mewla Rally similarly celebrated for their successes in 2021.



Volunteer of the Year – Charlie Webber

An active member of the motorsport community for the past three decades, Charlie runs CAM Rescue alongside wife Zoe, providing crucial track and stage-side support to organisers around the UK.

He also chairs both the Rescue Panel and the Rescue and Recovery Training Working Group, as well as holding membership of the Safety Panel. In these challenging times, Charlie's counsel helped Motorsport UK to issue COVID-19 guidance to rescue and recovery crews, allowing them to operate safely on event throughout the pandemic.

Commended by colleagues for his professionalism, confidence and leadership qualities, as well as a positive, approachable character for newcomers to the sport, Charlie has also demonstrated a keen interest in the future of the sport, particularly surrounding the introduction of EV vehicles.

Charlie's fleet includes three Rescue units and a Stage Safety Unit, and he can be regularly found maintaining and improving the vehicles during his free time outside work commitments, ensuring their longevity and that his kit meets the latest safety requirements.

"When I received a telephone call to say I had been nominated it came as a great surprise, and when I was told I had won, I must admit I was a little shocked and couldn't really believe it," said Charlie.

"Motorsport is in my blood. I'm told I attended my first event, a Welsh hill rally, whilst still unborn – father was competing, with mother driving the support vehicle. I have many fond childhood memories of spectating on events with my father from club level races at Silverstone and Snetterton to the Lombard R.A.C. rally.

"A chance conversation with a rescue unit operator over 30 years ago got me started in rescue and from there I set up my own unit covering events country wide. Motorsport also introduced me to soulmate and long-suffering wife Zoe, and we now run Cam Rescue together covering 50-60 days of motorsport a year.

"I was honoured to be asked by Andrew Large to be his successor as Safety officer for Wales Rally GB and it has been great to work alongside the likes of Fred Gallagher, Andrew Kellitt and the late Dr Phil Rayner and of course the current organising team (far too many to mention)."

Organising Team of the Year – Old Forge Mewla Rally

Organising only the second major motorsport event in Wales during the COVID-19 pandemic, as you would expect, has its challenges, but this year the team behind the Mewla Rally went above and beyond to deliver a successful event despite a myriad of hurdles.

A switch to contactless timing and registration presented a new dynamic for officials and competitors to navigate, as well as the need to fill short-term staff replacements, safeguard the venue for future use through publicising the need for spectators to refrain from attending and even fill in for the Clerk of the Course in the run up to the event during a family bereavement, among others.



Ultimately, their hard work, dedication and superb attention-to-detail ensured the event not only happened but was among the most successful in its history and a real credit to Epynt Motor Club.

“The whole of the Mewla team were pleased to hear that we had won Organising Team of the Year in 2021 following what was one of the most difficult Mewla’s to organise since its

inception in 1978,” read a statement from the team behind the event.

“We must also thank all the competitors, marshals and officials in supporting the event, without which we would have struggled to run the event. The event is now looking ahead to 2022, taking on lessons learnt to bring further improvements to the event.”



Club of the Year – Dukeries Motor Club

In recognition of their efforts to excel in membership communication, embrace new technologies in the wake of the COVID-19 pandemic and, above all, deliver a strong calendar of events despite the challenges the global situation presents, Dukeries Motor Club have been selected as the Club of the Year.

The Club has also sought to actively strengthen ties with the local area, make motorsport more accessible and is striving to return larger events to the East Midlands after the demise of the Dukeries and Premier Forest rallies.

Inspired by their outreach programme, the next generation of Club members are starting to filter through, bringing new and exciting ideas to the Committee for the future. Notably, for the first time in 20 years, an election had to be held to nominate the Club Chairman, such has been the impact of this drive to bring new members into the motorsport community.

Dukeries Motor Club are very proud to have won the Club of the Year for 2021. “This is very much the culmination of the hard work put in by members of the club over the last two very difficult years and will spur us onto new challenges in the future.”

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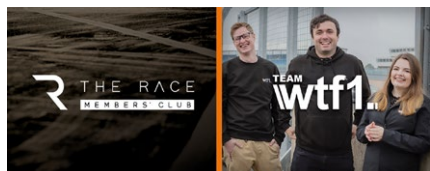
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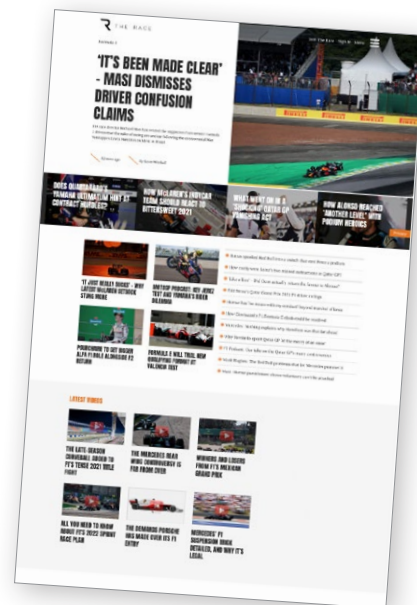
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No, there are 16 licence-free channels. However, obtaining an Ofcom licence will allow you to use other channels that are not available to the public and therefore less busy. Licence-free radios must operate at lower power output so coverage can be better with a licence. IntaRace can assist with licence applications.



Analogue or digital radios – what's the difference?

With digital if the signal fades the audio stops completely. Analogue is not quite as clear, but if the signal fades there may be crackles as the audio degrades but it continues to work. Because of this, it's better to have analogue licence-free radios and use digital with the more powerful licenced units.

How do you avoid interference?

Licensed and unlicensed channels are not exclusive, and other users or teams can be on the same channels. Both radio types can be programmed to prevent any "cross-talk" so you do not hear other chatter, however they can still suffer from interference when two teams are transmitting on the same channel at the same time.

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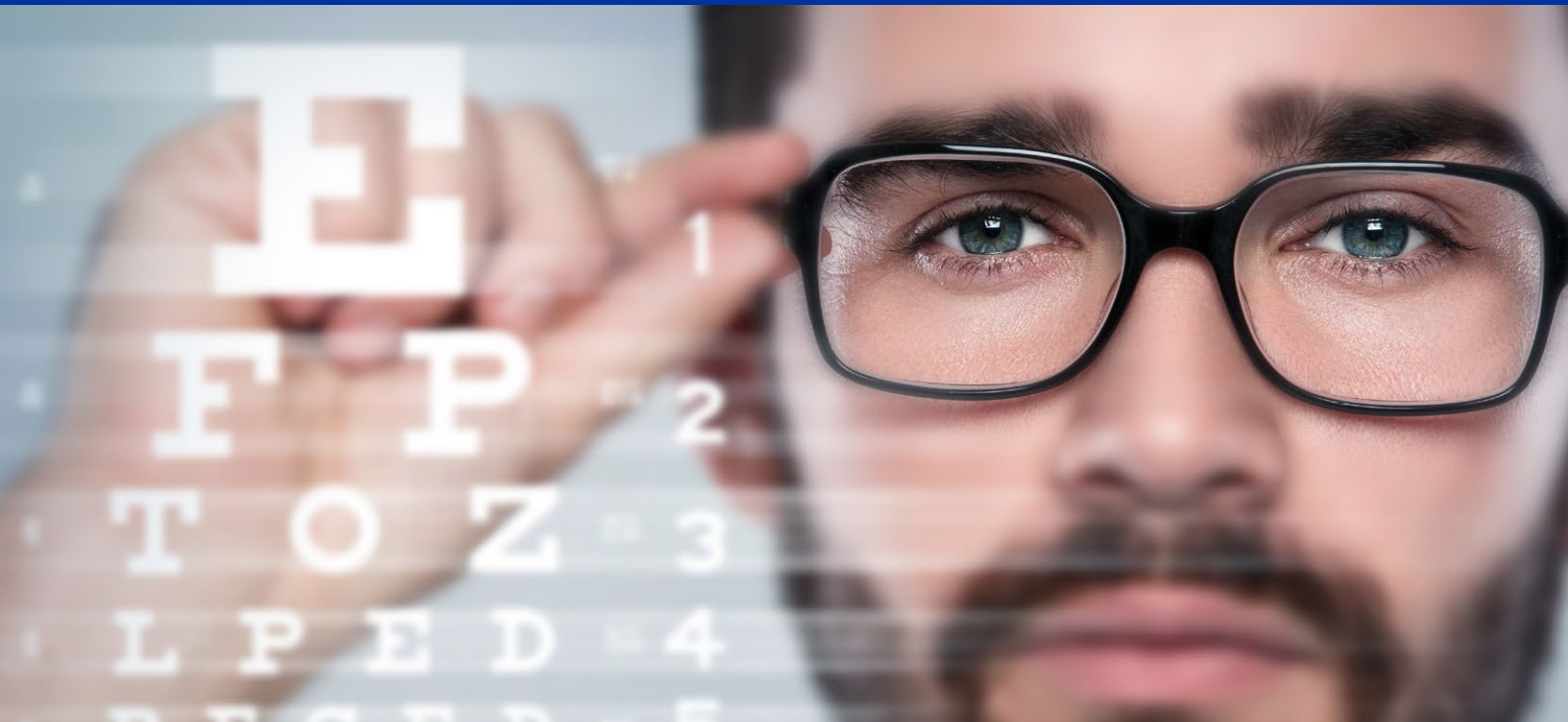
IntaRace evolved when founder David Julier was asked to supply a high-quality racing radio system at a budget friendly price. After trialling and modifying many brands, he decided to manufacture to his own specifications. This provides extensive product knowledge with outstanding after sales service and support. IntaRace believes that communication systems need not be complicated, hence the concept of supplying complete kits in a stylish, protective alloy case, that contains every essential item for a race team without any hidden extra costs.



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Photograph of the Year

Capturing some of 2021's best motorsport moments

This year saw some thrilling action on tracks, hills, trails, and stages across the UK. From Snetterton to Santa Pod, these are some of the shots of the season



Event: Nicky Grist Stages

British Rally Championship

Date: 10th July

Photographer: Tom Banks (www.jakobebrey.com)

Caption: "Edwards airlines"

Matt Edwards and co-driver Darren Garrod flying to victory.

"The cars approach this crest out of sight," says Tom. "So knowing when and how high they are going to fly is a real challenge. You always hope you have picked the right crest to get the cars off the ground. Luckily, the leading pace of the British Rally Championship is very high, so flight is never in doubt, especially when champion Matt Edwards is involved!"

The official Motorsport UK championships were all back in action this season after a fallow year during the COVID-19 pandemic. That not only gave drivers and marshals the chance to get back to action, but also got the shutters clicking for the many photographers who capture the sport so fantastically well. *Revolution* asked those who cover some of the main events to pick their favourites from the season and share what made them so special.



Event: Ulster Rally

Date: 20th November

British Rally Championship

Photographer: Michael Hoyer (www.jakobebrey.com)

Caption: "Champagne supernova"

Matt Edwards celebrates winning his third title after taking the overall win on the season closing event.

"This year's championship went down to the final round, with Matt Edwards and Osian Pryce trading fastest times until the penultimate stage, when Pryce made an error and handed Edwards his third title in a row. The main challenge with this sort of picture is standing your ground when a driver aims the champagne straight at you," jokes Michael, "but the results can be spectacular!"

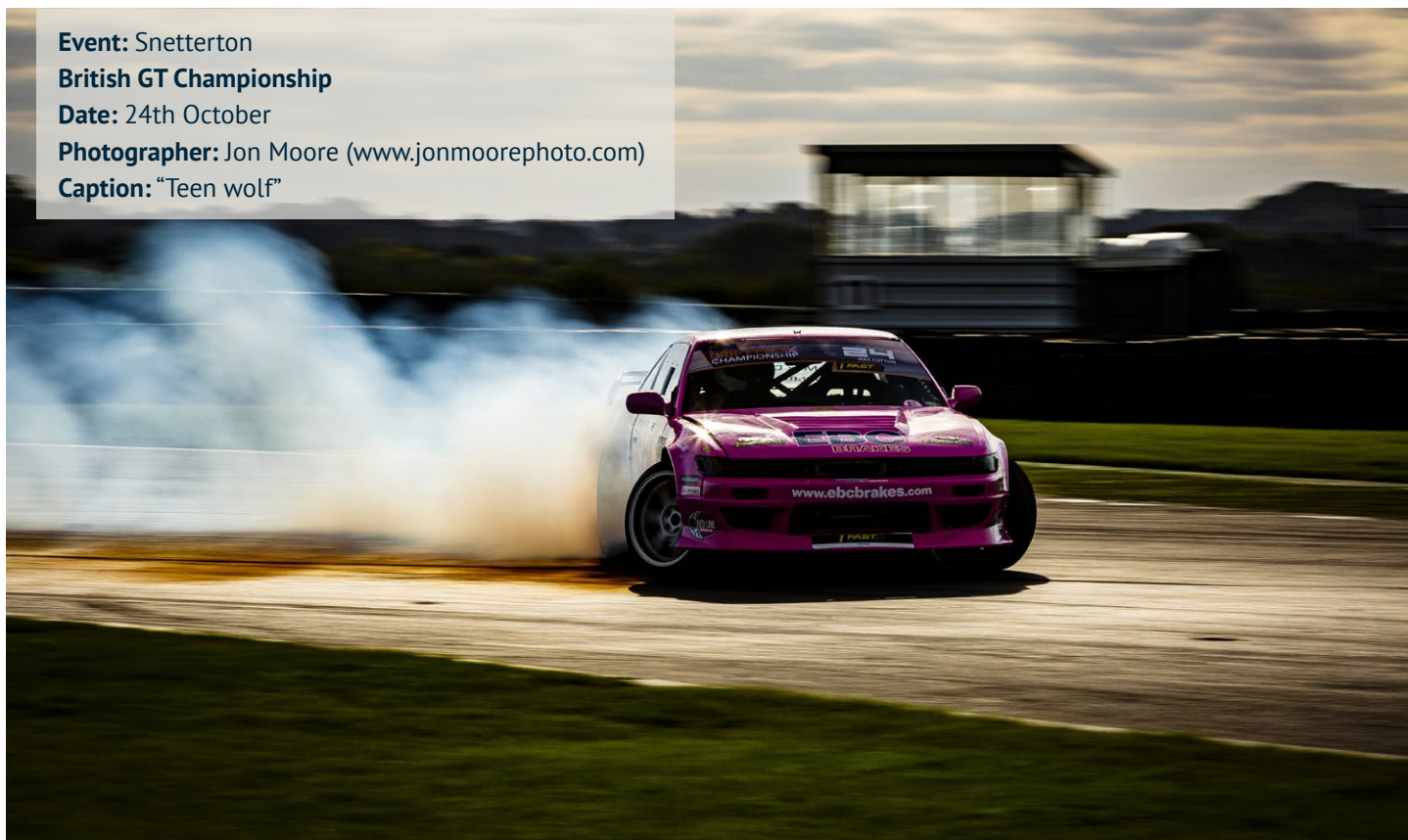
Event: Snetterton

British GT Championship

Date: 24th October

Photographer: Jon Moore (www.jonmoorephoto.com)

Caption: "Teen wolf"



Max Cotton smokes his way to victory in the DriftPro Championship in his V8-powered PS13 Nissan Silvia.

"To properly 'get' drifting, you need the right cars, an enthusiastic crowd and sun" says Jon. "West Coast USA is the natural place to achieve that holy trinity, but Drift Pro at Snetterton managed to tick all those boxes. Sometimes the sun in the UK can play against you, either too flat or just too plain absent, but on this occasion a low but strong sun, a mild day and the area's big skies created a perfect backdrop. Shooting against the sun, the conditions delivered a beautiful half-silhouette and flare to capture the smoke and speed of the drifters. Who needs California when you've got Norfolk?!"



Event: Oulton Park
British F4 Championship
Date: 30th July
Photographer: Jakob Ebrey (www.jakobebrey.com)
Caption: "Park life"

Champion Matthew Rees racing in one of the UK's most iconic settings.

"Oulton Park in Cheshire is one of – if not the – most picturesque circuits in the UK. It is my old local track, so I am slightly biased," divulges Jakob. "Technically this image is not hard to capture, but for me it is a key shot. How many British and world champions have been photographed passing the famous Lodge gates?"



Event: PFI
British Kart Championship
Date: 10th October
Photographer: Chris Walker (www.Kartpix.net)
Caption: "Job done"

Alfie Garford wraps up the championship against the odds at the last round of the junior TKM British championship.

"Alfie went into the last round with a mathematical chance of winning," says Chris. "In a nail-biting race, he managed to secure third place in the final and the championship win. It was also a title his father Sam had won in the late 1990s."

Event: Lydden Hill
British Rally Cross Championship
Date: 31st May
Photographer: Louise Johnson (www.Xynamic.com)
Caption: "Welcome back!"

Spectators watch on as Derek Tohill, Ollie O'Donovan and Roberts Vitols jostle for position at Paddock Bend.

"This photo has been a favourite of the championship and of the circuit ever since we laid our eyes on it," says Reuben Elman, at Lydden Hill. "To see all of these people back after the circuit's longest hiatus was truly a welcome sight. The battle on track was even more significant later on, as Tohill, O'Donovan and Vitols would all end up in contention for the title at the end of the year, lining up in this photo as they did in the final championship standings."



Event: Carlisle Stages
British Historic Rally Championship
Date: 23rd October
Photographer: Paul Lawrence
Caption: "Sideways in the forest"



Josh Browne's Ford Escort Mk2, one of the contenders for the Historic Rally championship, on the attack in the legendary Kielder Forest.

"Images of sideways Ford Escort Mk2s are common," notes Paul. "It's what they do best. What makes this image special is the effort that went into getting it. We drove three miles into the forest and then walked the last mile or so, including fording a stream where the footbridge had been washed away! We found the corner that promised this type of shot but had to get across a ditch and beat down a mass of sodden undergrowth to get a clear view from a safe location. The result was a clean background, water spray and flying stones. All we needed was a sideways Escort or two, and the plan had worked."



Event: Santa Pod Dragstalgia
British Drag Racing Championship
Date: 10th July
Photographer: Dave Jones
Caption: "Feel the burn"

Steve Heaven's Slingshot Dragster performing a fire burnout during the annual nostalgic dragster event.

"Harking back to a bygone era of drag racing, the art of the fire burnout is a unique tradition that is recreated at Santa Pod's historic meeting, Dragstalgia. Long ago, setting the tyres of a drag car or bike alight was one way of warming them before a race," says Dave. "The practice is now performed strictly for entertainment in a controlled environment. The towering flames produce a scene like no other, but this is only done by one car at one event a year, so there are no second chances to get the shot."



Event: Donington Park
British Touring Car Championship
Date: 14th October
Photographer: Michael Hoyer (www.jakobebrey.com)
Caption: "O'Sullivan sunset"

Champion Zak O'Sullivan drives in the setting sun at Donington Park.

"Autumn always provides some great opportunities for dramatic pictures as the sun sets," notes Michael. "The key is to find the best places for the late afternoon light, and then hope the sun does not go behind the clouds when the track is at its most golden!"



Event: Barbon Manor
British Hill Climb Championship
Date: 3rd July
Photographer: Paul Lawrence
Caption: "Sparks fly"

Sean Gould sheds sparks over the Barbon Manor tarmac.

"I had never been to this venue before but finally made it this summer," reveals Paul. "It is a short, sharp and bumpy hill and it quickly became apparent the leading single seaters were bottoming out over some of the bumps. A modest shutter speed on a dull afternoon got the picture I was after, as Sean stayed fully on the throttle when the rear wheels of his 650bhp racer kicked into the air."

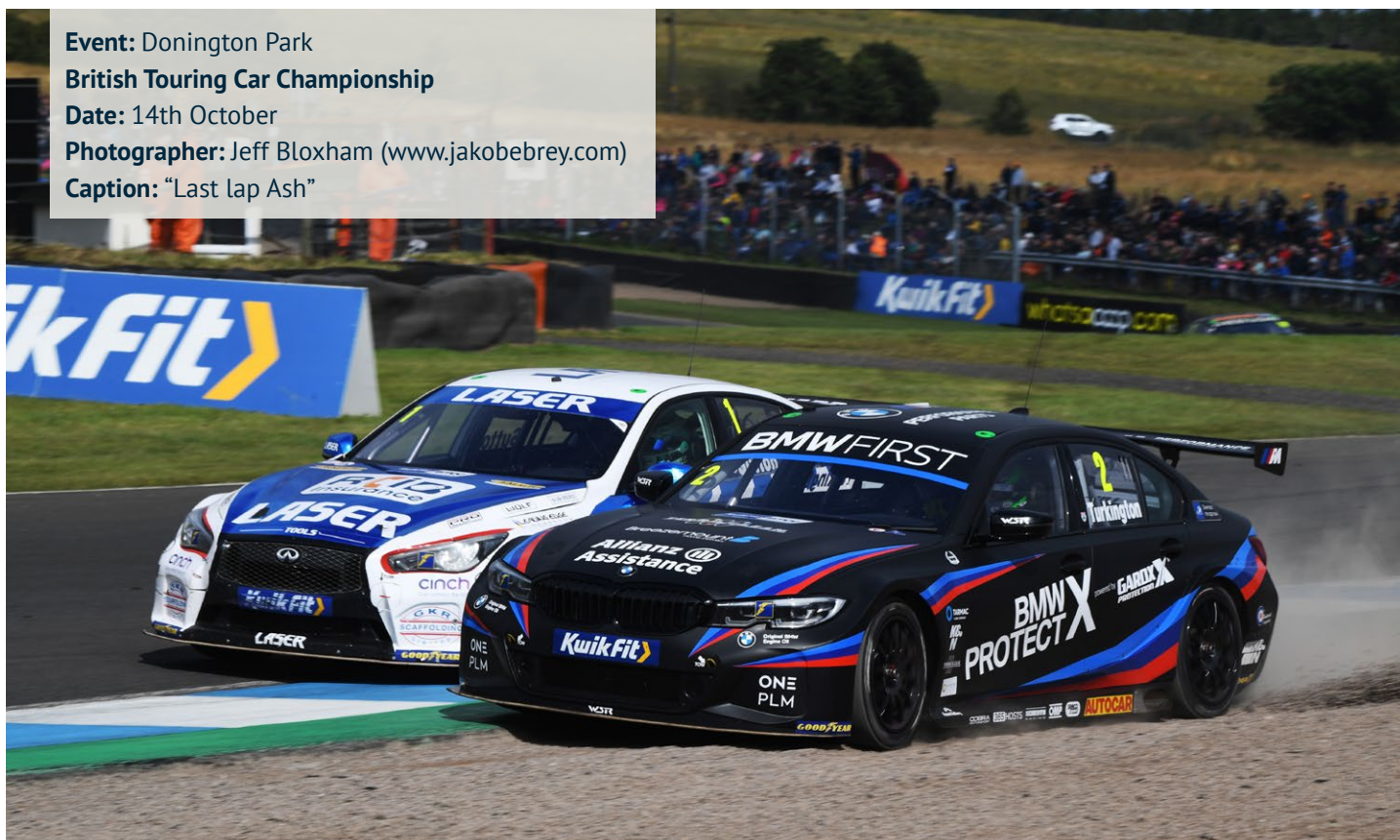
Event: Gale Hill
British Sporting Trials Championship
Date: 25th July
Photographer: Charlie Wooding (www.charliewooding.co.uk)
Caption: "Topping out"



Paul Faulkner and Peter Luff on the course at the Northern Phoenix Trials Car Club Historic Trial near Penrith.

"Selecting the background is a crucial element in any motorsport photography and this one is probably my favourite of the year," declares Charlie. The view of the Eden Valley is breathtaking. It makes a change from the more enclosed sites, but the challenge was getting there – because it was a long and steep trudge up from the car park!"

Event: Donington Park
British Touring Car Championship
Date: 14th October
Photographer: Jeff Bloxham (www.jakobebrey.com)
Caption: "Last lap Ash"



Ash Sutton passes Colin Turkington for the lead on the last lap of the race.

"It is possible that this one photo shows the moment Ash Sutton won the title," reveals Jeff. "I had my close crop photos already in the can, so I moved to the exit of the corner and got ready with the shorter setting on the zoom in case anything happened – and it did! The last time through the chicane, Colin slid wide onto the gravel, lifted briefly and Ash seized the moment! You have to be ready for anything and this was the seventh in a sequence of twelve shots I took."



Event: Snetterton
British GT Championship
Date: 10th July
Photographer: Jakob Ebrey
(www.jakobebrey.com)
Caption: "Box, Box, Box"

The championship winning Barwell Lamborghini viewed through a British racing icon at Snetterton.

"I love photographing racetracks with landmarks in them," notes Jakob, "and for me the phone box at Snetterton is a piece of UK racetrack history! Everyone who has stood on the pit wall will have seen it and I love getting quirky things in pictures! It is quite a tricky shot because you cannot really see the cars coming, so you have to make the call to shoot it quite fast on the shutter speed."

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FIRST TIMERS

How to take on a new motorsport challenge



Taking on any form of motorsport for the first time can be daunting but highly rewarding. **Will Gray** spoke to five eager 'rookies' who tried out new challenges in 2021.

Everyone gets a buzz from starting something new. The adrenaline. The excitement. The fear. The anticipation. These wide-ranging emotions will either make you never do it again, or it will ignite a passion that will last forever.

If you are already involved in motorsport, you will remember taking that first step, but whether you are a rookie or an old hand, there are always new challenges you can turn your hand to.

Take Mercedes F1's Motorsport Strategy Director James Vowles, for example. Midway through planning and executing race plans for Lewis Hamilton and Valtteri Bottas during the summer, he dropped into a damp and rainy Silverstone to observe and work with the Silverstone race marshals.

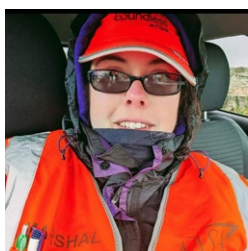
Despite having 20 years experience in the sport, both beside the track as an engineer and on it as an amateur driver in a

vast number of categories, there was still plenty for him to learn from the experience.

Likewise, others we spoke to, like Mel Morgan who swapped Autosoloing for Autotesting and Junior World Rally contenders Jon Armstrong and Phil Hall, who exchanged their Ford Fiesta Rally 4 car for a 90bhp 1968 Mini Cooper S to participate in the HERO Challenge Three regulatory rally.

For others, it was even more in at the deep end, with Emma Cooper making her co-driving debut alongside fellow debutant Lucy Wigley on the ominously named 'Get It Sideways' Stage Rally and Allan Schofield strapping himself into a Pro ET dragster to take on Santa Pod's quarter mile.

Each had their own highs and lows on this new motorsport journey, but all came back with one simple message: just get out and go for it!



Autotest

Mel Morgan

I have been competing in Autosolos since 2013. I first tried it out for free in a demonstration at Autosport International and absolutely loved it, so my dad, brother and I bought a cheap car, and the rest is history. But this year I fancied taking on a new challenge.

Having watched the Autotesters do their thing for so many years, I was eager to see if I could learn some new skills, so I took the jump and entered my first Autotest on 20th June at Lymm Truck Stop. I went the day before to help with set up, walk the test, and get some hints and tips from the masters of Autotest, Steve Johnson and Colin Moreton. I was nervous on the day but so excited. I prepared myself to do absolutely terribly and I was just hoping that I would enjoy it.

My first run was absolutely atrocious, but I came away with the biggest smile on my face! I made

multiple silly mistakes throughout the day, but my skills for the handbrake turns and reverses improved with each go. I could hear some of the other spectators cheering me on when I got it right, which was amazing and with every go my smile got bigger and bigger. It was a fantastic day.

The most challenging part was having the guts to really go for it. That is the best way to do the handbrake turn, to get the reverse sections right, but I think because I just wanted to enjoy myself and was not too bothered about being perfect. I felt comfortable trying new things and just having a go.

It made me realise that you can just have a go at things, and it doesn't matter if you get it wrong, you can get the hang of it in the end. I have done a couple more and even convinced my dad to do one. If you are interested, just give it a go.

>>>>>





Stage Rallying

Emma Cooper

It was a casual conversation with my friend Lucy Wigley over coffee that seeded the idea we should go stage rallying together. I had ridden motorbikes a lot in the past, but it was very much a solo endeavour, lonely at times, particularly after my spouse died aged forty-six from pancreatic cancer back in 2015.

After talking it through, Lucy and I bought a Renault Clio rally car and having spent months preparing it, reading the regulations, and wondering what on earth we were getting ourselves into, we took on our first event, 'Get It Sideways' at Down Ampney. It was a single venue at the beginning of April.

Considering we were two absolute novices attending our first event together – including servicing by ourselves (a rookie mistake we have not made since) it went well. We were seeded 69th out of 75 or so but finished 14th in class C and 41st overall – a genuinely pleasing result.

Just getting to and through our first stage was really challenging. I had learned how the timing works, read countless descriptions, watched videos, listened to advice from experienced co-drivers and even spent time with Lucy in the car to get comfortable as a crew, but it's a whole different story when you are stressed and sat in a hot, noisy rally car at an event for the first time.

I was convinced I was about to make an oversight that would have us penalised before we'd even started. And from that point, it was a bit of a blur. The sense of relief going past the flying finish sign on the first stage was extraordinary and by

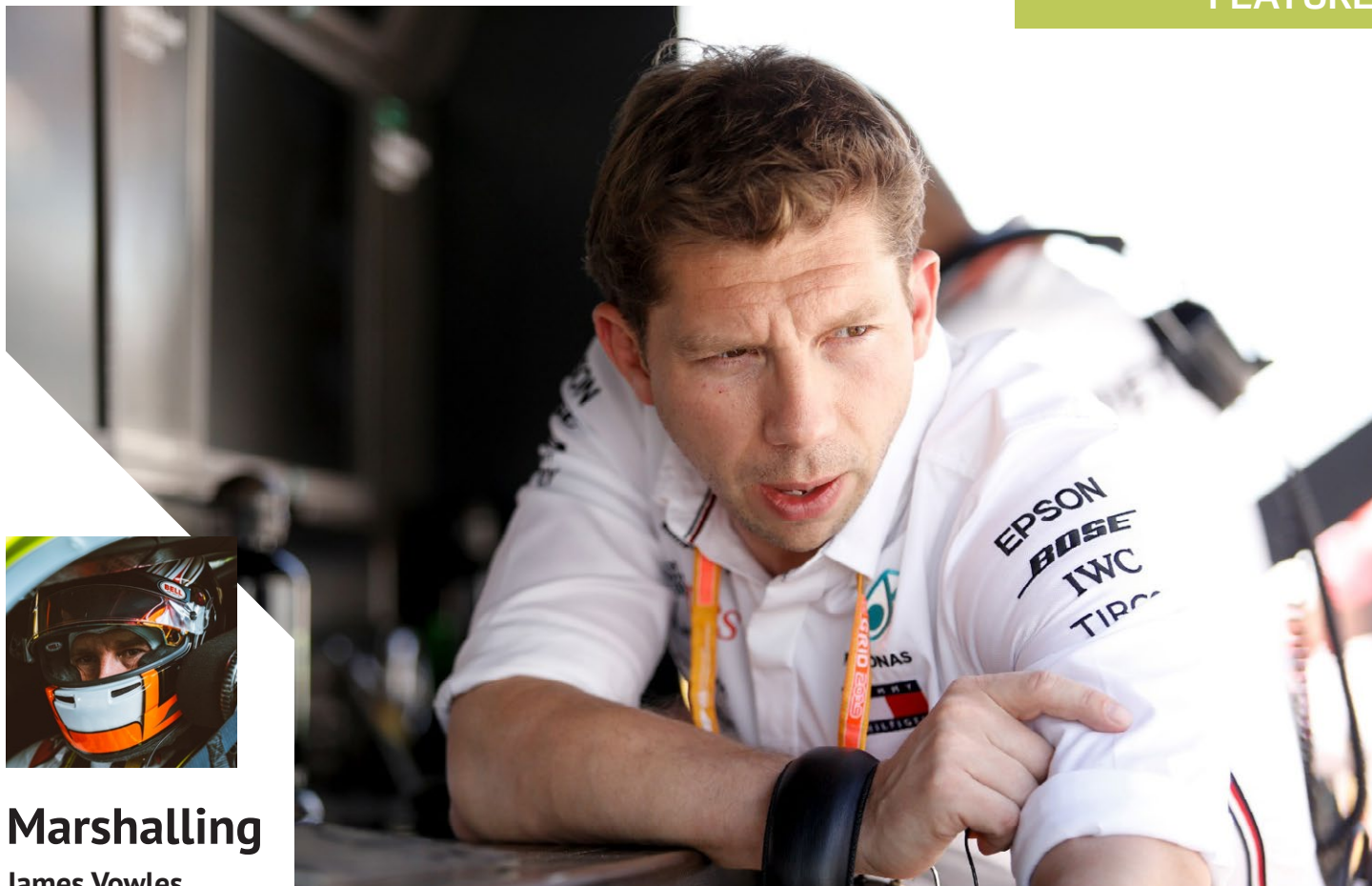
the end of the first couple of stages, it all clicked and made sense.

As an ex-lawyer, I am fairly confident with having things put in front of me and being asked to make sense of them, but there is a lot involved in getting a couple of novices to their first rally. Not only in preparing the car, but sorting through the Blue Book, event regulations, safety equipment requirements, licence requirements, club memberships, event entries, what to bring and so forth.

We got through the event pretty well, but on the penultimate stage, the car hit a pothole and the steering was damaged. Back at service we jacked the car up and when the two crews opposite us saw us looking flustered, they came over to help. In fifteen minutes, it was fixed, and we were back in the car.

The biggest take-out for us was how friendly and helpful the rallying community is. That provided a great confidence boost, and we have since ventured further afield to other single venue rallies, acquired a second car for gravel rallying and we are in the Heart of England and MSN Circuit Rally Championships.

If you are thinking of giving it a go, go to an event and talk to some competitors and, if you like it, contact your local car club and get involved. You don't have to jump in at the deep end, nor spend a small fortune, but be warned: once you are bitten by rallying, all you will be able to think about is your next event!



Marshalling

James Vowles

As an engineer and a driver, you rarely stop and think about the hard work and dedication going on all around you at the track to make things possible. That's why I was keen to spend a day with marshals – to understand what they go through and see racing from a different perspective.

I turned up for a briefing at seven o'clock in the morning and the first thing that became apparent was the mix of people, with experienced marshals alongside first timers. It was a really friendly group, and I was welcomed straight away.

The marshal post associated with me was Woodcote and I was placed with a very experienced senior chief marshal. He was incredibly welcoming, and with a shared passion for motorport we were never short of conversation. My first thought was that I would be unlikely to experience much in the way of track action requiring marshals, because that corner is an easy right-hander.

It turns out it is totally unpredictable. One race, there could be nothing at all and you just use a few flags; the next you're just rushed off your feet. At one point we had to go out onto the track to clear up an oil trail then later, in a fairly junior race, a car ended up on its roof!

I have had more than 20 years of motorsport experience and been in many meetings defining the rules, but I think the value in the day was learning how, on that particular sequence of corners, four or five people pulled together and came to response. The teamwork is no different to a racing team – just a

group of professional people coming together for one purpose.

Also, as a driver, the experience gives you an understanding that if you are irresponsible on track you can impact many other people's lives, and you are reliant on many other people to help you in those circumstances. It resets you a little bit.

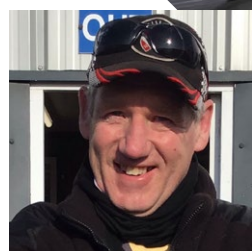
Personally, I didn't have any apprehension walking into it but if it's your first time truly next to a racing circuit, you may be overwhelmed with the experience. That itself is motivating, though. That is why you do it: the smell, the speed, the risk.

My suggestion would be that you just have to overcome that wave of emotions and remember the core of what you're doing, which is for you to remain safe, for others to be safe while you're there and to work with your team effectively.

Everyone was friendly and welcoming – even one individual who was reputed to be a little bit difficult was the opposite; he was fantastic! Everyone had comments about decisions that were made, but it was done in a friendly and constructive way. They just want you to form a part of what they consider their family.

If you want to try it, the first thing I would say is do not delay. Any apprehension you have will be evaporated the second you turn up at the track. Whatever you think it will be, I suspect it will end up being better than that. It really is an environment that welcomes you in, and motorsport sucks you in as well. So, if you like it, in all truthfulness, it will be very difficult to leave.





Drag Racing

Allan Schofield

In the early 1970s, my father took me to Santa Pod, and I can remember seeing Dennis Priddle and Roz Prior doing a side-by-side run. As an impressionable kid, it stayed with me forever.

In my earlier years, I followed in my father's footsteps racing motorcycles, taking part in the Isle of Man TT many times. I became the European F2 sidecar racing Champion in 2005 and after a 10-year layoff I completed the 2017 and 2019 TT and, in 2020, I became BEMSEE F2 champion.

Due to arthritis in my shoulders, however, I was finding it increasingly difficult to race the sidecar around bends and having experienced the adrenalin rush of racing, there was no way I could retire, even at 60! I have tried retiring before and have had more comebacks than Frank Sinatra!

About eight years ago, we started going to Santa Pod for our holidays, watching the Main Event and the Euro Finals. We would walk around the pits talking to the drivers and crews and couldn't believe how friendly everyone was. So, when I was looking for a new challenge, I decided I wanted to have a go, with the added bonus there are no corners!

I started looking at Eurodragster and other classified ads and went to view three cars – a Chevy Nova, a Dragster and an Altered at the end of 2020. Of the three, the dragster was the one to put a big grin on my face. The feeling of being enclosed was reminiscent of the sidecar fairing.

I bought the dragster in November but didn't see it again until Easter Monday this year due to the COVID-19 lockdown. I was also in the embarrassing position of not even knowing

how to start it! Under the guidance of the previous owner, I did many 'Run What Ya Brung' events and entered my first competition in May.

I started the season competing in Pro ET, which I quickly found out is one of the most competitive classes. After a couple of competitions, I decided to double class and entered Super Comp as well, to get as much track time as possible.

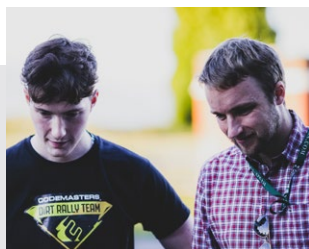
Drag Racing was very easy when sat on the bank with a beer in my hand, but in reality, it has been the biggest challenge I have ever attempted. The precision required is unbelievable and thousandths of a second can make all the difference.

The season was very challenging but also very rewarding. I finished 15th out of 49 in Pro ET and 4th out of 13 in Super Comp, managing to achieve number one qualifier in Super Comp at the National Finals in September. The most difficult element was cutting the tree to get a perfect reaction time, along with working out the Dial In time for Pro ET and the throttle delay to hit 8.90s in Super Comp.

Achieving my Personal Best's and continually improving on them throughout the year was extremely satisfying. My current PB's are Reaction Time 0.007s; Elapsed Time 8.78s; and Speed 151mph. There is so much more I want to do and improve – better reaction time, better elapsed time and definitely faster (200mph would be nice).

The beauty of Drag Racing is you can race anything, on any budget. So, if you fancy it, do your research, and spend time talking to everyone – including me! Never be an 'if only'.





Classic Regularity

Jon Armstrong (with co-driver Phil Hall)

I started competing in local rally sprints at the age of 13 and am now competing in the Junior World Rally Championship (JWRC) with my co-driver Phil Hall. Phil started competing at a similar age and was part of the Motorsport UK Academy for co-drivers. He has competed all over the world, including 30 WRC events.

It is important for any crew to keep learning new skills, and the regularity rally discipline is something I have always been interested in trying out. This year, we have been in three-way fight for the JWRC title, but the HERO Challenge Three event was a month before the finale in Spain, so we thought we would give it a go.

We competed in the Mini Cooper that HERO has in their 'arrive-and-drive' fleet. I always loved the classic Mini but had never had the pleasure of getting behind the wheel of one until now. It was absolutely amazing to drive. It felt very precise like a go-kart but had so much character too. Needless to say, I want one of my own now!

The event went pretty much as expected, getting to grips with the challenges throughout the day and improving as it went on. The regularity tests were a long way from what we know, and we made some small mistakes that lost us a lot of points – but on the tests we really excelled and got the 'test pilot' award. We also picked up the best new comers award, which shows we are fast learners!

The regularity sections were, without doubt, the most challenging part. They kept changing each time, so you could not just learn one way and do that all day. Instead, the format changed ever so slightly on each section, and it really was tough, but we did well and didn't get too annoyed when things didn't go to plan!

I did not know how hard the test sections would be, as this was all quite new for us, but we applied some of our normal rally pace notes to the layouts and it seemed to work a treat! It is true that practice makes perfect, as it was clear to see that the more regular competitors could really nail every section.

That is something we would love to aim for in the future and, for sure, we would both love to do more of these kinds of events. It would be nice to improve even more on our next attempt. There is unfinished business!

The main thing when you take on an event like this for the first time is to enjoy it, not take it too seriously and to have the mindset of learning. Try to find the areas you are good at, like we were on the tests, and aim for a good result there while focusing on improving overall and you will get better it goes along.



Give it a Go!

If you are not already participating in motorsport, or you want to take up a new challenge, visit www.motorsportuk.org/get-started for further information.

FIA PRESIDENTIAL ELECTION

Before deciding on which candidate team to support, both Motorsport UK and the Royal Automobile Club took steps to evaluate the nominations and report back to their respective memberships

As closely aligned member organisations, it is deemed essential by each respective board to examine the requirements and views of the members across the sport and mobility landscape. This has been conducted in a completely transparent manner, with a publicly visible consultation to allow each team to present their manifesto and introduce the representatives of their teams.

Both candidate teams were invited to attend a session at the Royal Automobile Club in Pall Mall, London, on the 18th and 19th of October. Each team attended with three members in their prospective roles:

FIA for All: Prospective candidate team:

- Graham Stoker: President
- Thierry Willemarck: Deputy President for Mobility
- Tom Kristensen: Deputy President for Sport

FIA For Members: Prospective candidate team:

- Mohammed ben Sulayem: President
- Tim Shearman: Deputy President for Mobility
- Robert Reid: Deputy President for Sport

Representatives from the boards of the Royal Automobile Club and Motorsport UK were present and led by their respective chairs, Ben Cussons, and David Richards, they spent two hours with each team examining the manifestos and questioning the teams on their proposals.

The sessions were filmed to allow members to observe the responses of the candidate teams and provide feedback to the boards of their respective organisations. "It was a very enlightening experience," recalls Ben Cussons. "It gave us a great opportunity to really probe deeply into their manifestos and understand what they could bring to the table if they were to be elected."

"We felt as a board representing our members," added David Richards, "that the whole process was a little bit closed, a sort of election among a small body of people. We don't believe that's the way sports federations should behave these days."

However, on conclusion of the proceedings, Graham Stoker and his FIA for All team refused to permit Motorsport UK and the Royal Automobile Club to show the video to their members.

"Unfortunately," continues David, "Graham Stoker's team decided that they did not want that video to be shared with our members, which is somewhat confusing and a big surprise to us. It certainly doesn't sit well with us that we can't share this information and share the video with people."

So where does this leave the organisations, and what conclusions have the board of directors come to?

"We feel that the team for Mohammed ben Sulayem" adds David, "while they haven't got all the answers, they do accept the need for change. We feel that this, in these turbulent times, and what's going on ahead of us, that is what's required. We can't just accept that it will be business as usual, it will all be fine. I honestly don't think this is right in this day and age. So, our vote is going to go to Mohammed ben Sulayem's team."

While this may be a surprise for some, Ben Cussons explains further how the two Boards of Directors arrived at this decision.





"I think you've got to take those two strands of the FIA – sport and mobility," he says, "and from the mobility perspective, it's the level of detail they've gone into in preparing their manifesto. They've really taken a look forward to where the FIA should be, and could be, in the next few years. They've not come up with a manifesto that's revolution, its evolution, but it is respecting good governance in world governing bodies, which, as we've seen with some others, has been under scrutiny in the last few years.

"They have really put a lot of effort into it. They are very much looking to serve all the members of the FIA, not just a few. So as a consequence, like Motorsport UK, the Royal Automobile Club's vote will be for Mohammed ben Sulayem.

But why have the national bodies chosen not to support the 'home' candidate in Graham Stoker?

"But isn't that the very traditional way sports federations have voted in the past?" responds David. "Isn't this the very reason

we should be challenging today? Yes, Graham is British, but so is Robert Reid, who's standing as the Deputy President on Mohammed's ticket. So, it's not a partisan decision. This is a decision made out of solid, conscious interrogation of the proposals for the future."

So, to the future. What next for the FIA and its member bodies?

"Anybody can see", says Ben, "that in the world of sport or mobility, the world is changing very rapidly, whether it's development of electric power trains, hydrogen power trains, the whole environmental impact of motorsport. That doesn't mean that it's bad. It contributes hugely to the economies of many, many nations. So therefore, you've got to take the good bits out of that and try and eliminate the bad bits. There's lots of opportunity there, but only by having a proactive candidate team will you actually get the best out of it. And that's the job of the FIA, to lead, in both mobility and sport."

Watch the full interview with both David Richards and Ben Cussons here:





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VANTAGE POINT

Women in motorsport

Jenny Tcherniak manages the Girls On Track UK programme for Motorsport UK, inspiring women of all ages to seek and develop careers in motorsport. It was not until she was in her late 20s, when her motorsport-following stepdad came into her life, that she developed a love for racing. In 2016, she left primary school teaching for a role at the 'Dare to be Different' charity, the forerunner to Girls On Track UK, and has never looked back

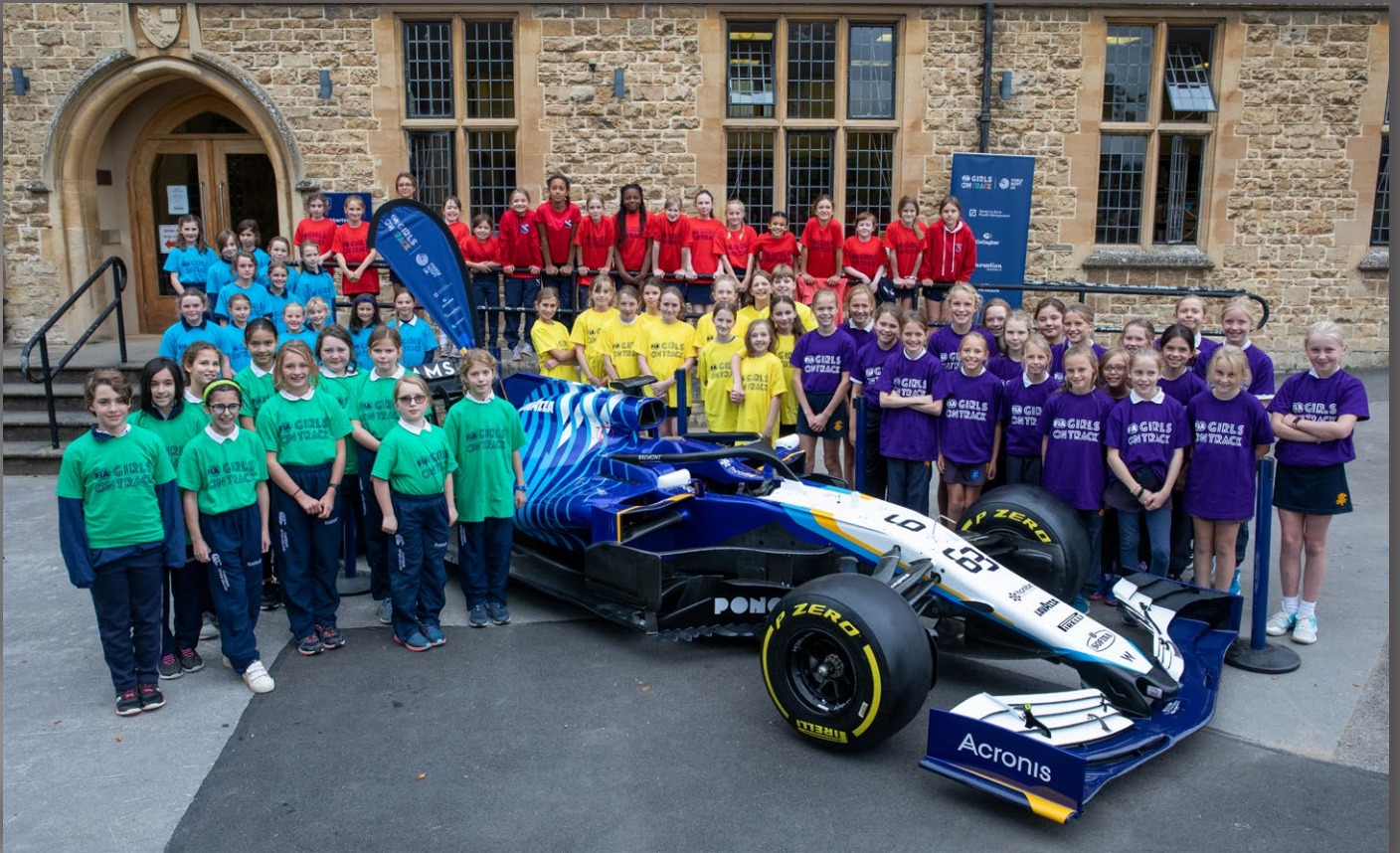


In the six years since I first got involved in inspiring women into motorsport, there has been a noticeable increase of female visibility. There are definitely more women on screen, and more knowledge of the positions that women hold in series such as Formula 1 – but there is obviously still some way still to go and at Girls On Track UK we are working hard to move things forward.

Throughout my life, I have always had a desire to make a difference to others and when I read about the launch of Susie Wolff's 'Dare to be Different' charity many years ago, it inspired me to get involved. Its aim was to inspire and encourage girls and young women to see motorsport and science, technology, engineering, and mathematics (STEM) as an accessible, desirable area in which to work, and after having a chat with Susie at the Autosport International Show, I found myself in the role of Programme Manager.

I now feel truly privileged to be carrying on her legacy through the Girls On Track UK programme. It is a very varied role that requires me to work with females of all ages, with the same goal of supporting, encouraging and inspiring them into the world of motorsport and STEM careers.





The main two parts that I work on are the planning and delivering of events for schoolgirls aged 8-18 years at various venues around the UK, and also offering the live and virtual events that help inspire the Girls On Track UK Community.

Using the FIA Girls on Track guidance and toolkit as a structure, I plan events for schools which offer them a taster day exploring the possible careers out there within motorsport and STEM in an engaging, exciting way – and regardless of the age of people the events are planned for, the main goal is for them to come away feeling inspired, empowered and like they can do anything!

The activities we do are wide ranging but have included learning mechanics through the running of pitstop challenges, working with motorsports journalists to develop presenting skills, and learning from female engineers in an interactive engineering challenge.

Despite the challenges of the evolving pandemic, progress in 2021 has been fantastic. The main

highlight of 2021 was how we have been able to grow the online community to reach a huge milestone.

From the end of 2020 through the first half of 2021, when there was little opportunity for live interactions and networking, we took to Zoom to offer our members inspirational webinars and connect meetings with successful women in the sport. Each month of this year we have created a focus to our events and invited speakers related to that area.

The virtual event themes have included race strategy, motorsport photography, volunteering and sustainability in motorsport, to name a few. In addition to broadening our reach by working with businesses such as Formula 1, they have encouraged our community to grow from just over 1,000 members at the start of the year to more than 5,000 at the end, which is something I am really proud of.

Along with that, the ability to run live events again after such a long time has been wonderful. It is so great to see the girls in person and to give them such a positive and engaging experience.

>>>>>



For me, the most important thing to achieving a better balance of females to males within motorsport and STEM careers is the concept 'to see is to be'. Young girls watching motorsport on TV, reading printed media and at the tracks on a race weekend need to see women in all different kinds of roles to believe that it could one day be them.

The view that motorsport is for boys is very stereotypical – and that is wrong. But without breaking this stigma down, it will continue to put a lot of girls off seeing these careers as an option. Fundamentally, there are not enough visible women in the sport, and that has led many who might be interested to suffer 'imposter's syndrome' – where they wrongly doubt their abilities and feel like a fraud.

While there are many strong women out there, I do feel there is often a lack of confidence in females in putting themselves forward for opportunities in motorsport and it is due to this general feeling. That is exactly what we are trying to break down through Girls On Track UK.

There is definitely more being done to promote positive female role models in all aspects of the sport, not just through our work but through the work of many

inspirational companies in the sport, who recognise the value of inclusion and the benefit of a diverse workforce.

Our initiatives are helping to discover and highlight the work being done by women in all areas of motorsport. Our taster days really boost the younger girls' confidence in all aspects – you can literally see it on the event. And I think the opportunities that we offer with the themed virtual events definitely help too.

As the themes evolve next year, on a bi-monthly basis we will explore a range of areas to expand exposure to the wide range of positions out there – for example, we are looking at events related to fluid engineering, hardware, and software engineering and more.

It is exciting now, looking ahead to 2022 with such great opportunities awaiting us. We will have a whole year's worth of in-person and virtual events in new locations, with new companies and hopefully new partners, and who knows how many hundreds more girls this will bring into the world of motorsport.



To find out more and to get involved with Girls On Track UK, visit
www.motorsportuk.org/the-sport/women-in-motorsport/girls-on-track-uk

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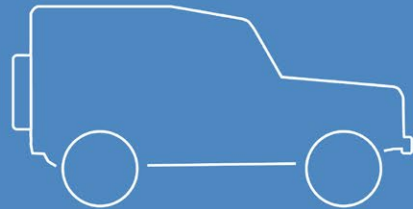
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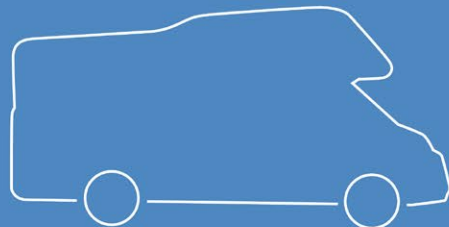
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In the late 1980s and early 1990s, when Rallycross was in its heyday, **Will Gollop** was one of the sport's biggest names. In 1988, he and his flame-belching Metro 6R4 came out on top in the biggest race of them all

I was up against the other star Group B car, the Ford RS200, which had 650bhp, and to get into the final there were three qualifying races of four laps each. The qualifiers were quite tricky – there was always Martin Schanche up there – but I managed to get second on the grid for the A final, which was fantastic.

Unfortunately, I didn't make the first turn in second place because there was a BMW 4WD with 700bhp, built by a Norwegian guy, and he got past. I got him back and I was gradually gaining on Schanche for the lead when, at one moment I think it was on lap three, he came off the throttle in a strange place for some reason and I managed to nip through on the outside of him. The crowd went absolutely bananas!

If you watch the video on YouTube, you can hear a great roar as I got by. I couldn't hear it in the car at the time – it was pretty loud in there! – but I saw them all standing up and waving as I was going up the hill towards the turning just before Paddock Bend. I was elated when I made that pass!

On the last lap, I got a bit sideways and pulled a tyre off the rim! I had to do three quarters of a lap with a puncture – we didn't stop, it just made you slower! I managed to keep going and heading into Druids I got a tight line and hooked it over the kerbs. Mark Rennison, in his Ford RS200, had got past Schanche by then, so we had two British drivers in a 1-2, and I managed to stay ahead of him and got across the line just in front.

“ The Rallycross Grand Prix at Brands Hatch was the biggest event in Rallycross back in those days. They got good entries and even though it was out of season, in December, lots of people came over, the Scandinavians especially, because it was an event they liked. The crowds were great, too. There were 25,000 people there, so it always had a really great atmosphere, and it was live on BBC TV, with Murray Walker commentating. It was a big thing.

I had won lots of other races before, and I had always gone quite well in the Grand Prix itself, very often better than the domestic races. I had finished fifth in 1986 and second in 1987, but until 1988 I had never won it.

I was in a Metro 6R4 with 440bhp. It was based on an Austin Metro shell, but only a few panels were used. It was very quick. It went from 0-60 miles per hour in about three seconds with the naturally aspirated engine – although when we turbocharged it later, in the 1990s, it did it in two! The Williams F1 guys had a lot to do with the suspension design when the 200 cars were built, so it was very good to handle too. It was just great to drive.

It was an amazing feeling. At those events, we didn't get to be in among the crowds because you just didn't have the time, they were short races, but you were on it all the time. So I did all I could and when we finished the race to get out and show my appreciation to the crowd. I jumped onto the roof of the course car and sat on top with my legs on the windscreen wipers as I got driven round the track, waving to everyone! I don't think the officials would allow that now!

It did make a difference. It was always difficult to get money for Rallycross because British Rallycross at the time, although it got better with the Group B cars,

wasn't particularly mainstream. That race, the media attention really sparked up. We got the front page on *Autosport*, which was great because they usually stuck us at the back, so we were pleased with that. In fact, I have still got some posters of that up in the house!

I have watched that race back loads of times, cheering myself on! It was a long time ago, but I still get people come up to me and say, "I was at that race" or "I watched it on television" and I look at them and think 'how old were you then?! I went on to win the Rallycross Grand Prix twice more after that, to prove it wasn't just a fluke! But the first win was the best.



Watch the race on



Sporting Bears Motor Club

This is motor club with a difference, giving people 'Dream Rides' and raising more than two million pounds for children's charities in the process

Sporting Bears has come a long way from its simple origins, but the original premise has remained from day one: to raise money for under-privileged children by having fun in fantastic cars.

It all started in 1989 when founders Chris and Pat Glasbey set it up to run a fundraising tour. Since then, it has become one of motorsport's most heart-warming success stories, with more than 1,000 members and eight regional sections around the UK.

"We're just short of £2.8 million raised since we started," says current club Chairman Alan Moss. "We passed a million (pounds) in 2013, so you can see how it's taken off, and we now get approached by lots of people asking us to come to different events.

"It started off with a few tours then we got involved with what is now the Classic Motor Show. Our first time there we were stuck outside and didn't raise a lot – even though we had Nigel Mansell on the stand, and we debuted a little Lotus called Elise!

"It built up from there and we came up with the concept of Dream Rides in the mid-1990s. In the last 10-12 years they have really taken off. When people know what you're doing, they they're quite generous and every single penny that's donated goes to the charities."

The club now has access to around 750 to 800 different vehicles, which members bring to events and offer free passenger rides in return for a suggested donation. The central club runs the big shows while, individual regions also organise their own smaller events.

Supported charities are typically small and often local, to limit the losses through admin costs. It's a win-win situation – the car owner gets to show off their pride and joy, and the participant gets the ride of their life – while also giving money to a good cause.

"Not many people can afford a quarter million-pound motorcar, so for many it's a dream because it's something to aspire to," says Moss. "On the other hand, we also sometimes get people saying: 'I'm thinking about buying one of those, can I have a ride?'"

"We have a huge range of different cars involved and what makes it so special is the look on people's faces when they get out of the cars – not just kids' faces... some of the big kids are quite big!"

The club is volunteer-run but set up professionally, with disclaimer forms, DBS checks, 10 million pounds worth of public liability cover from Lancaster Insurance and a strict policy on enforcing all participants to stick to the road rules.





Membership costs just £20 per year and members can attend any events they want. The highest turnout comes at the Classic Motor Show in November, where this year around 130 members were there with 67 cars over the three days.

“There’s a vehicle for everyone,” says Moss. “From a modified MG Midget to an Aston Martin DBS Superleggera. We’ve someone who’s just taken delivery of a McLaren GT, then we’ve got a left-hand drive drophead beetle – bring your own Beach Boys music!

“We have a ‘Cool Wall’, with pictures of the cars that are available on a particular day and a suggested minimum donation. The donation varies, of course. Some cars might be £20, some £100. But if you want to give us more, we like that!”

The Carfest events, North and South, are also big, but just like anyone running an events business, the last 18 months has been a challenging time. Despite this, the club is still on track to raise more than £200,000 this year. A big part of this was thanks to the British Motor Show – the charity raised over £41,000 at the event.

Although the big festivals are the headline-hitters, there are all sorts of events being put on around the country by the club’s different sections, from a pantomime run on the Isle of Wight, to a speed rally show in Wales.

The London Run is one of the most unique, with Rolls Royce donating its 10-car press fleet and the Special Escort Group – the team that takes the Queen through London – leading all the cars through the city non-stop.

“We have got a lot of members and, assuming we can get enough volunteers to organise what we do – because it is not a five-minute job to organise – the more events we can do the better,” adds Moss.

Make a difference

Some of the most rewarding events the club gets involved with do not actually raise money – they are closed events when members give Dream Rides to individuals and families that the charities support, and to the people who care for them.

“One of the things I have learned is if you have got a family with a disabled child, there will almost certainly be one or more siblings who miss out, because of the time it takes to look after the child,” says Moss.

“This year, for example, there was a little lad called Luke who contracted meningitis severely when he was seven and finished up losing his legs below the knee and his hands. His spirit is awe inspiring, but he’s got an older brother, and he misses out.

>>>>>



"So, they all come along, mums and dads too, and we just get them out in a car and give them all a bit of a smile. They love it, we love it, and the members all love it. It's just a privilege to give them a ride."

Moss admits that some of the experiences can be heart wrenching, but it is the reward that this gives all those involved that is exactly why Sporting Bears has grown into such a mammoth operation.

"Some of the biggest recruiting grounds are the big motoring events where people see what the club is doing and say, 'oh wow, I'd like to be part of that,'" says Moss. "It's just a very nice thing to be able to do."

"One of our members a few years ago had not done a closed event and he asked me if I had any advice. I said bring some dark glasses. At some point in the day, you'll come to me and say 'I know what you meant' because you do get emotional."

"At one event, it took 20 minutes to get a girl and her equipment into the back seat of one of our members'

Rolls Royce Silver Dawn convertibles, because she was just so plumped in. And the smile on her face was worth a million pounds."

"Once, when I was doing a ride, I was asked once by a guy 'do you get your petrol money?' I said no you don't. 'What expenses do you get? None. 'Do you live locally?' No, I'm in a hotel. 'And you don't get any money for that?' No."

"And he said, 'well, if you don't get any money for it, why are you doing it?' I said, it's quite simple. I have been privileged to visit children's hospices and if in two minutes through the door you don't get why we do it, you never will."

"We just get them out in a car and give them all a bit of a smile. They love it, we love it, and the members all love it"

To find out more and to get involved, visit: www.sportingbears.co.uk





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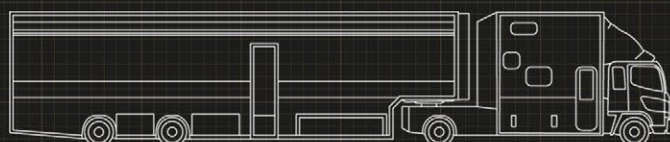
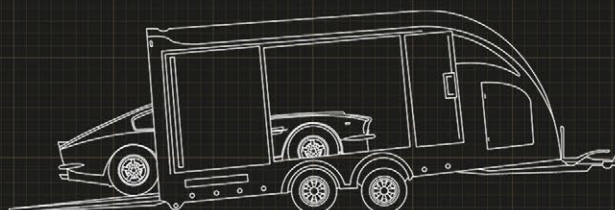
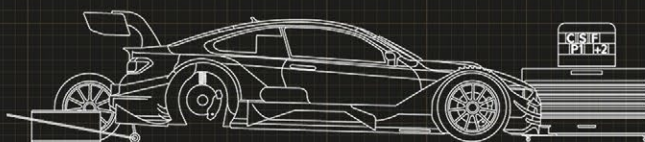
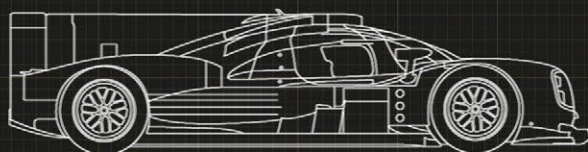
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Jessica Runicles has championed sustainability and responsible business for more than 10 years and joins Motorsport UK as Head of Sustainability in January 2022. This newly created role will help Motorsport UK realise its own 10-year Sustainability Strategy and align with FIA Environmental Standards. Only a few weeks out from her arrival, *Revolution* makes an introduction

Q: What is your background in sustainability?

I started in very community-based roles across the UK and for the past seven years I've worked at Business in the Community (BITC), which is the largest and longest established business-led membership organisation dedicated to responsible business.

I was part of a small team that designed both the Responsible Business Map (a framework for defining responsible business) and the RB Tracker, an Environmental, Social and Governance (ESG) measurement tool aligned with the UN Sustainable Development Goals and designed for companies to measure their performance.

In 2019, I created the BITC Consultancy Services department, advising across the responsible business map on topics of strategy and purpose, environment, community, inclusion, and wellbeing. In this role I have been lucky enough to work with hundreds of large corporates, sporting bodies and major manufacturers to help create and implement their overarching sustainability and inclusion strategies. More recently I have focused on inclusion strategies.

Q: Why were you attracted to this role at Motorsport UK?

Initially the draw was the opportunity to work in an area where people were really passionate about what they do. What sealed it was that in every interview I had, the individuals mentioned how committed they were to ensure that Motorsport UK would be a leader on issues of sustainability.

"It's all about listening. Understanding people's experiences and the barriers individuals have faced"

Q: What is the key element you will bring to the Motorsport UK team?

I see the role as one that empowers others with the tools to make change themselves. So, I hope it provides support to make changes in all the areas across the organisation and wider membership.

Q: What are the biggest challenges we will face in the next 12 months?

Working in sustainability, the challenges are well documented and expectations for action are high. Anyone following the action at COP26 in Glasgow will be aware of the scale and pace necessary for success. Across all the topics I will be looking at, the first thing will be to understand and communicate where we are now. Environmentally, the targets are defined in the Motorsport UK strategy but there are additionally clear external expectations.

For inclusion, it's all about listening. Understanding people's experiences and the barriers individuals have faced, in order to work on solutions to ensure that others don't face the same in the future. It's about practical actions and investing in diverse talent and a more inclusive sport.

Ultimately the key to success is ensuring all in the organisation and membership are onboard and understand what they can do to contribute to its success.

Q: How do you relax, or enjoy your time outside of work?

I'm currently in the process of moving, so at the moment you'll find me in every charity shop, car boot sale and on every second-hand App, trying to see if I can furnish my new place entirely from second-hand things. I also love to cook for people and the past few years has given me plenty of time to practice and not enough time to actually do it.



"Ultimately the key to success is ensuring all in the organisation and membership are onboard and understand what they can do to contribute to its success"

MOTORSPORT UK CONNECTED

Online highlights from the past month on social

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



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Three things you need to know about
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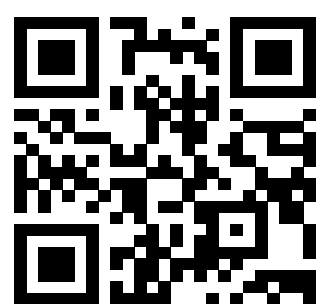
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NATIONAL COURT

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

Sitting 30th November 2021

**Mark Heywood QC (Chairman),
David Scott, Ian Watson**

**J2021/18 Disciplinary:
Motorsport UK v Andrew Marlow**

The National Court has considered two allegations brought by Motorsport UK in a disciplinary proceeding. The allegations are:

- i. That at Clay Pigeon kart circuit on or about 19 September 2021 being a person convicted of assaulting Steve Clayton a Clerk of the Course contrary to GRC1.1.9 you used abusive language to the Motorsport UK [Steward]1 of the Meeting Mr Alan Bryant contrary to 2021 GRs C1.1.9 and A10.2.
- ii. That at Clay Pigeon kart circuit on or about 19 September 2021 by assaulting Steve Clayton a Clerk of the Course contrary to GR C1.1.9 you acted prejudicially to the interests of motor sport generally contrary to 2021 GRs C1.1.4 and A10.2.

Mr Marlow was the PG licence holder on behalf of his son Owen, a competitor in the F100 UK 90s series meeting at Clay Pigeon kart circuit on 19th September 2021.

The undisputed evidence is that Owen was black flagged for a yellow flag infringement. Owen sought out the Clerk of the Course, Mr Clayton. Mr Marlow describes Owen "gobbing off". Owen then walked away in temper and Mr Marlow confronted Mr Clayton. Mr Marlow accepts pushing Mr Clayton while incensed at what he believed was Mr Clayton's attitude towards his son. Mr Marlow described pushing, with open hands at Mr Clayton's shoulders, while holding a stopwatch. Mr Clayton has produced photographic evidence of a significant bruise on his right chest. Mr Marlow challenged the authenticity of the photographs, including whether they were even of Mr Clayton, Mr Clayton's face not being seen shown or identifiable.

In response Mr Clayton produced the series of photographs on his phone. In one of which most of his face was identifiable and the times and dates of the photographs were all consistent with Mr Clayton's earlier evidence of having taken them when he rose the morning after the event.

There can be no justification for any physical contact between licence holders and officials, however minor. The Court is satisfied that Mr Clayton received a forceful blow and the conduct alleged against Mr Marlow is proved.

It was alleged the Mr Marlow, having been told his PG licence could not be transferred, left the scene but then returned and shouted "you're nothing but a bell end" at Mr Bryant. In fact, the licence could have been transferred however that, the Court is satisfied, was not the reason for the outburst it was simply vulgar abuse spoken in temper.

8. Accordingly, in respect of assault upon Mr Clayton, The Court orders that:

- i. Mr Marlow's PG Licence is suspended until 31st December 2021.
- ii. Mr Marlow is disqualified from applying for any Motorsport UK licence until 1st January 2024.

The court make no separate order in respect of the abusive language directed to Mr Bryant.

Mr Marlow is to pay costs in the sum of £500.

Sitting 30 November 2021

**Mark Heywood QC (Chairman),
David Scott, Ian Watson**

**J2021/18 Disciplinary:
Motorsport UK v Andrew Marlow**

The National Court has conducted an inquiry pursuant to General Regulation C9.1 into the events involving two competitors, Mr O'Donovan and Mr Tohill, in the Motorsport UK British Rallycross Championship Five Nations Trophy final at Lydden Hill on the 6th-7th November 2021.

Procedural Issues

On the evidence before the Court this was clearly an intense and time-pressured event. The Court is satisfied that the judicial procedures before the Clerk of the Course, and later, the Stewards of the Meeting were flawed and that in both cases there were defaults, omissions, irregularities or inconsistencies such that neither procedure can safely be relied upon.

In consequence both sets of proceedings, those before the Clerk of the Course and later, before the Stewards of the Meeting are set aside.

The Court has considered how best to proceed. Mr Tohill having expressed concern that the usual procedures afford a right of appeal, which might be lost if this court was to decide to hear the case de novo. However, in light of the issues before the Court and the point reached in this championship as of this date, the Court is satisfied that the appropriate course is to decide the case.

The Merits

At the heart of this dispute is contact between the competitor's cars. Mr O'Donovan, driving car number 2, had taken his joker lap and was merging with cars following the main lap. Mr Tohill, driving car number 111, was the first in a line of cars to reach the point of merger. It is clear that at the point where the cars merged there was contact between the offside Mr O'Donovan's car and the nearside of Mr Tohill's. While it cannot be precisely determined, we take the view the cars were broadly side by side with Mr O'Donovan marginally in front of Mr Tohill.

However, General Regulation N5.1.5.1 provides that:

"The driver must enter or leave the Joker Lap section in such a way that does not constitute a danger or hinder other drivers. At the exit of the Joker Lap section, the cars on the main track have priority."

Mr O'Donovan considered that his track position entitled him to defend his position from Mr Tohill. Mr Tohill, being on the main track, considered it appropriate to do likewise.

As a matter of fact, following a period of contact Mr O'Donovan slid wide at the next left-hand corner. The Court is satisfied from the TV footage that Mr O'Donovan had sustained a rear offside puncture before turning into the corner, but that fact does not help determine whether either driver was at fault for the contact.

Approaching the issue of fact afresh the Court concludes that it is not possible to find, on the balance of probability, that either driver was wholly or predominantly to blame for the incident.

Accordingly, the results of the supercar final and the championship points remain as published.

No orders are made in respect of costs.



This charitable trust was constituted by a Trust Deed first executed on the 19th May 1977, and it has been instrumental ever since in providing grant aid to assist with the safety training of volunteer motor sport officials and marshals as well as – through its Safety Development Fund – in providing further grant aid to assist safety related initiatives undertaken by Motorsport UK Registered Clubs and Recognised Groups in specific areas including those related to Event Safety and Venue Safety improvements, as well as the specialist work of Medical and Rescue Units and Recovery crews.

For further information regarding the work of the Trust, and details of the available grant categories – including guidelines on eligibility and how to apply – please see the Trust's website at www.bmstt.org

The British Motor Sports Training Trust is UK motor sport's own registered charity, and donations from organisations, clubs and individuals to help continue the work of the Trust are always most welcome.

Rod K Parkin, Chairman of the Trustees

British Motor Sports Training Trust

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The British Motor Sports Training Trust is a UK Registered Charity (No. 273828)

SIX FANTASTIC...

Motorsport Books

There are countless tomes covering the breadth of motorsport, from niche nuggets to mainstream masterpieces. *Revolution* picks out some of the best that have surfaced this year



Formula E: Racing for the future

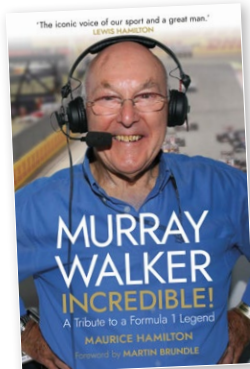
By Sam Smith

Published by Evro

As motorsport seeks to find its place in the future net zero world, this book offers a behind-the-scenes insight into the all-electric racing of Formula E.

Produced with full cooperation of the championship organisers, this is an 'access all areas' pass to the paddock, providing some fascinating insight into the series and its inner workings, with interviews from some of the leading lights in the cockpit and the pit lane.

It covers the origins and evolution of the series, provides detailed information on the design, engineering, and cutting-edge technology of the two generation cars, explains how a race weekend is run and provides a potted history of the races in the years since its launch.



Murray Walker: Incredible!

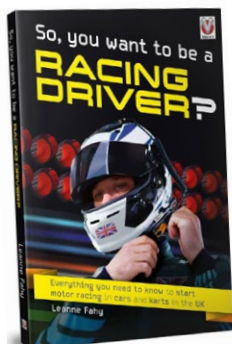
By Maurice Hamilton

Published by Penguin UK

There are few better ways to describe motorsport commentator Murray Walker than the title of this book: 'Incredible'. The motorsport hero passed away in March 2021, bringing tributes flooding in from around the globe. He was not only the voice of F1; he prolifically provided his classic commentary to a whole range of different events from motocross to Macau.

It is appropriate, then, that Maurice Hamilton, one of motorsport's best authors and a great friend of Walker, is the one to chronicle this distinguished career in broadcasting, which spanned more than fifty years.

It is a book that celebrates an extraordinary life through contributions from drivers, industry figures and a variety of friends from motorsport and beyond, bringing together the never-before-told stories and famous 'Murrayisms' that define a legend.



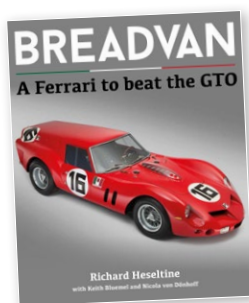
So, you want to be a Racing Driver?

By Leanne Fahy

Published by Veloce

This book promises to give you 'everything you need to know to start racing in cars and karts in the UK', with the aim of dispelling the myth that becoming a racing driver is an unobtainable dream.

As well as guiding the reader through the early steps, it also focuses on how to make the most of track time, how to utilise instruction and the importance of using professional race simulators. The author, who runs her own Motorsport PR agency, also shares information on dealing with the motorsport press and using social media to your advantage.



Breadvan – A Ferrari to beat the GTO

By Richard Heseltine, Keith Bluemel and Nicola von Dönhoff

Published by Porter Press

This book tells the story of the Ferrari 250 GT Short Wheelbase Competizione, chassis number 2819 GT – famously known as the 'Breadvan.' Delivered new in 1961 to sports car ace Olivier Gendebien, it was acquired by charismatic Italian aristocrat Count Giovanni Volpi di Misurata for his Scuderia Serenissima team.

Volpi had been one of Enzo Ferrari's best customers in the early 1960s, but his involvement with the upstart ATS team – established in the wake of the 'Palace Coup' at Maranello – put him out of favour. After failing to receive the two GTOs he had ordered for 1962, Volpi decided to gain his revenge by converting 2819 GT into something that could beat Ferrari's latest Berlinetta.

The book outlines the Breadvan's long and fascinating life, including its period competition days, a return to racing in the UK in the 1970s and its starring role in the biggest historic motorsport events of the 21st century. Also featured is an entertaining account of its summer adventures on the French Riviera, from Gianni Agnelli painting the car black, to Gunter Sachs getting arrested in it.

Motorsport UK members can get a 10% discount using the code MSUK10



Racing in the dark

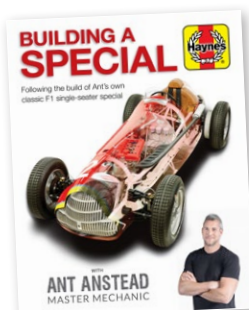
By Peter Grimsdale

Published by Simon and Schuster

This is the inspirational story of the Bentley Boys and Le Mans – the race they made their own.

With engineering skills forged on the Great Northern railway and in the skies of the First World War, W.O. Bentley was determined to build and race his own cars. He assembled a crack team from all strata of 1920s Britain, dedicated to building the perfect road and racing car.

In the hayloft above their workshop, the first Bentley was born. They raced at the fashionable Brooklands circuit, then set their sights on the fledgling 24 Hours Le Mans race. Despite it being an audacious goal for a British car, the Bentley Boys rose to the challenge. But in 1927, after one of the most dramatic crashes in racing history claimed their cars, could they still pull it off and put British motor racing on the map? This is a tale filled with drama, tragedy, determination, and glory.



Building a Special

By Ant Anstead

Published by Haynes

If you want a book that will entice you into a new project, have a read of this unique Haynes publication. Part inspirational, part educational, it follows TV's 'Master Mechanic' Ant Anstead as he builds a 'special' based on the 1930s Alfa Romeo 158 Grand Prix car.

Anstead's vehicle-building exploits began at the age of 13 and were originally inspired by reading John Haynes's Building a '750' Special booklet, which the future founder of Haynes Publishing wrote while at school. As such, it brings the Haynes story full circle, following that original template for providing practical, illustrated advice on building and maintaining a car.

The engaging text, accompanied by more than 500 photographs, sketches, technical drawings and stills from the TV series takes a behind-the-scenes practical look at how Anstead turned his ideas into reality and is inspirational reading for anybody who has ever dreamt about building their own car.

Motorsport UK members can save an extra 10% at haynes.com

WHAT'S ON

A selection of championships and events



The Preston

Elvedon Area, Suffolk, 11th – 12th December

This navigational road rally run by Chelmsford Motor Club is unique, running largely off road in the Thetford Forest area on one of the darkest, longest nights of the year. Its unique challenges draw competitors from all areas of the UK to take it on. No spectators are allowed as much of the route is on private land.

For more information visit:

www.chelmsfordmc.co.uk/Preston

Mid Antrim Motor Club Targa Rally

Loughguile, NI, 18th December

One of the largest clubs in Northern Ireland, Mid Antrim is known for its closed road Stage Rally and Hill Climb. This year, a closed road Targa Rally was planned for October, but it was postponed and will now take place in the festive build-up.

For more information visit:

www.facebook.com/midantrimmotorclub



Sprint Speed Event

Five Mile Road, Jersey, 27th December

The Jersey Motorcycle and Light Car club will host this post-Christmas event on its usual stretch of Five Mile Road in St Ouen, between La Pulente and La Braye. The course is mainly straight with a slight kink and there is a 'run-what-you-brung' class for non-members (bikes only).

For more information visit:

www.jerseymotorsport.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



Jaffa Stages

Pembrey, Wales, 28th December

The Carmarthen Motor Club heads to Pembrey to bring the curtain down on its year of motorsport with this annual Christmas Rally. Renamed in memory of Gareth Roberts, known as 'Jaffa', it will see a host of cars descend on the Welsh venue.

For more information visit:

www.carmarthenmotorclub.co.uk/wwrs-jaffa

James Tickle

Plum Pudding Trial

Head Down, 28th December

This popular event, run by the 750 Motor Club, also includes Historic and Post Historic classes, and takes place over a series of slippery sections in the woods and hills at Head Down in Hampshire. It attracted a record entry of 57 competitors in 2019.

For more information visit:

www.750sportingtrials.co.uk/events



Turkey Run Rally

Shackleton, NI, 29th December

This Maiden City Motor Club event returns to a full Stage Rally this year at the famous Shackleton Complex, the former airfield in Ballykelly. It will consist of five Special Stages and is open to a maximum of 80 competitors.

For more information visit:

www.maidencitymotorclub.com

Stefan Lossus

Yuletide Trial

Southwaite, 12th December

The Northern Phoenix Trials Car Club hits the hills for this Clubmans sporting trial in Cumbria. It is a round of the NPTCC Sporting Trials Championship and is open to members and several invited clubs.

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



Hunts Kart Racing Club Championship

Kimbolton, 12th December

East Anglia's most popular karting circuit is one of several clubs that are closing out their karting championships in December. It's a member only event with a variety of classes but will be opened to others if availability permits.

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

Cove Christmas Special Trial

Blackhill Farm, 19th December

There's some tough festive fun to be had at this event, one of Buchan Off Road Drivers Club's more challenging Cross Country Vehicle Trials (CCVT). The course will utilise side slopes, climbs and obstacles to challenge competitors to the limit.

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





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RESULTS

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

Motorsport UK British Rally Championship



Matt Edwards became the first to win three consecutive BRC titles with maximum points at the seventh and final round, the Modern Tyres Ulster Rally. Osian Pryce had led coming into the event but ended his rally upside down in a field after losing control on the greasy roads on the penultimate stage.

Final Championship Standings

| | | |
|------|----------------|------------|
| 1st | Matt Edwards | 111 points |
| 2nd | Osian Pryce | 106 points |
| 3rd= | Matthew Wilson | 53 points |

Motorsport UK Pirelli Welsh Rally Championship



Garry Pearson is the 2021 champion. A stunning fightback on the final two stages of the Rallynuts Stages Rally saw him clinch the title, winning on a tiebreak – ultimately Callum's retirement on the Woodpecker Rally (round 2) denied him the title.

Provisional Final Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | Garry Pearson | 87 points |
| 2nd | Callum Black | 87 points |
| 3rd | Ian Bainbridge | 77 points |

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



Derek Tohill was crowned the inaugural champion after the final round at Spa Francorchamps was cancelled due to the aftermath of flooding, as well as rising cases of COVID-19. Final positions were as they stood after the previous round at Lydden Hill.

Final Championship Standings

| | | |
|-----|-----------------|------------|
| 1st | Derek Tohill | 173 points |
| 2nd | Ollie O'Donovan | 171 points |
| 3rd | Roberts Vitols | 151 points |

British Sporting Trials



Josh Veale is currently leading the championship after narrowly missing out on victory at the penultimate round in Johnson. The spoils went to Richard Sharp at that event, leaving Veale six points ahead of Simon Kingsley, with points scored from the best seven rounds.

Current Championship Standings

| | | |
|-----|----------------|-----------|
| 1st | Josh Veale | 94 points |
| 2nd | Simon Kingsley | 88 points |
| 3rd | Richard Sharp | 82 points |

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The Parting Shot

Motorsport UK Academy coach Andy Meyrick and Team UK driver Tom Gamble finished sixth in the LMP3 class for United Autosports at the Motul Petit Le Mans on 13th November, after 10 hours of racing.

Teammate Niklas Kruetten stuck the #2 Ligier JS P320 on the front row in pole position, and made the perfect start, stretching out a good lead during his opening stint. Unfortunately, after being tagged, the car was sent spinning into the barrier while comfortably leading the race, and had to stop.

Meyrick took the wheel for his stint after the pit stop repairs, but terrible handling forced the car back to the garage. After switching the nose during the pit stop, and with Gamble at the wheel, the team were able to get back on the lead lap. Moments later a mechanical issue meant returning to the pits for almost two hours to diagnose and fix the problem.

After completing his mandatory driving time, Kruetten handed the car back to Meyrick, who then gave Gamble the wheel to finish the Motul Petit Le Mans in sixth place.

