


Revolution

January 2022

The official magazine of  motorsport UK

THE RESILIENCE AND DETERMINATION OF MOTORSPORT IN 2021



1975

Derek Bell wins the first of his five victories at the Le Mans 24 Hours, sharing a Gulf Mirage with Jacky Ickx. Bell wins the race twice more with Ickx for Porsche in 1981 and '82, then with Al Holbert and Hans-Joachim Stuck in 1986 and '87 to become Britain's most successful Le Mans racer.

1979

HRH Prince Michael of Kent GCV O has been Honorary President of the Motorsport UK Council since 1975, and is a lifelong motorsport supporter and enthusiast who took part in the 1970 World Cup London-Mexico rally, driving an Austin Maxi. The Prince Michael Award of Merit is the highest personal award made by Motorsport UK. Since 1991, the award has been made to a maximum of two recipients per year in recognition of meritorious service to UK motorsport.

After ten years, Williams finished the season as the winner who claims his title. A year later, he won his first Drivers' Championship. Jones, then a teammate of Williams, won the title with Keke Rosberg. Piquet, Nigel Mansell, Prost, Damon Hill and Michael Schumacher won the title over the next two decades.

HYBRID FUTURE

THE BTCC'S NEW HYBRID SYSTEM

PAINT SHOP PERFECTION

HOW TO TURN YOUR CAR INTO A MASTERPIECE

TAKE PART IN...

GET INVOLVED IN AUTOSOLO

PLUS: GUIDE TO SANTA POD + MY TOP BRC ROUNDS + WHAT'S ON

CEO's MESSAGE

Hugh Chambers



As one year ends and a new season beckons, we sit on the watershed of looking back on the triumphs of 2021 and beginning to savour the excitement of all forms of motorsport returning. I will come back on the second aspect later, but it is important to recognise the multitude of champions that have been crowned both here and internationally in 2021.

Winning individual events is always a challenge, but winning championships is a reflection of consistent excellence and commitment. There are dozens of club championships in the UK every year across all facets of the sport, but the pinnacle that is most prized is a Motorsport UK British Championship. For each of the championships there is a rich history of former champions who have often gone on to compete and win on the world stage, such as Colin McRae and Richard Burns, both winners of the British Rally Championship.

Our British Championships date back to the immediate post-war era, led by hill climb and trials and then in 1958 the inaugural British Saloon Car Championship, which is the predecessor of what is now our most prestigious title in the form of the BTCC. I have to admit that I have a soft spot for the BSCC / BTCC as my father was pivotal in the very first iteration, and then I had the good fortune to be part of the Prodrive team working with Alfa, Honda, and Ford culminating in the ultimate incarnation of the Super Touring era in 2000.

Going back to 1958, I came across the picture illustrated with my father, Marcus who was Competition Director of BMC, handing the championship trophy to Jack Sears. The series was open to four separate classes, with equal championship points scored in each class, meaning any driver could win the championship without winning any races outright.

Jack Sears (Austin A105) and Tommy Sopwith (Jaguar 3.4) ended the final race on the exact same number of championship points. With this a possibility going into the final round it was initially suggested the champion would be

decided by the toss of a coin. The idea was very unpopular with both drivers, and it was organised by my father that two identical BMC competition department Riley-One-Point-Five works rally cars would be brought along for a five-lap shoot-out. To make the race fair, they raced five laps, switched cars, then raced five laps again with the driver who had the quickest combined time being crowned champion. In extremely wet conditions, the first head-to-head was won by Sopwith by 2.2 seconds. The second race was won by Sears by 3.8 seconds. This meant that Sears was crowned the first ever BSCC champion. I think we have the makings of a thrilling end to the 2022 BTCC, with Malcolm Wilson providing two Ford Puma WRC cars to see which driver takes the crown!

But back to 2021 and after a typical BTCC action-packed season, Ash Sutton claimed his third Kwik Fit British Touring Car Championship title. He had led the standings since the second event of the 30-race campaign and from then on managed the gap back to the chasing pack led by his arch-rival, Colin Turkington. Sutton's race-winning triumph at the Brands finale was his fifth of the season and his 50th career podium in Britain's premier motorsport series. It was a largely dominant display throughout the year from Sutton, as the Hertfordshire racer scored a total of 27 top ten finishes and recorded only one non-finish along the way.

Meanwhile in single seaters, we had the final iteration of the 'Generation One' FIA junior national championship, British F4. The JHR Developments racer, Matthew Rees, at the age of 15, claimed the 2021 F4 British Championship certified by FIA powered by Ford EcoBoost title with a hat-trick of top-five finishes in the finale at the Brands Hatch Grand Prix circuit.

Rees' triumph also included the Rookie title, and his efforts – adding to a brace of victories for team-mate McKenzie Cresswell – wrapped up the Team's Cup title for JHR, marking the first time an entrant has completed a clean sweep of championship titles in a single season making team owner Stephen Hunter a very happy man.

Meanwhile, in sports cars, Leo Machitski and Dennis Lind driving Barwell Motorsport's #63 Lamborghini endured a race of wet and dry conditions at Donington to win the 2021 Intelligent Money British GT3 Drivers' Championship. For GT4, Will Burns and Gus Burton – who sealed the title at Oulton Park – rounded out a hard-fought campaign with their seventh podium in nine races.



At the top of the UK rally scene, Matt Edwards in his Yuasa Rally Team Volkswagen Polo GTI R5 captured his third consecutive British Rally Championship title, co-driven by Darren Garrod, with an inspired victory in the Modern Tyres Ulster Rally in Newry. "So many people had faith in me and together we went out and achieved British Rally Championship history. Everyone knows how much the British Rally Championship means to me and I'm very proud to have won the title three times in a row."

Derek Tohill became 2021 Motorsport UK British Rallycross Champion after securing three victories in 2021 with his third win coming at Lydden Hill's final round in November, where he finished second to the non-registered Jack Thorne to secure maximum championship points.

Five more champions were crowned across their respective categories in the Wera Tools British Kart Championship as it reached its climax at PF International – Timo Jungling, Ethan Jeff-Hall, Rhys Hunter, and Daniel Tate picking up the British Championship titles in each of their classes.

Jack Sears receives the first BTCC Champion's Bonneville Trophy from BMC's Marcus Chambers, Brands Hatch, 5th October 1958.

But a special note should be made for Junior Rotax Champion, Daniel Guinchard. No junior driver in the history of the British Kart Championship, in any of its previous forms, has won two classes in the same year. That changed at the final weekend when Daniel (Argenti Motorsport) came into the round on the back foot, sitting in fourth in the championship and looking like an outside bet. However, he knew what was needed and he made sure to deliver. Off the back of winning Junior X30 the previous weekend, Guinchard dominated the weekend winning the heats, Pre-Final and Final to seal his place in the history books.

Motorsport UK has taken steps to embrace the indoor karting scene with its accessibility and wide reach bringing new talent into the sport. Wrapping up a super competitive season, Adrian Way, Sam Slater, Dante Dhillion, Charlie Ratford and Jacob Lammass claimed class wins in the British Indoor Karting Championship.

In total we have 20 new British Champions across our disciplines, and they will be honoured at the annual Night of Champions on 22nd January held at the RAC in Pall Mall, London. We celebrate all of their achievements.

While our own British Championship crowns were being fought out across the country there was success internationally for Britons around the world. Jamie Chadwick claimed her second W Series title being pushed all year by her team-mate, Alice Powell, who was level with Jamie going into the final round in Texas supporting the US Grand Prix. Jamie then went on to a very different terrain taking on the global challenge of Extreme E.

WEC star, Mike Conway, alongside team-mates Kamui Kobayashi and José María López, won the 24 Hours of Le Mans with the new Toyota GR 010 Hybrid hypercar, and culminated the year once more crowned as the FIA World Endurance Driver's Champions.

In the world of F1, Sir Lewis Hamilton was knighted at Windsor Castle by the Prince of Wales in recognition of his extraordinary achievements both on and off the track, with the latter emphasising the incredible impact his voice has had across social and environmental issues. We offer our sincere congratulations on this historic award as he joins Sir Jackie Stewart and Sir Stirling Moss as our two other British Formula One knights.

In the F1 championship Lewis secured a historic eighth win at the 2021 Silverstone Grand Prix, and all season long showed his extraordinary resilience and ability to fight back in the toughest of battles. Sadly, the season ended in controversy in Abu Dhabi, and while no-one could doubt the talent of Max Verstappen, I am sure that it was not the manner in which he would have wished to achieve his first Formula One title. Lewis acted with real dignity in the aftermath, and we wish him well in the off season and sincerely hope that he will return to pursue his mission for an eighth world championship title in 2022.

So, looking ahead to this season, we can but hope to build on the excitement and thrills of 2021 and together deliver a fantastic year of British motorsport in 2022.

Wishing you a happy, healthy, and safe New Year.

Kind regards,

Hugh Chambers

CEO, Motorsport UK



Jobab Ebrey

Matt Edwards and Darren Garrod take the spoils in Ulster.



Karpix

Daniel Guinchard had a record-breaking 2021



Jobab Ebrey

GT4 Champions Will Burns and Gus Burton.

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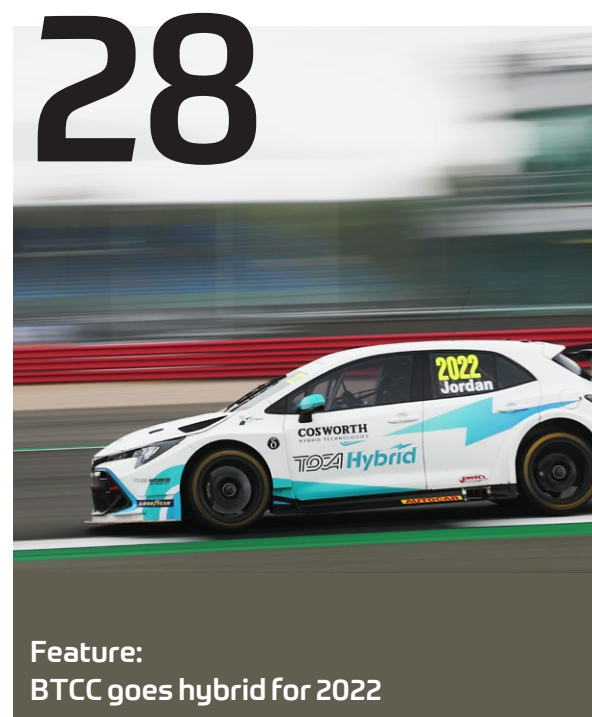
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CONTENTS

In this month's *Revolution*: Motorsport UK Chairman David Richards gives us his personal view on motorsport in 2021 and looks at the challenges ahead. We also take a look under the hood of the new BTCC hybrids; find out how to get the perfect paint job; take on a new challenge in 2022 with AutoSolo; and get all you need to know for a trip to Santa Pod.



THE ACES OF HEARTS

For the first time in the AWMMC Heart of England Rally Championship history an all-female crew won the Overall Championship, and they were not the only women on the podium



Lucy Wigley and Emma Cooper started the season as absolute novices, having never competed in a Rally before.

Round 1, the Red Dragon IT Stages at Down Ampney was a steep learning curve, as the venue is one of the most challenging in Club Rallying. The pair were up to the challenge, finishing fourth of the registered crews.

Round 2, The Phoenix Stages saw them struggle a little as the venue didn't suit their car. By Round 3 the crew had really got to grips with their Lunicorn Racing Renault Clio, and they just missed out on their first Championship Round win by only two seconds.

Their speed and consistency gave them a healthy lead going into the final round, the Dukeries Rally. Instead of cruising round to take the title, the pair went head-to-head with Matt Wood and Val Thompson, trading seconds on the stages, before taking second place. The result was more than enough to win the overall Championship, an amazing result for a driver and co-driver in their first season of competition.



2021 Runners up were Lucy and Sam Pitch. They were competing in a near standard Rover 214, running on a shoe-string budget with a car built and maintained at home. Their season didn't get off to the best of starts, picking up a puncture early on during Round 1.

At Round 2 the wet and slippery conditions really suited the crew. They had a drama free day and picked up their first rally trophy when they finished third in class.

At Round 3, The Adgespeed Stages, the car developed a head gasket problem before the start of the event. Having to balance mechanical sympathy with speed, they nursed the Rover home to be placed third of the registered crews.

They entered Round 4, Donington, with an outside shot of the title, although this would mean relying on others misfortune. They went well in the slippery conditions, but ultimately, they were just short of winning the overall title. Their drive this season netted the crew the Class Championship at the end of the year.



Third overall was Matt Wood, co-driven by Val Thompson. Val completed an all-female lockout of the overall Co-drivers' standings. Matt and Val got off to a perfect start at Round 1. They were the highest place registered crew, finishing the Rally eleventh overall in their Corsa and won the 1600 class. Round 2 saw them finish even higher up the results, taking ninth overall on the day, and won their second round from two starts. Skipping Round 3 to focus on building a new car, they returned in a borrowed car for the final round. After a day-long battle with the eventual Champions, the Vauxhall paring took their Third-round win from three starts.

The 2021 season has demonstrated the AWMMC Heart of England Championship is perfect for crews with any level of experience and can be won by novice drivers. For 2022 the championship has a nine-round calendar of events spread across the Midlands and Wales, featuring 10 car classes catering for all cars and budgets, including two that are unique in the UK.

For more information about the championship, see www.awmmc.org.uk

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2021 MOTORSPORT UK ACADEMY YOUNG DRIVER OF THE YEAR

Patrick O'Donovan has been named the 2021 Motorsport UK Academy Young Driver of the Year after a hard-fought final at iZone Driver Performance in December



The award, delivered in collaboration between the Academy, iZone and Loughborough College, is contested between five second-year drivers enrolled on the performance pathway's DiSE programme.

This year's finalists – RX150 British Rallycross champion O'Donovan, MINI Challenge racer Tom Ovenden, Britcar Trophy's James Black, GTC South European champion Jemma Moore and Ginetta GT4 Supercup vice-champion Josh Rattican – were put through their paces in a variety of competitive tasks before the judging panel.

This included a remote assessment featuring a presentation on their involvement in the DiSE programme and its application in their future careers, an assessment of their technical and tactical knowledge with Academy coaches, as well as a Q&A around their careers and plans for the 2022 season and beyond.

At iZone, the finalists were then subjected to fitness and strength tests, assessments on the simulator – including their ability to deal with distractions, their diversity across disciplines and circuits and their readiness to take on, apply and give feedback in return.

O'Donovan was selected as the winner after a lengthy deliberation between the panel, and as a result wins a driver development programme with iZone, an invitation to the Night of Champions, a place on the judging panel for next season's competition, as well as a trophy.

"It's truly amazing to be announced as the Motorsport UK Young Driver of the Year," said O'Donovan.

"I can't quite believe it to be honest! I've worked really hard to step up a level this year in my performances but there are so many talented young drivers around. It was a tough day at iZone in Silverstone for the finals with a lot of other competitive drivers and I'm so happy to win this award.

"I'd like to thank everyone from iZone and the Motorsport UK Academy for all that they have done and continue to do, and everyone that has supported me this year."

"On behalf of the Academy, a huge congratulations to Patrick for being selected as this season's Young Driver of the Year," added Motorsport UK's Competitors Pathway Manager, Katie Baldwin.

"The standard of the competition continues to rise year upon year, and it was certainly no easy feat to pick a winner from these five outstanding candidates; they each did themselves proud, and it's great to see how far they've progressed as athletes as a result of their time enrolled in the DiSE programme.

"As with all our graduates, we look forward to seeing how they continue to progress and flourish within the sport in the future."



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NEWS IN BRIEF

BHRC goes all-gravel in 2022

The BHRC, sponsored by Fuchs Lubricants for the fifth consecutive year, will shift to an all-gravel season with seven high quality forest events on offer, tackling some of the best loose surface stages in the country. As well as the hotly contested BHRC title fight, championship contenders are well catered for with classes available for all historic specification machines registered from 1968 to 1985 and Category One to FIA Appendix K examples.



Letisha Conn makes history

Letisha Conn became the first girl take an outright win on a Junior Rally in any UK Junior Rally Championship. Letisha started competing at age 14 in the Junior 1000 Ecosse Challenge, and has progressed in a Peugeot 107, and then in a Skoda Citigo. She gained her first podium on the Kames Junior Rally, and again on the Kingdom Stages, before claiming the top step a couple of weeks later in the Milltown Stages in November 2021.

Letisha is studying an Enhanced Diploma in Sporting Excellence through the Motorsport UK Academy, in collaboration with Loughborough College. "I really enjoy this course" she said, "it makes learning so much

easier because I'm learning about something I am passionate about. It has helped me to improve my driving and my overall understanding on the inner workings of a car."



For further details on the Academy courses see: www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise

THE LIFE OF HARRY SANDERSON TINKLER

Harry Sanderson Tinkler, a much-loved Motorsport UK Steward for the past 40 years, sadly passed away on the 6th January 2022 at the age of 85



Harry was born in Stockton on Tees on the 16th November 1936. Harry was born in Park, Silverstone, and the Harewood Hill Climb, as well as international circuits such as Hockenheim, Spa and Zandvoort, and the very first race meeting in Dubai in 1981.

After finishing his school

years in Yorkshire, Harry started work at Skinningrove Iron and Steel Works in the Fuel Department and undertook a course in mechanical engineering at Constantine Technical College. It was through a friend at Skinningrove that he met his wife, Myra who he was married to for 38 years until her death in 1999, and had two children, Michelle, and Richard. Harry's motorsport journey started in 1951 when he was chatting to a decorator named Arthur who was helping to decorate their home. It turned out that Arthur built cars called "Specials" and competed in Sporting Car Trials. Harry soon became involved with helping Arthur at the trials.

Harry landed his first role within motorsport – writing down the scores on a card for a marshal on one of the hills, with whom he also joined local road rallies and eventually Harry started marshalling for Rally Stages in the North Yorkshire forests.

In 1964, the Croft Racing circuit opened and Harry became a course marshal working his way up to become an Examining Observer in charge of a marshal's post. Harry's Croft experience equipped him well to marshal at Rufforth, Aintree, Cadwell Park, Oulton Park, Donington, Mallory

In 1969, Harry joined Whitby & District Motor Club and quickly became involved in helping to organise a road rally for the Club. Later on he became a Stage Commander for Whitby Motor Club and others. Harry was invited to join the organising team for the RAC Rally in Yorkshire for a few years before the Rally moved to Wales.

In 1980, Harry became a Motor Sports Association Steward and held this role for over 40 years. During this time, Darlington & District Motor Club twice made Harry the Club President for a year. One of Harry's greatest honours was to be President of Whitby & DMC for 33 years and Treasurer for 21 Years.

Harry has assumed the roles of Chief Marshal, Chief Observer, Secretary of the Meeting, Timekeeper (Rallies) Judge and Club Steward. He was a member of the British Automobile Racing Club, British Racing and Sports Car Club, British Motor Racing Marshals Club, Darlington & District Motor Club, Ripon Motor Sport Club, Whitby & District Motor Club and Secretary of the Association of British Motor Racing Clubs from 2007 to 2016.

Harry Sanderson Tinkler will be sorely missed by the entire British motorsport community and Motorsport UK's thoughts are with his family during this very sad time.

KARTING ACADEMY APPLICATIONS NOW OPEN

Motorsport UK is seeking applications to represent the nation in the 2022 FIA Karting Academy Trophy

The FIA Karting Academy Trophy is a unique competition designed to pit the best young kart racers from around the world against each other on equal terms. The young drivers represent their country driving randomly assigned karts with OTK chassis equipped with Vortex engines from the OK-Junior category, and a controlled tyre.

The FIA Karting Academy opens in Genk, Belgium from 12-15 May 2022. Adria, Italy will host the second round from 16-19 June before Le Mans, France hosts the final event from 1-4 September.

Motorsport UK will consider applications from competitors who have experience in participating in the British Kart Championships. Competitors must not be participating in any non-Motorsport UK licensed championships in the UK for 2022. Competitors must also hold a valid UK passport, hold (or are eligible to hold) the relevant international licence, entrant licence and must be able to commit financially to the entire competition (entry fee, travel, accommodation, and any other associated costs).

Eligible drivers should be at least 12 years old (or reach their 12th birthday in 2022) and not be older

than 14 years of age as a maximum (not reaching their 15th birthday before 31 December 2022).

Please note that a driver who has been classified among the top 15 in a previous FIA Karting Championship in a Junior category and/or among the top 15 in a previous final classification of an International Competition in a Junior category will not be eligible to apply.

To apply, drivers should fill in the online **FOUND HERE** application by Friday 28 January 2022.

Following the closing date, the applications will be reviewed by Motorsport UK and shortlisted karters will be invited to attend an assessment day where the successful driver will be selected. The assessment day will be on Friday 18 February 2022 at iZone Driver Performance centre, Silverstone and shortlisted candidates must be available to attend.

By applying, competitors agree to the Trophy Regulations available online at www.fiakarting.com/sites/default/files/2021-04/5.8_RS_Academy_2021.pdf



NEWS IN BRIEF

TCR goes solo in 2022

TCR UK has been awarded championship status by Motorsport UK. In response, World Sporting Consulting (WSC) has awarded Maximum Motorsport a six-year licence agreement to run the events on an exclusive basis in Britain. Since its inception in 2018, TCR UK ran within the Goodyear Touring Car Trophy and Maximum Networks Volkswagen Racing Cup. From 2022, TCR UK will operate as a stand-alone championship featuring homologated TCR cars, running under the supervision of the WSC technical department.

ROKiT British F4 unveils Official Timing Partner

The ROKiT F4 British Championship certified by FIA is delighted to announce Omologato as the series' Timing Partner for the 2022 season. As part of the new partnership, a bespoke Omologato watch will be presented to the driver who claims pole position at each of the ten events in 2022.



2022 Winter Challenge postponed

It is with regret that HERO-ERA has announced postponement the 2022 Winter Challenge to Monte Carlo, until February 2023. Guy Woodcock, Competition Director HERO-ERA, said: "Realistically we haven't done the final recce yet. France is obviously not going to open the borders at the moment and there is no evidence of when they are going to open for people to travel again for non-essential reasons. For everyone's safety and to act in responsible way with enough notice for all parties, we have had to put the event back to 2023."



NEWS IN BRIEF

Licence Renewals

For more information on how to renew your licence, or sign-up for your first season in motorsport, see www.motorsportuk.org/competitors/competition-licences



Those seeking a Clubman license should visit <https://rsclubman.motorsportuk.org>

Steer your career

Motorsport UK is recruiting for a variety of roles – each requiring different skills, different perspectives, and different ways of thinking. Every step of the way Motorsport UK employees move us forwards in creating an exciting, inclusive, sustainable, and progressive sport.

Are you up for the challenge? Then head over to our careers page to find out more.



www.motorsportuk.org/contact-us/careers

Regulations online

All the relevant yearbook sections are available in the Resource Centre – www.motorsportuk.org/resource-centre – Members can then use the sector filters down the left-hand side to select Yearbooks by section and also select the current year.

JAMIE CHADWICK CROWNED GALLAGHER TEAM UK DRIVER OF THE YEAR

Newly introduced in 2021, the Gallagher Team UK Driver of the Year Award, recognises sporting excellence and contribution to the sport



Motorsport UK and Gallagher, one of the largest insurance brokers in the world, are pleased to announce Jamie Chadwick as the winner of the 2021 Gallagher Team UK Driver of the Year award.

Chadwick has had an outstanding season in the sport. Across the eight race 2021 W Series season, Chadwick claimed four race victories and three further podiums to seal a dominant second title. Alongside this, Chadwick raced with Lance Woolridge in the Veloce Racing Extreme E team, finishing seventh in the inaugural season.

Chadwick inspired off the track as well. A Girls on Track ambassador, she embraced her role model status to inspire the next generation of girls in motorsport through regular engagement with the community.

The Gallagher Team UK Driver of the Year Award will be presented to Chadwick at the Night of Champions on 22 January 2022 at the Royal Automobile Club. Alongside this, Chadwick will receive two hospitality tickets to the 2022 Gallagher Premiership Rugby Final.

On receiving the award, Chadwick said, "I am delighted to have received the first Gallagher Team UK Driver of the Year Award. It's been an amazing year so I'm super thankful to Gallagher and Motorsport UK for this recognition and excited to carry this momentum into 2022."

Hugh Chambers, Chief Executive Officer at Motorsport UK, commented, "Jamie continues to be an outstanding ambassador for motorsport both on and off the track. She was dominant in the 2021 W Series season and continues to be a champion for women in motorsport as a role model for the next generation of girls. Motorsport UK congratulates Jamie on receiving this award in its inaugural year and we hope that this will inspire many others to follow in her footsteps."

Gallagher's Head of Sports Practice, Karen Ellis, commented, "Gallagher is delighted to support Motorsport UK (Academy) and the Team UK driver of the year award 2021.

"Congratulations to Jamie, and well done for her achievements and being able to show that focus and the will to succeed is so possible. This is the best inspiration for all drivers including young women who wish to pursue a career in motorsport both on and off the track.

"We wish Jamie and the entire UK Motorsport fraternity a successful and exciting 2022 season."

DRIVING UP STANDARDS

New working group created to improve safety on track

With an increased emphasis on our collective commitment to the highest standards of behaviour in all aspects of the sport from 2022, there have been growing concerns in the community – expressed by both competitors and officials, especially in circuit racing – that there has been a deterioration in driving standards. Those concerns are shared by Motorsport UK which launched a survey to substantiate the situation among all drivers and officials. The purpose of this survey was to accurately define the current situation and how best to map out a strategy for the future.

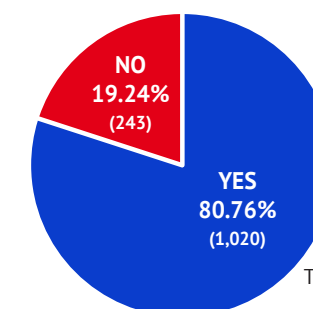
Three surveys were conducted with Competitors, Clerks of the Course and Motorsport UK Stewards respectively. Distributed to 10,000 Race licence holders, a further survey of 155 Race Clerks of the Course and 190 Motorsport UK Stewards was also undertaken.

The message back was very clear. The community does believe that standards have deteriorated and specifically this is leading to concerns for safety and damage to cars. Safety is the bedrock of the sport, and it is essential to maintain the very highest standards of behaviour both on and off the track.

Motorsport UK has now set up a working group populated by key figures in the race community who are charged with analysis of the causes of the issues and the creation of actions to reverse the trend. It is anticipated that there will be a raft of interventions, ranging from education to judicial, and these will begin to be implemented in the coming months.

Motorsport UK would like to thank everyone who has provided feedback so far and assure all members that this issue is being tackled diligently.

Have you personally experienced incidents of contact?



Total replies: 1,263

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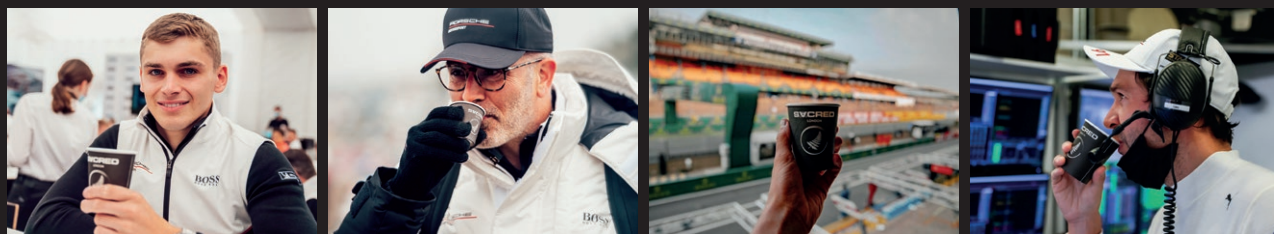




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Established in 2005, SACRED has cafes in London & Cyprus and has established partnerships with banks and hotel groups worldwide. In sport, SACRED is a proud partner and is in the 12th year as the Official Coffee to Porsche Motorsport GB. The partnership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

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



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

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NEW WORLD, SAME PASSION

As we enter 2022, Motorsport UK Chair David Richards reflects on: a successful 2021 season with the return of fans at British motorsport events; why he is optimistic for the future of the Fédération Internationale de l'Automobile (FIA); and how motorsport is facing the wider challenges that confront all of society





The end of 2021 marked my fourth year as Chair of Motorsport UK.

It was a year which concluded very much as it started with the world fighting the tide of an ongoing COVID-19 pandemic. It looks like COVID-19 will be with us for some time to come, but the development of vaccines resulted in 2021 offering us the chance to return to some semblance of normality and enjoy live sport once again.

I'm particularly proud of the resilience and determination of grassroots motorsport up and down the country where Clubs still managed to organise events even under the most prescriptive of Covid conditions.

I'm fully aware of how challenging this has been for our Club officials and organisers at a time when many were facing their own personal issues created by the pandemic.

I'd like to thank you all for your continued commitment to the sport.

The return of competitors and spectators

In so many ways, motorsport set an example to the British public in 2021.

The Formula 1 Silverstone Grand Prix was the first major event of its kind in the COVID-19 environment. Over 300,000 spectators attended a weekend that was packed full of sporting drama - creating memories that will last for decades. Seeing jubilant fans enjoying the thrill of racing while taking all the necessary precautions in line with government guidelines was very rewarding. The weekend itself was made possible by so many enthusiasts but none more so than the

commitment and dedication of Motorsport UK's marshals.

Our marshals deserve a special mention for their support of events up and down the country, across all disciplines, without them our sport would not be possible.

There is little doubt that the collective mood of the nation was lifted by witnessing history in the making with Sir Lewis Hamilton's record eighth British Grand prix win at Silverstone.

However, Lewis was not alone as there were many other successes in 2021 from competitors across a wide range of motorsport disciplines.

Matthew Rees kicked off a very promising single seater career by claiming his maiden British F4 Championship at Brands Hatch, alongside Ash Sutton who picked up his third British Touring Car Championship title at the historic Kent venue. Matt Edwards netted his third consecutive British Rally Championship title, co-driven by Darren Garrod, with an inspired victory in the Modern Tyres Ulster Rally. Five more champions were crowned across their respective categories as the Wera Tools British Karting Championship reached its climax at PF International – Timo Jungling, Ethan Jeff-Hall, Daniel Guinchard, Rhys Hunter and Daniel Tate. Jamie Chadwick claimed her second W Series title and made her Extreme E debut in the same year. Jake Dennis and Alex Lynn took victories at Formula E's London E Prix.

There is clearly much to be celebrated when it comes to British racing talent and these are but some of the many successes we saw in 2021. However, none of these achievements would have been possible without the support of those working both on and off the track throughout British motorsport.

Transparency at the heart of governance

After 12 years of Jean Todt's Presidency at the FIA he reached the end of its term in December. Jean has achieved an enormous amount for motorsport during his time as President, but for me his legacy will not be in motorsport but rather the commitment that he and his wife, Michelle, made to the UN road safety campaigns and the lives this will save in years to come.

The President of the world governing body of our sport holds significant power, and with it, incredible responsibility to safeguard and secure the future of our sport. It is obvious that strong leadership is required to steer the world governing body in the right direction, but we also need to ensure that we do so in a transparent and democratic manner, learning from the mistakes of other sporting bodies who have come under increased scrutiny in recent years.

There is no doubt that, for a variety of reasons, motorsport is faced with a challenging period ahead where significant innovation and adaptation will be required. The role of our governing body requires dynamic and imaginative leadership, but at the same time this must be built on the basis of the fundamental attributes of accountability and transparency.

Without transparency and accountability there can be no trust between a governing body and its members. In other

words, these attributes are critical in placing members at the core of everything we do and ensuring we employ a proper system of scrutiny and challenge.

While rules and regulations appear black and white, the reality of governance is that there are a lot of grey areas because human interpretation and emotion will always play a role. That is why it is imperative that there is a system of trust between a governing body, its members and the public.

Two candidate teams were bidding for the senior positions in the FIA. Mohammed ben Sulayem, FIA for Members, and Graham Stoker, FIA for All. Motorsport UK and the Royal Automobile Club undertook a detailed consultation process to properly assess the manifestos of both candidates.

This joint-consultation led us to make our positioning clear with our full support given to Mohammed ben Sulayem and his team.

His campaign received 61.62% of the votes as opposed to Graham Stoker's 36.62%. Alongside Ben Sulayem are Tim Shearman and Robert Reid in the highest leadership positions within mobility and motorsport respectively. Such a significant majority in an election demonstrates a decisive vote of trust in Ben Sulayem and his wider team. It ensures that their team can now feel empowered to carry forward the promises of their manifesto which was so widely praised.

I was encouraged by the way Mohammed's campaign carried themselves in the lead up to the elections, particularly around their commitment to widening access to motorsport and enabling more participation as that can only be a good thing. Their transparency was admirable and I now look forward to working closely with the new leadership team at the FIA to ensure a sustainable future for our sport.



Our role beyond motorsport

Motorsport is a microcosm of wider society. We face the same existential challenges. Making our sport more racially diverse. Ensuring women and girls have every chance to participate in the sport. Playing our part in tackling climate change.

There are no simple answers and quick fixes, but that should not prevent us from doing all we can to address these very real challenges.

Increasing racial diversity: I said one year ago that we have a long way to go before we can truly claim our sport represents the demographic of the country at large. While that remains the case, I am proud to see Motorsport UK and our Racial Diversity Committee taking positive initiatives to help create a racially diverse sport. We held our inaugural conference in November 2021 – *Driving Forward Racial Diversity in Motorsport*. Over 60 delegates who represented a selection of the sport's top names attended our Bicester headquarters for the daylong conference to discuss and debate the issues and opportunities. From racing teams and competitors to national media and online influencers – some of UK motorsport's most prominent figures were in attendance.

They did so because they were united by a joint determination to advocate for a broader and more racially diverse sport. The Committee built upon the insight of

The Hamilton Commission and created a day where honest conversations took place about why our sport does not currently reflect the diversity of the UK in general.

It is only through facing these difficult conversations in an environment where everyone is free to speak their mind that we then begin to make meaningful recommendations which can spearhead the change we want to achieve.

Making a real difference: One of the major barriers I have observed in driving forward diversity in our sport is that first step when entering the competitive world of motorsport which must seem so daunting.

How do I start that journey is always a question on people's minds.

That is why I'm so proud of our Girls on Track programme which is introducing motorsport to young girls and women across the country. The Girls on Track UK Facebook group reached 5,000 members in 2021 which is a great achievement. It has made a real, tangible difference with some members getting jobs in Formula 1 directly through their participation in the group and the network they have been able to build.

For me, that is what real change can look like.



Jobab Eney

Tackling global climate change

I said that motorsport is a microcosm of society and with Glasgow hosting COP26 in 2021 the topic of climate change became forefront of the news agenda – and rightly so.

The voice of motorsport matters in this debate as we must be part of the solution to tackling global climate change.

In 2021 we published our sustainability strategy which contains our climate action recommendations and commitments to creating a sustainable sport. These include our commitment towards supporting clubs as the world transitions to low-carbon technologies in the future – especially around sustainable fuels.

There is every reason to believe that innovations born out of motorsport can contribute to the challenges faced by the wider automotive industry in their efforts to reduce their carbon footprint.

We have seen so many innovations from motorsport cross over into the automotive industry over the years. Whether it has been aerodynamics enabling better fuel economy in road cars, disc brake technology redefining vehicle safety or the evolution of efficient batteries for electric vehicles. Motorsport has always had a place in developing and demonstrating these technologies to the car buying public and we can do the same when it comes to fighting the threat of climate change.

Motorsport UK is playing its part and we have committed to the United Nations Sports for Climate Action Framework alongside 270 other sporting organisations. This framework contains a set of principles which revolve around the objective of helping global sport measure, reduce and report greenhouse gas emissions based upon a commitment to the Paris Agreement of keeping global warming well below two degrees.

Our rationale for signing up to the framework was simple: tackling climate change requires collaboration. By unifying among other sporting bodies and teams we can offer our perspective as a sport within the overall conversation while also learning from others who face the same kind of challenge.

We move on to 2022

Motorsport kept on moving in 2021 as new titles were won, new records were set and old passions were restored.

Thank you for all you have done to make this the case. Your energy, commitment and desire to keep motorsport moving has been inspirational. You showcased the best of British motorsport at every level across all disciplines and have demonstrated why our joint affinity to the sport in the UK is stronger than ever.

I head into this new season of motorsport with great optimism about what is to come and wish you all a very Happy New Year.



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A HYBRID FUTURE

The inside line on the BTCC's new safe, cost-effective tin top hybrid

The British Touring Car Championship has always been at the forefront of innovation in national motorsport. **Will Gray** spoke to those involved in its new hybrid for 2022 to discuss safety, performance, and the future.

As the world continues to move towards a more sustainable future, the BTCC is taking its own steps forward with the introduction of a new hybrid-electric drive and the use of a 20 per cent sustainable fuel this season.

The pioneering series, which was the first to introduce exhaust catalysts and also led the way with gas (LPG) and diesel cars in the past, has put a priority on reducing its impact on the environment but without risking safety or busting the budgets.

Unlike the systems used in F1, Formula E and other FIA series, the BTCC's new hybrid system is low voltage – way lower even than mains electricity – and it is a simple plug and play concept that could lead to innovations in other categories.

"We have always been a leader in innovation in British motorsport and it was important that we took this next step to take things forward because we needed to keep step with the world around us," explains Peter Riches, the BTCC Technical Director.

"The two elements we are introducing for this year are two big steps forward in terms of sustainability, but they are also important steps in terms of technology and commercial relevance.

"Nobody in the modern world does anything without being environmentally conscious. Manufacturers and major sponsors expect the UK's highest profile championship to also take this direction and it has also opened new doors."



System innovation

The new hybrid system has been under development for several years, and during the last year it has been taken through an intensive testing programme with two dedicated test cars driven by Andrew Jordan and James Cole.

The low voltage system was specifically designed to provide a small boost for a small amount of time, activated by the driver – similar in concept to the original KERS system or the current Drag Reduction System (DRS) used in F1.

“It’s about duration and power,” explains BTCC technical scrutineer Sam Riches. “The system provides 30kW of power for 15 seconds and a driver can use it to attack or defend as required.

“Unlike the current F1 hybrids, where the deployment is all part of the overall engine and the engine works out how and when to deploy it, this is very much a driver-initiated device where they have to press the button.”

The technology was developed to be as simple and transferable as possible, with the aim of creating a drop-in solution that offered a safe and cost-effective way of adding electrical propulsion to the current crop of cars.

Key to the concept was using voltages below 60v – below the level at which systems are declared ‘high voltage’ and become more complex to handle – and keeping the annual costs of the system to a target of £20,000 per car per season.

Fortunately, all BTCC cars have the same front suspension, front frame, and gearbox and that led the technology team towards a gearbox driven solution that has met all those initial aims.

“The biggest challenge was deciding what spec to do,” explains Sam Riches. “We couldn’t drive the motor off the engine because the frame and suspension would have had to be re-designed and there is no point spending money unnecessarily.

“The system has been designed so people can pretty much treat it just like any other car”

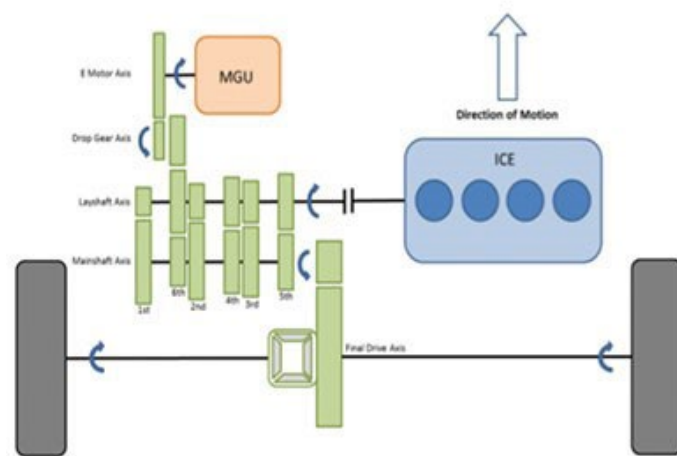
Martin Hunt, TOCA Safety Team leader

“Instead, the motor is driven off the gearbox and that was simply because we have a common gearbox, so it required one set of parts rather than requiring lots of different engineering solutions for each team.

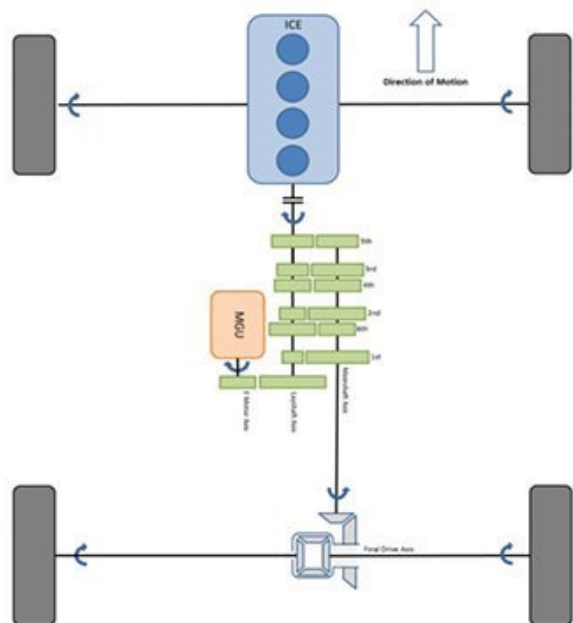
“The motor is controlled by the electronic motor controller which then feeds the battery or takes energy from the battery. It is a radial motor, so it is constantly spinning around the shaft and there is no gearing, it is direct drive onto the gearbox shaft.

“Because the motor is constantly spinning, when it is not deploying it is creating electric charge and that is being captured all the time, with clever code written to keep it at constant regeneration during braking.”

FRONT WHEEL DRIVE INSTALLATION



REAR WHEEL DRIVE INSTALLATION



Safety first

The most important feature of the new system – particularly for those who will be working with it, either in the paddock or as marshals out on track – is the unique low voltage approach to its development.

Many teams often involve volunteer staff that may not always be at all races, and while the series has its own dedicated safety team the volunteer marshals that work around the tracks are largely different at every circuit.

Understandably, many have been cautious and concerned about the introduction of additional safety requirements relating to electricity – but as the TOCA Safety Team leader Martin Hunt explains, there should be no fears at all.

“The system has been designed so people can pretty much treat it just like any other car,” he assures. “This is a 48V DC system, so unless you have a chronic heart condition, the risk of any harm from it is infinitesimally small.

“The isolation system is exactly the same as it is with any normal incident. If you turn off the 12v supply, that isolates the 48v battery anyway. So, the normal electrical cut-off isolates both the normal battery and the hybrid system battery.

“Even if the car panels became electrified – which is highly unlikely – it would be safe to touch if you are wearing a simple pair of leather gloves. There is no need for electrical safety gloves or any extra PPE at this level of voltage.”

The battery sits in the passenger side footwell and can be easily seen through the driver or passenger side window. It is fitted with two large status indicator lights, green and red, and these are the first place to go to spot any issues.

“If the green light is on, marshals can just do what they normally do,” adds Hunt. “If it is red, or there are no lights, either we will come out and disconnect it or a technical team member will come out, plug a laptop in and find out the issue.”

➤➤➤➤

Robust design

Even if a situation does occur, the system has been engineered to the levels of safety standards required for far higher voltages, so there are huge numbers of fail-safes in place before any potential incident could escalate.

Hunt explains: "The battery is contained in a crash proof structure, it has its own cooling, it is inboard of everything in the car, so the risk of mechanical damage in an accident is miniscule.

"When we ran the car in the Silverstone rounds of the BTCC last year, we provided a safety data sheet to all the officials, and I attended the morning marshal briefing in case there were any questions but there were none. Most were very comfortable with it once it was properly explained to them.

"The over-riding concern with electric vehicles is battery fires, and again that is massively overplayed – and because this is motorsport, we have massively over-engineered this system in terms of safety in this area.

"The batteries have to be plugged in to gain a base charge, but the regulations require them to be supervised. There are also cut-offs in the battery pack, electronics and charging system to further reduce any risk.

"We know the operating temperature of the battery is up to 60 degrees and tests to evaluate overheating indicate there is in excess of 10 minutes before any incident could escalate, during which time it can be cooled or removed.

"Our team carries a thermal imaging camera with us, so we can see if the battery looks like it is getting hot and if it is

necessary to remove it we can do that in around two minutes then monitor and deal with it appropriately.

"We also have extinguishers in the pitlane with water and Cold Fire wetting agent rather than foam or powder, as these are not very good at absorbing heat. We really have gone above and beyond to help allay any concerns from people who will be working on events."

Looking to the future

This safe and relatively low-cost hybrid solution, coupled with the renewable fuels commitment, is the perfect 'next step' in sustainability for the UK's premier tin top series.

The BTCC itself goes in five-year regulation cycles, with the next potential change set for 2027, and Peter Riches says: "We feel that the combination of the two elements (hybrid and more sustainable fuels) put us in a good position for this next cycle. It may also be that the new fuel can contain even more renewable components within the current cycle."

The BTCC's environmental progression will inevitably cascade through some other categories too, such as single seaters and those series where there are dedicated cars and regulations that follow modern guidelines.

The work done to develop this hybrid platform, then, could ultimately provide traction for the future development of an off-the-shelf system, even if that requires an adaptation of the current solution to suit different needs.

"It could potentially be fitted into other vehicles," explains Peter Riches. "You might decide you can drive the motor off the engine rather than the gearbox, then you could take the same motor, battery and controllers and make it work.

"The costs will come down further if there is volume production. Something like Ginetta Junior, where the budgets are quite modest, I cannot see it being incorporated in the very short term - but then again none of us really know what the long-term future holds..."

"The system provides 30kW of power for 15 seconds and a driver can use it to attack or defend as required."

Sam Riches, BTCC technical scrutineer"



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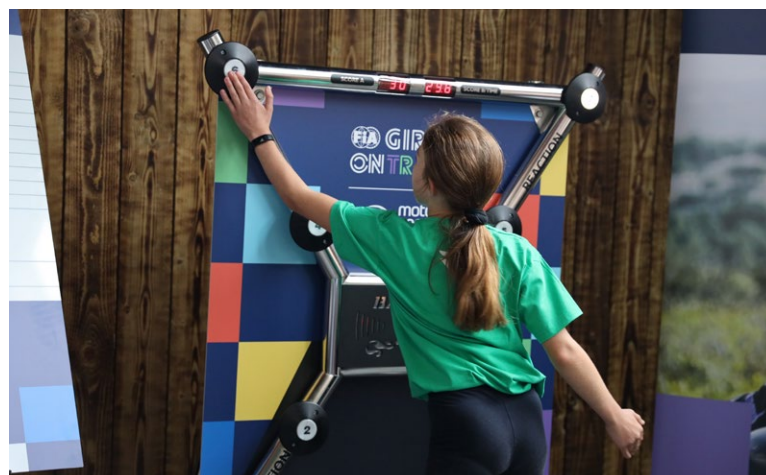
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A timeline of live events in 2021



July 2021, Silverstone Museum, Northamptonshire



August 2021, Veloce, Wandsworth, London



September 2021, Epsom College, Surrey



September 2021, Community Networking, Bicester, Oxfordshire

October 2021, Truro High School, Cornwall



October 2021, Monkton Combe School, Somerset



November 2021, TeamSport Karting, Manchester



December 2021, Extreme E Jurassic E-Prix, Dorset



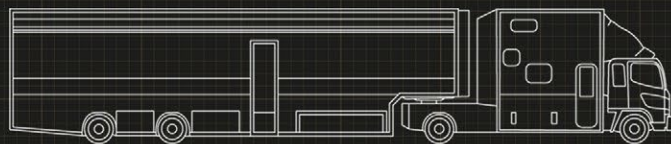
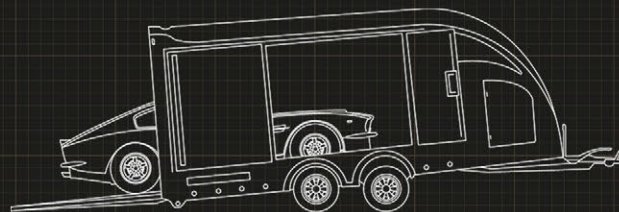
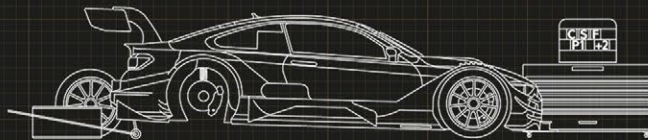
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PAINT JOB PERFECTION

From shouting about your sponsors to just standing out from the crowd, a good livery is the perfect finishing touch for your racing car. **Dan Trent** explores how you go about designing and applying one

Everyone remembers a good racing livery – the Gulf GT40s at Le Mans, the Marlboro McLarens in F1, even those whacky BMWs created by celebrated artists like Alexander Calder, Andy Warhol, and Jeff Koons. However, if you think livery design is just the realm of top-level racing, think again.

Whether you are looking to add a couple of stripes to a freshly prepped race car, looking to perfect a period correct logo on a restored historic or want a genuine four-wheeled work of art to stand the test of time, the power of a good livery should not be underestimated.

A good paint job is a great way to engage with fans, and it's not just about looking pretty. A car's bodywork is also a vital

billboard that helps source the cash to go racing, making it at least as important as any mechanical component on a racing car.

Sponsorship is the lubricant keeping racers' wheels turning, whether it is a tip of the hat to the local garage for helping to prepare a hillclimb car or a valuable deal with a title sponsor. Whatever your level, without sponsors it is unlikely you will be on the grid at all – and an effective livery is the perfect way to showcase those who support you and encourage others to come onboard too.

So, how do you come up with one? And, once you have done that, how do you apply it to your car?



Creating a 'nice object'

Working out of an industrial unit colourfully decorated with panels from various racing cars, not to mention shelves of books and memorabilia from where he draws inspiration, Andy Bell of SDS Racegraphics is as passionate now about his livery designs as he was when he started over 30 years ago.

"I like designs people will want to take a picture of simply because it creates a nice object," he laughs. "Take the classic green and orange Mazda 787B from Le Mans in 1991 for instance – simple as hell but it stands out and looks great. Same with the old Alitalia rally colours – that would look good on a wheelie bin!"

Beyond this emotional reaction, he also understands a livery has an important job to do. "A sticker is the cheapest bit of the car but the one that brings the money in," he acknowledges. Accordingly, the commercial considerations are often the first thing to address when designing a livery.

"Often someone comes to me with an existing scheme from a sponsor and my job is to make it fit on a particular car," he explains. "The other way it happens is someone comes with a plain car, so I'd be asking who's your primary sponsor, who's the secondary, what are their colours, and we go from there. Sometimes you get the opportunity for some creativity and one of my favourites was the 2016 Cammish car for Carrera Cup GB."

Combining artistic flair with a practical understanding of the realities of racing, Bell considers this one of his proudest moments. "It looked really dramatic and smacked you in the face, but we designed it so we could repair it easily as well,"

he explains. "In close racing you don't make your front bumpers too elaborate because you're going to get through a lot of them or use expensive materials that cost a fortune to replace."

While his work has also been seen on the Formula 1 grid, more recently Bell has been indulging his love of retro liveries with specialist jobs like restorations of Rothmans-colours on Porsche 962s and Bastos M3 touring cars. One recent commission saw him adapt the classic red and white 'Salzburg' Porsche 917 livery and the Canon colours of Jonathan Palmer's Canon 956 for a pair of electric Taycan road cars setting electric records at Brands Hatch. "That was fun," he says. "I got to play around a bit, with things like the 'electric' zig-zags we incorporated into the white stripes on the Salzburg car."

From a practical side Bell has gone from hand-cutting vinyl stickers to investing thousands in early automated sticker cutters and now into modern thermal printers that can copy, adapt, and resize any logo into a durable decal in an instant. A regular presence in many pitlanes, he can supply everything from stock championship sponsor logos to freshly liveried replacement panels according to teams' needs and is a vital cog in the machine for many championships.



It has to be iconic

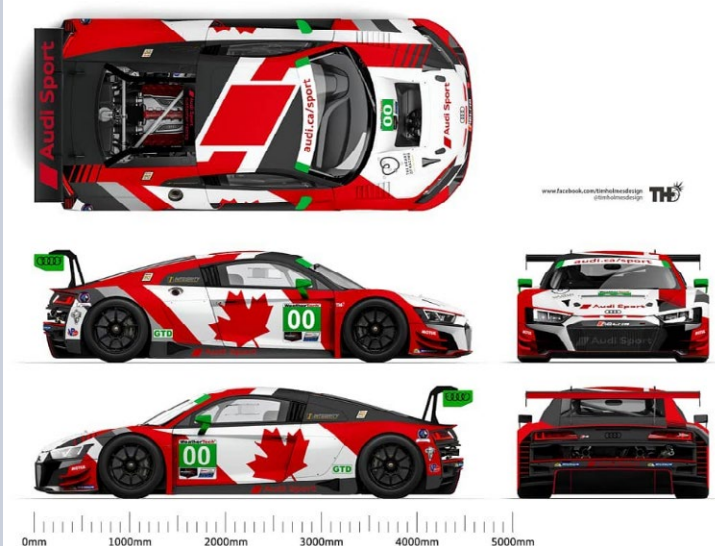
New technology has opened the door to others as well, including livery designer Tim Holmes, who has carved out a successful motorsport career as a sideline to his day job building and running websites for an insurance company.

"I started out looking after James Jakes' website and through that started doing the same for Team Hard," he explains. "One day they asked if I knew anyone who could do a livery and I said I'd always wanted to try, so I ended up doing their British GT cars! From there I've gone on to do liveries for people like Nick Hamilton and Rick Parfitt Jnr in BTCC and the Toyota Speedworks team in British GT."

A long-time motorsport fan, Holmes was watching Formula 1 back in the Mansell and Senna days and still rates the classic Canon Williams livery as one of his favourites. "A winning livery is always an iconic livery," reckons Tim. But where do you start?

"It's a combination of the car and the brief," he says. "The title sponsor will in most cases dictate the direction, but from there I take the shape of the car and choose the patterns and colours that work. If a livery flows it should look like the car is moving, even when it is not. When I'm chatting with the drivers if they like a livery they say, 'I feel good in this car, it feels like it's given me an extra five horsepower!'"

The technology he uses has changed over the years, from overlaying sponsor graphics onto Photoshop images in the early days to more sophisticated 3D modelling and rendering programmes that help teams visualise a car. But he also spares a thought for the guys and girls actually applying the livery, too. To that end he is keen to get some hands-on training in wrapping so he knows how it works, while also dreaming of one day having a livery on an F1 car. "I've 'raced' in BTCC, at Le Mans and at Daytona already," he laughs. "So, maybe one day!"





Drew Gibson

Bringing historics back to life

The world of historic racing, meanwhile, has its own challenges, given that looking the part and creating an attractive grid is critical. Having dabbled in the virtual racing world with livery-obsessed online racing collective 27 Racers, Josh Barnett of Barnett Racing Engines also competes in the real one in an MGB built with his father and appreciates the particular demands of the scene.

“To me, one of the main appeals about historic racing is the aesthetic,” says Barnett. “Modern stickers and paint designs can often ruin the feel of an historic racing car so, in my opinion, period correct is the way to go. That’s why our MGB is painted in cellulose paint and, other than a discreet engine business logo, the only external stickers on the car are period-correct items from ‘I Say Ding Dong’. Even the large numbers are a custom font I designed and hand-cut in order to get a feel of the 1960s.”

A sympathetic eye for historical detail is all part of the satisfaction in building a historic racer, thinks Barnett. “Although the overall aesthetic of the car was inspired by the Huffaker-built MGBs that competed in the 1964 Sebring 12 Hours, we didn’t want to create an exact replica,” he explains.

“To that end, the stickers we chose are pretty discreet. There are some Dunlop stickers on the rims, a couple of BMC Special Tuning ones and Valvoline Racing Oil roundel on each front wing. The latter was chosen because we actually do use a classic Valvoline mineral oil in all our race engines; I wouldn’t run the sticker of a company if we didn’t actually use their products.”

And what of the pressure to simply recreate iconic liveries of the past? “That’s a really tricky one!” laughs Barnett. “I’d definitely encourage period-style liveries, and not just the inevitable Shelby stripes, or green-and-yellow Lotuses. When it comes to recreating real colour schemes, I’m torn. On the one hand, it’s cool to see a grid full of cars in genuine period liveries, but it can end up being a bit misleading for fans if a freshly built car is dressed up as something more iconic.”

Clearly, a livery is a personal choice and one reflecting the tastes of the owner but, as Bell has already demonstrated, an appreciation of motorsport history and the car’s place in it will always be a good starting point.

Cost conscious liveries

For cost conscious privateers in grassroots competition a livery may seem pretty low down the list of priorities – but as James Cameron of forces charity Mission Motorsport explains, it can have a transformative effect for a relatively modest outlay.

“When we started, we had a donation of some Mk1 MX-5s from Mazda UK, which was extraordinary of them,” explains Cameron. “They had been used for a press event and stood around for a while, so we chose the best of them for a track event, prepared them and then Pure D-Zign’s Rob Collard helped us livery them for the launch of Mission Motorsport. We literally started with a couple of MX-5s with stickers on and it was a great way to make some hard-worked cars look more respectable to promote the brand.”

With Rob’s aid, Mission Motorsport realised there was an opportunity to train beneficiaries with new skills and service a real need within the motorsport world. It has been a huge success, too, and the iconic ‘poppy cars’ are a spectacular showcase for what can be achieved.

It is also a perfect fit with the charity’s work helping ex-service personnel come to terms with life-changing physical and mental injury and the often-difficult transition from military into civilian life. “We use it as a recovery tool because people who didn’t consider themselves artistic often turn out to be just that,” says Cameron with clear pride in what has been achieved. “At the same time for those with a more practical mindset, there’s something very therapeutic about applying vinyl – it takes skill, you’ve got to be in the moment and very focused on the activity, so that works for us, too.”

From the racer’s perspective, modern printers and materials used by people like Mission Motorsport means a refresh need not break the bank.

“The first thing to understand is what the client’s budget is,” says Cameron. “If you are sticking with the base colour of the vehicle and want to put some logos on, we can supply it in a roll, you can apply it yourself and it can be very affordable.

“If you’re doing stripes or something like that, we’d advise ordering some extra material because it can take time and a few attempts, but it is something you can DIY. Taking that route, you can achieve a really good result for a few hundred pounds or spend a couple of thousand and get something truly extraordinary to stand out on the grid.”

The flexibility offered by wrapping technology can also be a huge benefit to privateers or teams at a grassroots level. “Changes and repairs are so much easier to effect,” says Cameron. “It can be done in the pitlane, it allows you to swap sponsors between race weekends and change wholesale the look and presentation, not just of a car but a whole team between seasons.

“As costs come down so people can get more imaginative and achieve stunning results that change the way liveries work. For instance, our poppy cars carry no external logos, but the result is stunning and means each sponsor can claim the car as their own and promote it as such, which has worked brilliantly.”

So, whatever your category, and whatever your level, take a look at your car and think what it could become. The support of a network of skilled and passionate people could just help realise that vision...

Regulations

The rules and regulations for displays on vehicles varies depending on the sporting discipline. All the relevant yearbook sections are available in the Resource centre on the Motorsport UK website: www.motorsportuk.org/resource-centre

Members can then use the sector filters down the left-hand side to select Yearbooks by section and also select the current year.



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COMPETITION

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HOW TO ENTER

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Santa Pod Raceway

Santa Pod Raceway is Europe's first permanent drag racing venue. Located near the Bedfordshire-Northamptonshire border, it has hosted national and international drag racing championships and a diversity of other events since 1966.

Robin Jackson works for Press and Media at Santa Pod and gives *Revolution* the lowdown on the venue.

Venue: Santa Pod Raceway

Location: Airfield Road, Podington, Nr. Wellingborough NN29 7XA

Length: Quarter-mile; concrete surface; half-mile asphalt 'shutdown' area



Fascinating fact

The name 'Santa Pod' reflects drag racing's transatlantic and local heritage: 'Santa' after Santa Ana, an early Californian dragstrip; 'Pod' for Podington, the name of the airfield and the nearby village.



History

Drag racing arrived in Britain from America in the 1960s and six years later Santa Pod was born as the first permanent drag racing venue 'this side of the pond'. It was located on a former World War II USAAF airbase and has been operating continuously since then. The venue is now owned and managed by Trakbak Racing Ltd., led by CEO Keith Bartlett, who took control in 1996.

Santa Pod has hosted every leading British and European drag racer, on two and four wheels, of the past half-century, as well as numerous American legends of the sport, ranging from Don Garlits, Don Prudhomme and Raymond Beadle in the 1970s and '80s to Melanie Troxel in 2010. In a normal year, 400,000 spectators pass through the gates to attend a diverse programme of more than 70 events, including festivals, family attractions, lifestyle and specialist marque-specific events alongside the national and international championship drag races. Public track days – 'Run What Ya Brung' and 'Drift What Ya Brung' – take place regularly throughout the February-to-November calendar.

Track

The all-concrete quarter-mile straight was constructed in 2018 following the complete excavation of several previous asphalt tracklayers as well as the original airfield runway which lay beneath. Beyond the finish line is a half-mile 'shutdown' stretch. Alongside the track, the paved paddock area can accommodate 300 race teams with all their equipment and transporters.

Categories

A typical championship drag race will encompass 20 to 25 different elimination classes on two and four wheels, ranging from Junior Dragsters and Junior Dragbikes (which begin at age eight) up to 300mph Top Fuel Dragsters.

Events

The first and last rounds of the FIA / FIM European Drag Racing Championships are Santa Pod's premier competitive events, while UK National Championship meetings take place throughout the season. The calendar includes six rounds of the Motorsport UK British Drag Racing Championship. The huge Volkswagen festival, Bug Jam, and USC (Ultimate Street Car) headline the venue's many non-championship events.

*RWYB events are similar to Trackday events, and are not covered by Motorsport UK insurance.



How to get on track

Drag racing is very accessible. 'Run What Ya Brung' (RWYB)* means what it says: you can run whatever vehicle you turn up in, whether it's a Lamborghini or your daily grocery-getter. If you have a driving licence, £60 will give you as many shots at the quarter-mile as you can fit in during the day. Early each season, Dial-In Day provides a taster for RWYBers interested in experiencing entry-level bracket racing, with a classroom session followed by informal qualifying and eliminations. Stepping up to formal competition requires a Motorsport UK competition licence.

Best viewpoint and spot for photography

With only a quarter-mile of track, good viewpoints and photo opportunities abound. The VIP balconies either side of the start line are perfectly placed for experiencing the full hit of the throttle. The pit-side grandstand seats are reserved for major races but free for others and a raised viewing platform beyond the grandstand is reserved for wheelchair users. Walk to the far end of the spectator-side banking to witness the fastest speeds ever achieved on a UK racetrack. Access to the paddock is open to all as standard.

Best place to eat

The Santa Pod Café and the Fuelers Bar are permanent sites for food and drink, while individual units that come and go on an event basis cover the whole range, offering kebabs, hog roast, cheeseburgers, pizza, fish and chips, noodles, Indian, Mexican, pasta pots and jacket potatoes, wraps, crêpes, and toasties.

Family fun

Away from the track action, Santa Pod offers a wide range of family-orientated attractions at its major events. Programmes regularly feature Monster Trucks and stunt shows, and often include helicopter rides, children's entertainers, circus and variety performances and various visiting exhibits. There's even professional wrestling now and then. Plus, there's a permanent funfair on site. Children's admission from ages 5 to 15 is £5 per day.

Where to stay

Overnight camping is free with multi-day tickets and includes a designated family area as well as toilets and showers. Many events feature night-time music and entertainment. Nearby, towns such as Wellingborough, Northampton, Kettering, Milton Keynes, and Bedford offer popular-brand hotels.

Best pub

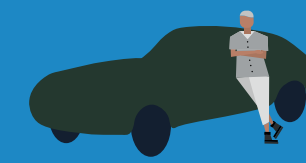
The New Inn is a very popular family-owned bar and restaurant in the village of Wymington, three miles from Santa Pod.

How to get there

Santa Pod Raceway is easily accessed, with M1 junctions 14 and 15 lying to the west. If driving north on the A6, ignore satnav instructions to turn west at Milton Ernest and Souldrop – there is no way through. Instead, turn left via Wymington and Podington.



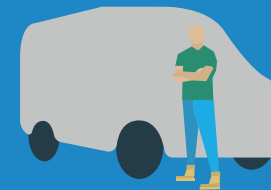
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Sofia Macbeth is the Volunteer Development Officer at Motorsport UK. She joined last year and is the first point of contact for Volunteer Officials. She has been passionate about the sport ever since she remembers and is confident for the future of motorsport's next generation.

SOFIA MACBETH

A key member of the Learning and Development team, Sofia has channelled her language skills and communication dexterity to assist all the marshals and volunteers that support motorsport in the UK. A previous volunteer herself, she can thank the Girls on Track Facebook group for steering her to join the team.

What first made you interested in motorsport?

My dad took me with my brother to the Spa 24-hours. I must have been eight or nine and it was great. At that point, I was still a bit too young to register the people who were racing, but I do distinctly remember the ear defenders because it was really loud! I have seen motorsport on the TV my whole life and my whole family is involved with things to do with engines in some way or another.

How did your career move towards a role in motorsport?

I have always enjoyed science but unlike the rest of my family I never really wanted to pursue the engineering route. I really enjoyed languages, so I did my degree in that, and motorsport was just something I enjoyed in the background. It was only when I got to my final year that it dawned on me, I could actually use my skills as a linguist and the lessons I had learned in communicating with people from different cultures to get involved in the sport, just in a different way.

How did you get your job?

It was thanks to social media! I found the job advert through the Girls on Track Facebook group, and I only found that group because someone on TikTok said about it. They told me it was really welcoming, and I just thought, 'oh my gosh, I want to be a part of that.' So, without TikTok and Girls on Track UK I wouldn't be here!



How does your past volunteering experience help you in the role?

I have done a lot of volunteering in my spare time over the years. I did quite a few charity things at school and at university, in Southampton, I volunteered as my course's student representative. I was elected four years in a row. During my time at university, I made a guest contribution to the student newspaper "Wessex Scene" where I talked about motorsport and the reasons why the readers should watch the 2021 F1 season. Having always written for an academic purpose, it was fun to write an article about something that I enjoyed in my free time.

What does your current role involve?

I am mostly responsible for the marshals. There are more than 10,000 marshals registered with Motorsport UK and I handle any queries they may have. That could be everything from details about the grading scheme to how to get into the sport. I do a lot of the communication on that front, and it is really nice to see people from all walks of life and try to encourage them to get into it. A lot of people love motorsport but do not necessarily want to be a competitor and do not know about the marshalling side of things, so it's nice to get people involved.

Is it mostly reactive or proactive?

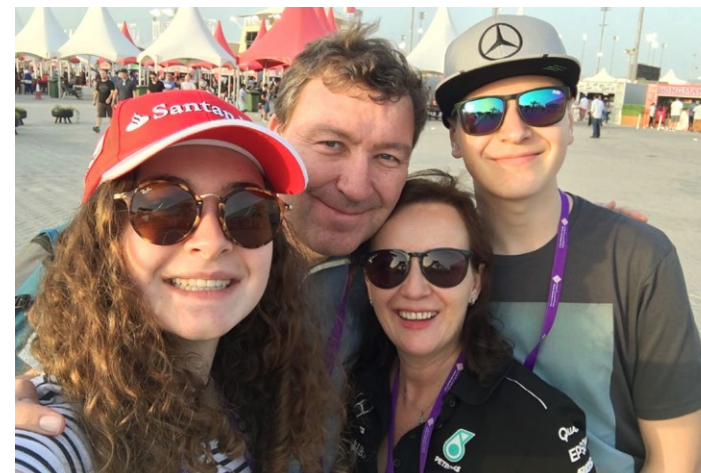
It is a mixture of both. On my day-to-day, I handle a lot of queries that come in and try to answer the questions as best as I can. On the other side, I am also working with the Officials' Pathway Manager on campaigns to get new people involved in volunteering.

What is your most regular query?

The question asked the most is 'I really love motorsport, I want to give back to it, how can I get involved?' I think I get asked that around 100 times per month. You can get involved as a volunteer in many different ways, but for people who are interested in marshalling specifically, I most often direct them to the Registered Marshal Accreditation Course, which is on our Learning Hub. It is an online training course which provides an overview and introduction into the role, explaining what it involves and detailing what responsibilities you have. From there, people can register as a Marshal with Motorsport UK and begin to volunteer in any discipline they like. I can provide further help by connecting them to a local motor club or a dedicated local or regional marshalling club.

Are you using much of your language skills now?

For the marshalling site, no, but another part of my job is helping with FIA Sport Grant applications. Many different ASNs around the world have programmes they want to do to help develop the sport and progress it in their region and the FIA provides grants for this. We do a lot of administration for them because often they do not have the resources to do it completely on their side. We help them with our knowledge and experience and as part of that I do use my language skills for communicating with the FIA and the many different countries.



What are your aims for the future?

I love working with people. That is where I think I'm strongest and I think the community side of motorsport is what is really nice. I am so passionate about the sport I really want to help people get into it and help in any way I can.

How can motorsport engage the young generation?

It's about discovering that buzz and appealing to them through the ways that they consume their news and information. That is mostly through platforms like Instagram and TikTok. As someone who consumes it myself, I think it is a way to get lots of people talking about the sport and it gets the conversation going. There is also the gaming side. My brother likes racing games and although I have tried, I am not very good at all. It is fun to have a go, but when you actually go to an event you discover it is so much more amazing to see it in person and to see the organization that goes behind everything. It's just a real spectacle and to be involved in it is really exciting. And what is so great is the fact you can get into it at a very basic level, either competing in your own road car or going karting.

What do you think about the future of motorsport?

I think it is in a very good position. If you look at the very top of the sport, it is no wonder we have so many excellent drivers. There are lots of racing teams based here and there is so much time and effort put in by the collective community in the country. It is an amazing sport and one of the only ones where it doesn't really matter who you are or what your ability is, anyone can get stuck in.

Find out more!

To find out more about volunteering in Motorsport, please visit:
www.motorsportuk.org/get-started/volunteering

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HOW TO...

take part in... AUTOSOLO



Autosolo arrived in the UK around 20 years ago and has since established itself as one of the most accessible, most affordable – and some would say most skilful – of all the motorsport disciplines. It is a great way for people to get their first taste of motorsport and gives clubs a fantastic opportunity to open the doors to future members, marshals and, ultimately, the next generation of club leaders.

Revolution caught up with **Steve Johnson** one of the country's most knowledgeable Autosolo enthusiasts to find out more.

What is the format?

The concept has been described as being 'a bit like a sprint around a car park' and involves drivers taking on several runs through a cone-lined course as quickly as possible.

It is run under Autotest rules, which means there are no helmets or overalls required and no need for emergency rescue crews either, as the car speed is regulated by course design. That makes it cheap to run and cheap to enter.

What makes a good car?

Any 10 to 30-year-old standard road car will do the job. Nissan Micras are often popular as they are cheap and reliable, while there are also many Mazda MX5s, Renault Clios, Peugeot 106s and 206s and Skoda Fabias.

Some competitors even use big Volvo estates and Volkswagen Passats, and they can still be equally as quick through a course if it has been set up correctly.

Can you drive to events?

Yes, and it is a requirement in Autosolo that the car must be driven to the event. Cars are required to be road legal with MOT to maximise safety. This also minimises the cost and skills required for upkeep and reduces the costs of participation, as there is no need for a trailer.

What other kit do you need?

The only thing required other than the car itself is an extra set of wheels and tyres to return home after the event. Again, to minimise cost, these must be standard road tyres, not racing or competition use only tyres.

Anything loose in the car must be removed, so nothing can roll under the brake pedals, and the battery must be fully strapped down with the Earth clearly identified.

COMPETITION

How does it work?

An Autosolo course follows a smooth-flowing route through cones laid out in a 200m x 200m maximum area. No turn around a single cone is more than 90 degrees and any greater angle must have a 5m radius. Handbrake turns are not usually required and can be prohibited at some events.

At some events, drivers are also required to marshal, and competitors are split into either a three-group (drive / marshal / rest) or four-group (drive / rest / marshal / rest) system. Anyone who does not marshal may get their times disallowed.

In a 32-car entry, for example, a four group would have eight drivers in each group, but some are bigger, with 64-car entries and 16 drivers in a group. On a longer course, however, cars might run at 30-second intervals.

In a day, a competitor will typically get two or three sessions, each of which lasts 25-30 minutes with two or three 30-60 second runs per driver. Sometimes all runs count to the final score, and sometimes one is dropped.

That may sound a short amount of time behind the wheel, but every run requires extremely intense concentration. A 90-second course often leaves drivers coming off feeling like they have done a stage rally!

How tough is the competition?

Runs are timed to a tenth of a second, either by stopwatch, Sapphire app or other timing system, and the winner is sometimes split at the end of the event by just one tenth of a second. It is that intense.

If runs are dropped then the entire field can finish very bunched together, but if every score counts it is often quite spread out, as novices typically take twice as long out on the course as the experts.

HOW TO...

How does a beginner 'break the ice'?

Marshalling at an Autosolo event is a good start or you can just come along and get stuck in. Newcomers are welcomed and encouraged and sometimes clubs even put experienced competitors as team leaders into each group to help novices get to grips with things.

There is always someone there to help with any questions and ensure people go to the marshalling point, they are driving at the right time, and they are guided through the system.

How do you win and what are the prizes?

The winner is the driver with the fastest time, either overall or in class, but given the low entry fees, there is rarely any prize money. Rewards for winning are typically pride or small items like glass tankards.

Regular participants can get involved in regional or motorsport group championships, where the best eight events count for points, to see how they improve against their peers. Title winners get slightly larger prizes.

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

The British Trials and Rally Drivers Association (BTRDA) has been supporting the discipline ever since it started, and it now runs a series that is seen by many as the British Championship for the sport.

To get into that, a driver must be at the top of their class in their region. That then gives access to compete at other 'Areas of Excellence' as it involves events in all different parts of the country.

Is it a stepping-stone towards other motorsport?

An Autosolo is fantastic for developing skills at limited cost that can be transferred into many different motorsport disciplines. In fact, some under 17 Autosolo drivers are possibly some of the most skilful drivers out there.

Also, it can save families hundreds of pounds in driving lessons! The starting age for the sport is 14, so it gives very good experience behind the wheel, off the road, at pre-driving age.



>>>>>

BUDGET

What is the general cost to buy a car?

Expect to pay from around £500 for a basic Micra with 12 months MOT to £5,000 or more for an MX5. Often, those looking to move on are happy to get their money back, so many cars can be found on Autosolo's Facebook page.

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

Wherever you are, most areas of the country have clubs putting on events at a maximum of 1-2 hours or 60-120 miles drive away. It is very easy for a lot of people to find one of the Autosolo 'Areas of Excellence' and take part.

How do you enter and what are the costs?

Clubs try to run events as cheaply as possible and entry fees start at £35-40, rising to £60 for some larger venues with higher costs. A typical Autosolo for two people using the same car could be around £100 per event.

Realistically, what budget can you do it for?

Once you have bought the car and done the minor amount of prep required, it is usually just fuel costs, tyres, and entry fees. That ends up at between £500 and £1,000 for an 8-10 event season.

SKILLS

What makes a good driver in this discipline?

The best drivers are those with a smooth style because braking is a theft of speed. Sometimes it is better to go wide on an apex but to carry the speed into the next part of the course to get the best time.

It is all about picking the racing lines... even in first gear! Learning the course is essential, and to be competitive you need to walk it two or three times and watch others when you are marshalling to spot the best lines.

What is the most important skill?

It sounds simple but keeping away from the cones is the key to success. If you hit a cone you get a five or ten second penalty, and those quickly add up over the length of a run.

The next most important skill is driving the correct route! Some events change the course every two or three runs, others have the same course all day, so you must have a good memory for that.

Learn the Skills

All around the country there are lots of clubs running Autosolos. Contact your local club or regional association for more information, or search online at: www.motorsportuk.org/clubs-organisers/find-clubs

HOW TO...



How can you learn the basics?

There is no substitute to being in the seat. Simply driving the car as much as possible helps a novice learn quickly and if the course stays the same all day, as it often does, you can continuously improve.

How do you improve and progress?

You need to be open to what you do not get right. Learn from other people. You may think you are the world's best driver, but in an Autosolo some competitors are quick just because of years of experience and knowledge.

GET INVOLVED

How many clubs run Autosolos around the country?

Grassroots motorsport is part of the lifeblood of the sport and Autosolos are a fantastic way to get the next generation passionate about it and for clubs to reinvigorate themselves.

There are over 60 clubs that currently run Autosolos, which is around 10 percent of motorsport clubs in the UK. However, every single club could be capable of running them if their members wanted them to.

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

Join a motor club get a free clubman license, then go to an event and marshal at it so you get to know how it works. After that, just 'run what you brung' and see how you go.

TOP TIPS

- Just do it
- Always have a second set of wheels and tires
- Get seat time
- Do not spend money on the car until the nut behind the wheel can drive at ten tenths!



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Tim Richman



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



Name:

Tim Richman

Profession:

College Lecturer in Automotive and Motorsport Technology

Motorsport activity:

Karts, Circuit Racing and Rallying

What type of motorsport do you compete in?

I participate mainly in Circuit Racing, competing with the Classic Sports Car Club in a Renault Clio 182, and in single venue tarmac Rallying, where I drive a Nissan Micra. I also do a bit of karting now and again.

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

I first got involved in 100cc open karting in the mid-1990s. I bought my first kart from a local free-ads post, stripped it down and rebuilt it then joined a local kart club at Matchams. I got my first Kart license a year later and raced in Formula TKM at club level for a while. I then moved up to 125 and 250 gearbox karts, as they still had the flexibility to rebuild everything yourself, which is half the fun!

How did you get involved in lecturing and what do you do?

I left school at 16 and went into an apprenticeship with Toyota at my local dealership. I had a brilliant lecturer throughout my apprenticeship and as I got older, alongside my love for cars and motorsport I also played lots of sport and got involved in a lot of sports coaching. The combination of the two led me to a career change in my early 30s, alongside great support and encouragement from my wife. I wanted to give back some of the excellent teaching I have received as a young adult, so that is what steered my move.

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

As a lecturer, your subject knowledge needs to be second to none, so even after 12 years teaching you are learning new things every day. This really helps with a professional approach when introducing the fundamentals of automotive and motorsport. Motorsport is also fantastic to use in teaching to engage learners in all the vehicle topics. When I go racing and rallying, we have our Level 3 Motorsport learners as the service crews. That allows us to introduce the feel of competition and to give a good insight into club level motorsport.



What do you love most about your job?

Being able to help people gain an understanding of a task and put it into practice is very satisfying.

What is the one thing you love most about motorsport?

It's the ability to build something and then test it and put it through its paces in competition with others that excites me, but it is also the support that I have received. Since we started to look to use motorsport alongside teaching, the support I have had from my local club, Southsea Motor Club, and the Classic Sports Car Club has been amazing. Without this, I do not think I would have been able to be as active in actual competition and to be able to introduce motorsport to as many young people as we have. Also, the support from work, Andover College, has been great and allowed us to really immerse the learners into the motorsport world, so hopefully they become part of the next generation of motorsport enthusiasts.

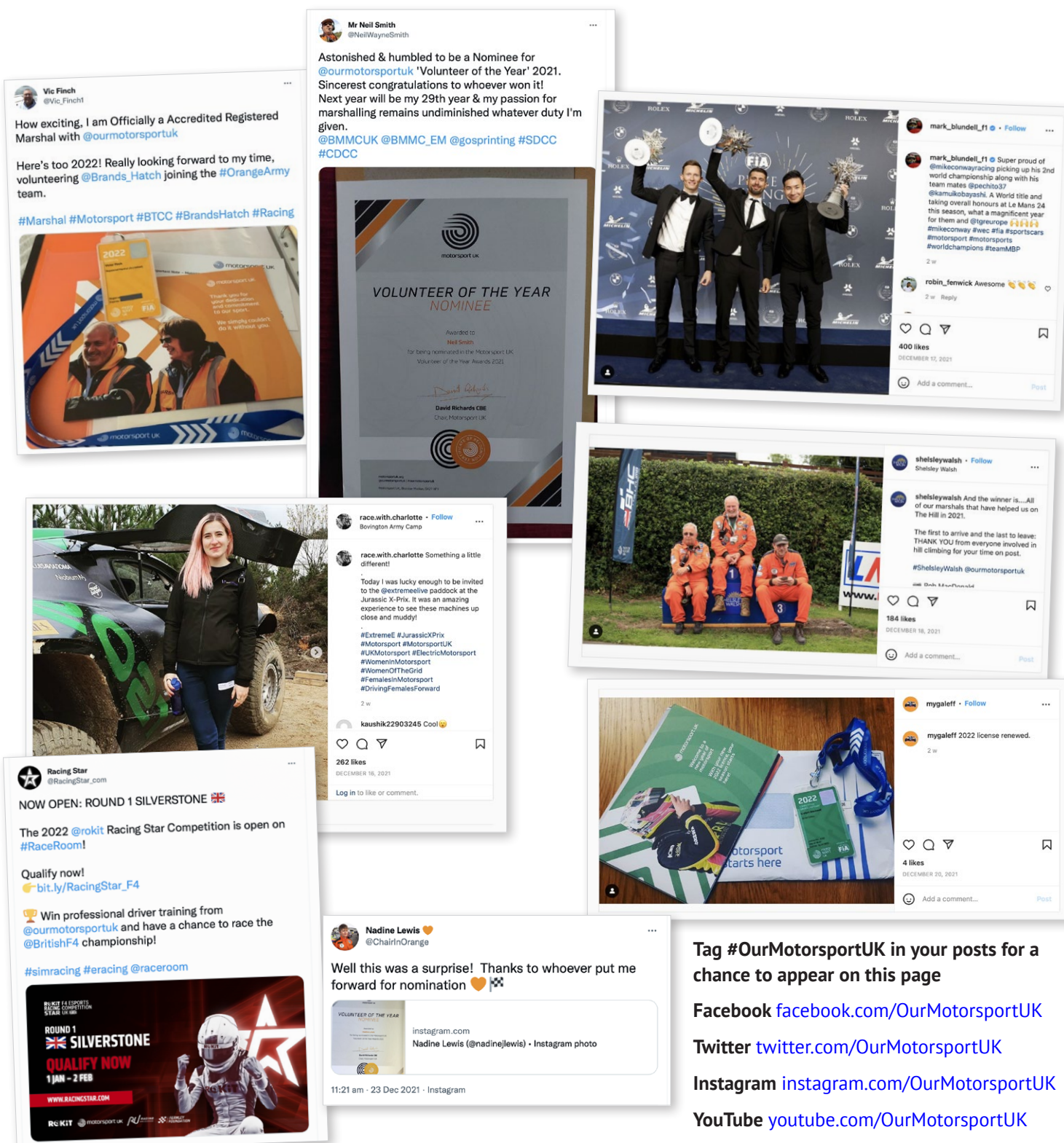


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MOTORSPORT UK CONNECTED

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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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 Monday 20th December 2021

**Tony Scott Andrews (Chairman),
David Scott, Ian Watson**

J2021/21 – Knockhill 19th September 2021 – Judicial matters relating to competitor Steve McGill

This Inquiry, instigated by Motorsport UK, relates to the Scottish Legends Championship, in particular to the last two races of the Championship, held at Knockhill over the weekend of 18th and 19th September. Unusually, this Inquiry is being conducted virtually by Zoom.

Motorsport UK is represented by Jamie Champkin.
The Court has heard direct evidence from the following:
Stuart McGill, the driver of car 18
Stewart Black, the driver of car 52
Rob Briggs, Clerk of the Course
Renny Thomson, Chief Scrutineer
John Fenwick, MSUK Steward
Stuart Gray, Club Steward

The Court also has the benefit of a written Statement from Steve McCall, the Team Manager of another competitor and seen the in-car recording taken from McGill's car and an element from the circuit CCTV.

Much of the evidence before the Court is, to say the least, unhelpful. Even when there is no lapse of memory about comparatively recent events, it is contradictory in virtually every respect.

The basic uncontested facts are as follows.

The last three races of the Scottish Legends Championship were held at Knockhill circuit on the weekend of 18th and 19th September.

At the start of the second and penultimate race McGill held a 210 Championship point lead over Black.

Approaching the last corner on the last lap of that race when yellow flags were displayed, the car driven by McGill ran into the back of the car driven by Black who left the track. Both cars continued.

McGill completed the slowing down lap and in parc fermé he apologised to Black and explained that the brakes on his car had suddenly failed.

Both drivers accompanied by their in-car recordings attended before the Clerk of the Course who found McGill guilty of an offence (General Regulation C.1.1.5) and imposed a 10 second penalty on McGill's time for that race and placed three penalty points on his licence. McGill was content with the ten second penalty (which reversed their finishing order) but was extremely unhappy with the penalty points. He expressed the wish to appeal the Clerk's decision to the Stewards.

On enquiry of the championship Co-ordinator he was told his C.1.1.5 conviction would lose him 100 championship points.

To win the Championship he apparently needed only to finish the last race in or above ninth place. He did not pursue his stated wish to appeal the Clerk's decision.

In accordance with the Championship regulations (because of the C.1.1.5 offence) he started the final race from the pit lane and finished P7 and believed he had won the Championship.

He was then advised that 300 points, not 100, should have been deducted from his championship score such that Black, not he, was the winner of the Championship.

McGill again expressed the wish to appeal his conviction under C.1.1.5 and the deduction of his points and was directed to the Championship Stewards.

McGill duly appealed to the Championship Stewards who, on 8th October issued a decision that the Appeal had failed.

McGill, perhaps unsurprisingly remained unhappy with the situation and ultimately the matter came to the attention of Motorsport UK who elected to instigate this Inquiry.

McGILL'S evidence is that he brought his car's brake failure to the attention of Black when he apologised to him in parc fermé and to a scrutineer of whom he enquired as to whether he wished to inspect his car. The answer was in the negative and he was told to remove his car, which he did. The Clerk of the Course then appeared in parc fermé and told him to take his "in-car footage" to Race Control. He informed the Clerk that he had experienced brake failure which caused the collision with Black. He removed his car from parc fermé, returned it to his awning and attended Race Control as directed. Black was already in attendance and the Clerk was looking at Black's in-car footage.

The Clerk then looked at McGill's, questioned both drivers and intimidated a ten second penalty which McGill, although having

explained that he had suffered brake failure, was happy to accept as he had crossed the line ahead of Black and this would reverse the positions back to where they were before the collision.

McGill was not, however, happy when presented with the Clerk's decision which imposed not only the ten second penalty but also three penalty points on his licence. He said he thought that this was extremely unfair and stressed again that it had not been a driving error but brake failure that had caused the collision. He understood the Clerk to say that "he would re-wind his decision if there was evidence of brake failure." McGill asked that his car be inspected by a Scrutineer and the Clerk contacted the Chief Scrutineer Renny Thomson and asked him to inspect the car and report back.

Although aware that the Scrutineer had found brake fluid leaking from his car and had reported this both orally to a Clerk in Race Control and by e-mail to the Senior Clerk, Rob Briggs, the Clerk declined to alter his decision.

McGill was informed that he could appeal to the Stewards and repeatedly asked for an Appeal Form which he never received. On enquiring of the Championship Co-ordinator, Jackie Spencer, what would happen if he appealed he was informed (after she had enquired of the Clerk and, it would seem, the Stewards) that, if not allowed, the penalty could be increased or decreased and, as time was now very short before the start of the final race, he would not be able to take part in the final race as he could not race under appeal. He was also informed that his Championship score had been reduced by one hundred points because of the Clerk's decision. Believing he still had a hundred-point lead over second placed Black and that he need finish in only ninth position or above in the final race, which he believed he could easily do, he did not therefore pursue an appeal to the stewards.

He completed the final race in a cautious P7.

At the conclusion of that race, he was informed that he would suffer a points deduction of three hundred not the previously stated 100 points. He wished to appeal this further deduction of points and was told that his appeal would have to go to the Championship Stewards. He still requested an Appeal form but to no avail.

He believed that no declaration that Black had won the Championship should be made pending his appeal but nonetheless the announcement was made.

ROB BRIGG'S evidence is that he didn't go to parc fermé to ask the drivers to come to Race Control, that he didn't think to keep McGill's car in parc fermé and nor did it occur to him to adjourn the hearing pending a formal inspection of the car by a scrutineer. He denies ever having suggested to McGill that he would "re-wind" his decision on receipt of evidence of brake failure and maintains that if such evidence were subsequently produced, it would have to form the basis of an appeal to the Stewards. He couldn't say, couldn't remember, whether he had ever instructed Renny Thomson to inspect McGill's car or ever received his oral report although he did find an e-mail from

Thompson in his spam file at the end of the day. He accepts that Jackie Spencer sought his advice on what could happen on an appeal and that although he looked at the Championship Regulations and mentioned the one-hundred-point reduction he did not see the reference to a two hundred reduction for a C.1.1.5 offence. He tried to help McGill and believes that he might have printed off an Appeal Form for him.

RENNY THOMSON'S evidence is that at the request of Rob Brigg's he attended Race Control and was instructed by Briggs to go and inspect McGill's car for signs of brake failure and to report back. He inspected the car, which by now was in McGill's awning, found the car being worked on to prepare it for the next race and found the OSR brake drum had been removed. There was no evidence of contamination on the brake shoe or lining but the rear of the back-plate was wet with fluid from a bleed nipple whose thread was stripped and, as a result, would not tighten. He went back to Race Control and not finding Briggs reported his findings to one of the other Clerks. He considered that he was being effectively dismissed and that his report no longer mattered. While in Race Control he confirmed his findings in an e-mail to Rob Briggs in which he confirmed that the leak could have contributed to partial brake failure. To the Court he confirmed that this could well result in the brake pedal sinking to the floor under pressure as described by McGill. He was surprised to have been taken to task by the Steward at the end of the meeting for having elected to undertake an inspection of his own volition, for not submitting a formal report in the ordinary way and for giving a copy to McGill (who claimed the Clerk had refused to give him a copy.)

STEWART BLACK confirmed that his car had been struck in the back by that of McGill, that he had been pushed into the gravel at the hairpin but had been able to continue. He accepted that McGill had apologised to him in parc fermé but, having seen the way McGill's car accelerated and slowed on the slowing down lap, he did not believe it had brake failure.

JOHN FENWICK, the Motorsport UK Steward, confirmed that he had been consulted during the day by Rob Briggs, that he had advised on the possible consequences of an appeal (referred to above-but not about not racing under appeal.) He confirmed that he was unhappy with the unilateral actions taken by Renny Thomson.

STUART GRAY, Director of Events at Knockhill but who, on the day, was helping as Club Steward, stated that he was present in the Steward's Room when John Fenwick was expressing his displeasure to Renny Thomson. Neither he nor Fenwick had ever been informed by Briggs that he had instructed Thomson to inspect McGill's car but in conversation with Thomson, whom he knows well, later that evening outside of the event, Thomson confirmed that he had acted on the instruction of Briggs.

The Court's findings are thus.

If, as alleged, he had been told about brake failure while in parc fermé, the Clerk did not direct that McGill's car remain in parc fermé, nor, having heard McGill's claim that he had suffered brake

failure, did he adjourn the hearing pending an inspection of the vehicle by a Scrutineer but chose to make a finding of guilt for an offence, C.1.1.5, based seemingly on the manner in which McGill's car could be seen to be proceeding on the slowing down lap.

The Clerk accepts that the information relayed to McGill by Jackie Spencer about a reduction of only one hundred championship points may have been because he had not seen a previous part of the regulations stipulating a further two hundred points.

McGill should have insisted that his car remain in parc fermé pending the outcome of the Clerk's hearing or of any Protest by Black. Instead, he allowed the car to be returned to his awning and for it to be worked on.

The relationship between McGill and the Clerk obviously became heated to the point that Briggs declined to continue discussing the matter with McGill and this to no one's advantage. This was exacerbated by McGill's repeated requests that he be given an Appeal Form and that he be able to discuss his options with Jackie Spencer who Briggs needed in race Control.

Neither the Clerk nor any other official seems to have told McGill that he could simply handwrite his Appeal on any paper and did not need a printed form.

No one recalls that they told McGill that he could not take part in the final race if he lodged an appeal. This was clearly incorrect, although, if heard after the last race, he would still have had to start from the pit lane. The fact remains, however, that McGill was clearly possessed of this information from somewhere when deciding not to appeal the Clerk's decision.

One may think it singularly unfortunate that Jackie Spencer gave wrong information to McGill about the number of points to be deducted.

One might also criticise the Clerk for his reading of the Championship Regulations, but it must be recognised that Jackie Spencer was not only the Championship Co-ordinator, but she was also endeavouring to be the Secretary of the Meeting, to keep the Race log as well as man the radios in Race Control. It is undoubtedly to her credit that she had any time to devote to McGill's concerns.

Similarly, it must be recognised that Rob Briggs, the Senior Clerk, while accepting the things he didn't do but should have considered, was responsible for running an apparently busy meeting with very little assistance in Race Control, as apparent from Jackie Spencer's numerous roles. In the circumstances he obviously found it difficult to deal also with an increasingly irate McGill, concerned about losing his championship and not getting the information he wanted, but whom Briggs maintains had been told to simply appeal to the Stewards if dissatisfied with his decision.

We have no reason to doubt the evidence given by Renny Thomson. Had his inspection taken place in a timely fashion whilst the car remained in parc fermé, this matter would have been so much simpler to resolve, and this Inquiry may

well not have been necessary. It is most unfortunate that the inspection took place sometime after the race, the car was in the competitor's own awning, it had been worked on and the relevant road wheel and brake drum had already been removed. Clearly this must have some effect upon the weight to be placed upon the content of Renny Thomson's report.

The Court has seen circuit CCTV which is of little benefit and seen also the in-car footage from McGill's car. This clearly shows a rapidly diminishing gap between the two cars prior to contact but, as to whether this is attributable to brake failure or a driver being caught out by unexpectedly early braking courtesy of yellow flags, it is inconclusive.

The Court does not find that there is sufficient and compelling evidence available to it today to conclude that the collision was caused solely by brake failure and thus declines to rescind the Clerk's decision such that the decision made by the Clerk of the Course on the day and the Results that followed shall stand.

The situation may well have been different on the day had McGill immediately lodged an appeal to the Stewards. McGill, however, did not seem to accept that the penalty points were mandatory for the penalty imposed and not an optional and additional penalty imposed by the Clerk.

It may be that McGill would have appealed had he been given the correct information by the Secretary and the Clerk. It was unfortunate that at the conclusion of the final race he believed that he had received a separate and additional reduction in his points, and it was for this reason he wished to appeal that also.

It appears to the Court that had McGill, a competitor for some ten years, been more aware of not only the appeal procedure and the penalty point structure within the General Regulations but also the Regulations for the Championship in which he was competing, this matter could have been resolved on the day.

Those that did in the Court's view "get it right" were the Championship Stewards who concluded that they had neither jurisdiction to interfere with the penalty imposed by the Clerk nor any discretion as to the number of Championship points to be deducted, three hundred being correct for the offence determined by the Clerk.

In conclusion, the Court respectfully brings to the attention of all involved in this matter that Motorsport is, as its name implies, a Sport and, as such, it is to the benefit of everyone that competitors and officials alike acquaint themselves with the prevailing rules and regulations, i.e. one should know the regulations oneself and not rely on the interpretations of third parties.

It is seemingly not unknown for the actions of a Clerk to impact adversely upon the results of a Championship.

There is no Order as to costs.

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Matt Cotton is the British Rally Championship (BRC) Media Manager and was both a fan and a competitor before he got involved in the series professionally. He competed in 2007-08 and, after a four-year break, got back behind the wheel in 2012, at which point he ran out of money! He began to help with media duties and took the role of media officer for a handful of events and drivers in 2016 and '17. He helped with stage end live reporting and social media in 2018-19 and took up his latest role in 2021. *Revolution* asked him to pick the top five events from his time involved in the BRC.

2016 Mid Wales Stages – The BRC is back

The last two-wheel drive era, between 2012 and 2014, was actually a favourite of mine – I loved being part of that generation – but in 2016, after a year's sabbatical, the championship returned surrounded by mind-blowing hype. That hype was entirely justified, given the names adorning the opening round's entry list.

Elfyn Evans, Max Vatanen, Mattias Adielsson and Keith Cronin were just some of the drivers tackling the resurgence of the BRC at the opening event in March that year and it truly felt like Britain's premier rally championship was back in town.

I will never forget the buzz and anticipation in Newtown for the start as everyone was making a leap into pretty much uncharted territory for the series. The first two stages took place at night and the atmosphere was electric. Evans' stage time was stellar in the snow and ice, more than 18 seconds quicker than anyone else, and that pretty much set out the theme for the rest of the season. It was a great way to kick-start the new-look championship.



All photographs: Jakob Ebrey Photography

2017 Rally Isle of Man – Rumble on the rock

In its second season, the BRC was just as thrilling and the coveted title fight went down to the wire at the final round on the Isle of Man. Heading into that weekend, it was a three-way battle between Matt Edwards, Fredrik Åhlin and Keith Cronin, but with two points-scoring opportunities. Edwards was eliminated over the second day leaving Åhlin and Cronin to fight it out over the final leg.



It was as tense as it gets too. Five stages would decide the outcome but when one was cancelled, it all went down to the very last test of the final round of the series; it was all or nothing for both contenders.

I think many of us remember watching BRC presenter Colin Clark at the stop line of that final test, shouting at everyone and anyone who would listen to ask the times to find out who won. It could not have got much closer too, with Cronin winning his fourth title by just 0.1sec. It doesn't get much better than that!

2019 Wales Rally GB - Junior BRC prize drive

Plenty of us had (or still have) aspirations to be top rally drivers and I can certainly remember thinking something good would come of my BRC campaigns when I was competing. But the Junior British Rally Championship wasn't around when I was driving, so I am a huge champion of the series because I believe it offers a superb opportunity for progressive drivers to showcase their talent.

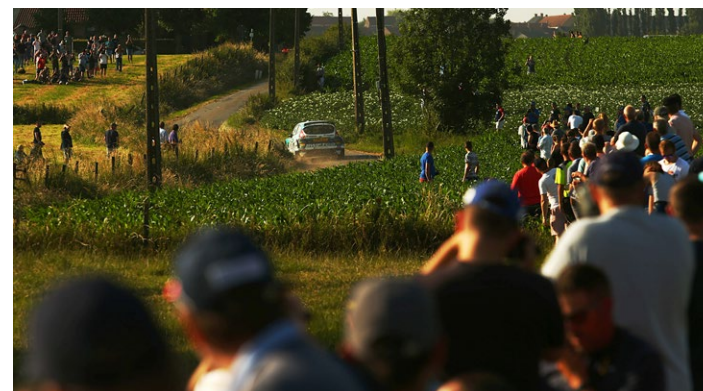


When Josh McErlean won the 2019 Junior title it really resonated with me, and his title also secured him the opportunity to drive a Hyundai i20 R5 at Wales Rally GB that year. It was great to be there to chart the beginning of his journey with Hyundai Motorsport Customer Racing and he had already raised some eyebrows at a pre-event test with the team.

McErlean took a top ten RC2 class time on only his third stage in the car, and that further enhanced just how impressive the Junior drivers are in the BRC with their adaptability and outright pace. Sadly, Josh retired from the event but went on to become a fully-fledged Hyundai Junior Driver actively competing on the world's stage, highlighting that the BRC is still a valuable outlet for those who do wish to progress their careers.

2019 Ypres Rally

This year marked my first visit to Belgium and my first to the Ypres Rally, which was a round of the BRC at the time. It raised an eyebrow for me, and I'll admit to being in the camp that thought it was a long way to go, expensive for our BRC crews and an odd choice for the calendar.



I think within 10 minutes of being in the town centre square, though, my attitude changed. The atmosphere of the town and the effort they had gone to create an 'event' was phenomenal and I certainly had to eat humble pie as to why it was included on the roster. That was before we even got onto the stages!

It was a hot one, well over 35 degrees Celsius that weekend, and the action on the unique Belgian roads was just as scintillating as the weather. This event really stood out for me because the BRC contenders were really showing what they were capable of in front of the European asphalt experts. I think it was Marty McCormack who was fourth fastest overall on the first stage and then Matt Edwards and Tom Cave took the fight to the experienced local aces for the remainder of the rally.

I also remember Junior BRC ace James Williams stormed to 16th overall in Fiesta Rally4 to beat all the Belgians too. They all came up to him at the finish to congratulate him for quite simply beating them on home soil! All the crews did the BRC proud that weekend and it was a real pleasure to be reporting from stage ends on their progress.

Ulster Rally – Another level

Savage. That is the only word I can find to describe the pace of top-flight contenders Matt Edwards and Osian Pryce as they battled head-to-head for the title in 2021. Edwards *had* to win to take a record-breaking third BRC title and, in simplistic terms, Pryce had to stop him from doing so. The resultant combat was as intense as it gets, and both drivers produced a speed that was light years away from any other crew on the rally.



Watching that battle between the two Volkswagen Polo R5 drivers in this event was fantastic, but the highlight was the pace they were on compared to many local aces and those more experienced on the daunting Ulster lanes. It really did highlight what it takes to compete at the top of the sport in the UK.

Sadly, Pryce crashed out on the penultimate stage, but it did not take the shine out of the final round blast. When one of your own finishes over two minutes and thirty seconds ahead of anyone else, it's enough to make you feel that little bit proud.



Donington Winter Series

Donington, 15th January

This is the third of a four-round Autosolo series run by the Loughborough CC and Mid Derbyshire MC. There is also a Production Car Autotest for those who cannot comply with Autosolo regulations.

For more information visit:
www.mid-derbyshire-mc.co.uk/donington-events

Col de Ruisg Touring

Helensburgh to Callander, 15th January

This Winter Tour, run by the Ecosse Rallye Drivers Club, follows roads in Argyll and the Arrochar Alps and is used by some as a 'shakedown' for the Monte Carlo Classic.

For more information visit: www.monte.scot



Brands Hatch Stages

Brands Hatch, 15th January

This event, run by the Chelmsford Motor Club, utilises the circuit, rally school, pitlane and both paddocks. The popular family event sees cars run multiple laps and commentary and interviews aired over the circuit PA system.

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



Twinney Wood Trials

Twinney Wood, 15th-16th January

The Essex Land Rover Club is running a weekend of off-roading events suitable for all levels of experience, with a Tyro trial on day one and an RTV and CCV trial (Untimed) on day two.

For more information visit:
www.elrc.info/sections/trials

Manton Quarry Trial

Manton, 16th January

The East Midlands Off Road Club, based in the Nottinghamshire, Lincolnshire, and Derbyshire, will head to Manton Quarry for its first event of the year, for an untimed RTV / CCV event.

For more information visit:
www.facebook.com/EMORC



De Lacy Winter Series

Brotherton, 21st January

This 12-car rally kicks off at the De Lacy Motor Club's clubhouse, by the side of the A1, with a Friday night start at 8pm. The event is open to club members as well as invited clubs.

For more information visit:
www.facebook.com/groups/delacymc

**PCA & Autotest**

Ross Auction Centre, 22nd January

Ross and District Motor Sports Club is running a series of tarmac Autotests for standard or modified road cars. This event will see 4-5 tests on a course set out around the Ross Cattle Market.

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

Roger Holmes Car Trial

Harlton, 23rd January

This Cambridge CC event involves a set of five tests marked out by canes on a hill, with a mix of bends and slopes. The tests are repeated five times through the day and entries are open for four different classes of vehicle.

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

**TVKC Winter Series**

PFi, 29th-30th January

This is the start of Trent Valley Kart Club's traditional four-round Winter Series – and the winning drivers from each class receive a free entry to the Motorsport UK Kartmasters British Kart Grand Prix at PFi in August.

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

**British Indoor Karting Championships**

British Indoor Karting Championships (BIKC) license holders made more than 27,000 visits to TeamSport Indoor Karting between January and November in an effort to reach the finals of this prestigious championship. In December, the local and regional qualifiers gathered at TeamSport Warrington to compete for the titles.

Supporters lined the track in their hundreds, with thousands more tuning in online from as far away as Mexico. Champions were crowned in five categories, with Jacob Lamas winning the Cadets, Charlie Ratford Juniors, Dante Dhillon Lightweight, Sam Slater Middleweight and Adrian Wray Heavyweight.

Final standings**Cadet**

- 1st Jacob Lamas
- 2nd Ilya Velicko
- 3rd Rory Hamilton

Junior

- 1st Charlie Ratford
- 2nd Matthew Boulton
- 3rd Vito Vokes

Lightweight

- 1st Dante Dhillon
- 2nd Zac Venn
- 3rd Harris Ahmed

Middleweight

- 1st Sam Slater
- 2nd Matthew Roberts
- 3rd Neil Durrant

Heavyweight

- 1st Adrian Wray
- 2nd John Paragon
- 3rd James Bate

**World Rotax finals**

This event, held in Bahrain in December, saw the winning British Karting Championship drivers compete in five different classes against more than 370 drivers from different nations in the biggest kart race in the world.

With new karts and engines from Rotax, and the event's chassis partners Birel, Sodi and Parga, plus very limited changes to the karts and engines allowed, the difference between 1st and 50th place in TQ was often as little as 2-3 tenths.

After four days of hard competition, Team UK finished in 6th place overall in the Nations Cup with some notable performances including Mark Kimber leading Kai Hunter and Sean Butcher in an all-British podium in the Seniors, and Scott Marsh on the podium in the Minis section.

Micro Max

- 9th Albert Friend
- 34th Kenzo Craigie
(3rd until last lap)

Mini Max

- 3rd Scott Marsh

Junior Max

- 7th Harry Lindon

Senior Max

- 1st Mark Kimber
- 2nd Kai Hunter
- 3rd Sean Butcher
- 6th Clayton Ravenscroft
- 7th Callum Bradshaw
- 14th Lewis Gilbert
- 21st Rhys Hunter

Motorsport UK British Sporting Car Trials Championship

Josh Veale secured the title as Andy Wilks sneaked the Gloucester Trophy at the season ending Sporting Trial in December. Simon Kingsley, who had to win to secure the title, had been tied for the lead but engine failure ended his challenge.

Final standings (based on best seven results)

- | | | |
|-----|----------------|-----------|
| 1st | Josh Veale | 94 points |
| 2nd | Simon Kingsley | 88 points |
| 3rd | Andy Wilks | 85 points |

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www.haltermann-carless.com

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www.moog.co.uk

Data Logging



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The Parting Shot

Nine-time FIA World Rally Champion, Sébastien Loeb joins the M-Sport Ford World Rally Team to compete on the opening round of the 2022 FIA World Rally Championship. The legendary French driver will be behind the wheel of the M-Sport new Ford Puma Rally1 car for the 2022 Rallye Monte-Carlo, an event he has won seven times previously.

UK-based M-Sport has announced that both Adrien Fourmaux and Sébastien Loeb will join British and Irish drivers Gus Greensmith and Craig Breen in Monte Carlo, in a fleet of all-new Ford Puma Hybrid Rally1 cars. The new machinery marks the beginning of a new era for the WRC.

