REMODE February 2022 Control of the second second

The official magazine of motorsport uk

THE ROAD TO DAKAR



HOW TO...

PREPARE FOR YOUR NEW SEASON

IN NUMBERS

STAGE RALLY STATS **NEXT GENERATION**

GROW YOUR CLUB MEMBERSHIP

PLUS: MEMBER BENEFITS + NATIONAL COURT + WHAT'S ON

CEO's MESSAGE

Hugh Chambers



At the start of January, Autosport magazine published an article entitled, 'Five New Year's resolutions for national motorsport', which was a well-reasoned analysis of some of the areas we should all focus on for the positive development of the sport. I reflected on the points made (headlined below) and felt it may be helpful to add our own perspective.

Better behaviour and decision making

There is an increased emphasis on a collective commitment to the highest standards of behaviour in all aspects of the sport from officials to competitors. 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. Motorsport UK shared these concerns and launched a survey, sent to 10,000 Circuit Racing competitors, 155 clerks of the course and 190 stewards, to understand the situation and help map out the future strategy.

The results showed that the community does believe that standards have deteriorated and specifically this is leading to concerns for safety and damage to cars. Motorsport should be conducted in a safe, fun, and fair environment and it is essential to maintain the very highest standards of behaviour both on and off the track. In 2022 the renewed 'Race with Respect' code has been explained to all Competition Licence holders with a requirement on the application to sign up to the standards of the code, and this is further enforced by linking to Championship registrations.

Motorsport UK has 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. We anticipate interventions, ranging from education to judicial, and these will already begin to be implemented in 2022.

In parallel to the focus on the drivers, we need to ensure that the judicial process is conducted in a clear, consistent, and timely manner. There is work to do here as real-world feedback tells us that not all these measures are met all the time. The role of the official is often one of high-pressure

decision making and is far from easy, but we need to ensure that the right training and personal development is deployed, as well as the latest innovations in technology such as the GT Apps system for logging race infringements. We have work to do across the board in 2022.

Recruit more volunteers

Motorsport UK has over 10,000 registered marshals and licenced officials, with others participating through direct membership of the various marshals' clubs, so it is a huge community. Alongside the marshals' clubs we are focused on recruiting and retaining volunteers for the benefit of the sport. Over the last 12 months we have delivered actions that include our event marketing teams at nine regional events with some 300,000 attendees, showcasing opportunities within motorsport including volunteer officials' roles.

Interestingly there is a perception that our marshalling community has an ageing profile, but it is not reflected in the historic data which only shows a marginal shift in the age profile in the last ten years. It is true that we have an older age profile, but generally that is a reflection of the nature of volunteering and the difficult challenge of fitting this in around other commitments when younger. Although it is skewed older, we do have a very wide age range with marshalling starting from the age of 16 on race circuits, and youngsters can even start as a cadet marshal from the age of 11. Since last August, we have engaged with 495 new marshals who have undertaken their online marshals training programme. 51% of the new recruits are between the ages of 17 & 39 and 21% identify as female. Many grassroots events have embedded marshalling elements in their championship schemes, with some disciplines such as AutoSOLO making it a part of every day of competition for all of the drivers as they rotate through the roster of on and off-track time. Then of course when you want to upgrade your race licence one of the ways is to spend a day marshalling, which gives you a signature on your licence, and a fantastic insight into crucial aspects of competition management.

Despite all of this we are far from complacent and work very closely with our colleagues in the clubs to continually replenish the cohort of brilliant volunteers in the 'Orange Family'.

Support smaller venues

Venues of all types and sizes are fundamental to the health and continuity of motorsport across the country. There are 17 registered race circuits in the UK, but these make up a small fraction of the near 2,000 venues that host the 4000 events which take place every year (well maybe not the last two years). These vary from car parks to airfields, forests to fields and drag strips to muddy hill sides. The use of these is often a fragile agreement between the clubs, landowners, and the local community. On numerous occasions, Motorsport UK has provided assistance to clubs and organisers to ensure the continued use of venues, including successful lobbying for the continued use of the forestry estates in Wales and England last year.

In 2020 the Motorsport UK Club Continuity fund was key to supporting a number of clubs and venues throughout the COVID-19 pandemic. The assistance provided was not only limited to financial support, with the legal department offering extensive support to a number of venues in terms of negotiating complicated leasing arrangements, avoiding costs for services not provided and guidance to help seek wider funding support in relation to rates and other business reliefs available.

In 2021 a 'venue specific' working group has focused on establishing improved relations with landowners and in particular Ministry of Defence (MOD) relationships to ensure ongoing access to venues for a number of different disciplines to retain sufficient capacity for competition. Building on this we are constantly looking for new venues that can provide different usage for the multiple disciplines of the sport, and right now we are in scoping discussions with a very large venue that could be a centre for a diverse range of events.

This is a problem that will not go away as the pressures of alternative land use, the lobbying of environmental groups and the integration with local communities all pose challenges to their continued use. Motorsport UK continues to see this as one of our principal priorities in the years to come.

Sort out scrutineering

The scrutineering procedures introduced during the COVID-19 pandemic in 2020 were an emergency measure and part of a rapid reaction to enable the sport to restart under exceptional conditions. However, the fast rollout required meant they did not go through the usual proposal, testing and approval procedure of specialist committees at Motorsport UK. At their inception, it was not intended for the new procedures to be a permanent change, and it was the plan for Motorsport UK to revert to traditional scrutineering measures once it was possible to do so.

Having said that, the enforced change brought many potential benefits and were welcomed by many, however as with any innovation there were unintended consequences. In order to evaluate the impact, Motorsport UK ran a survey last autumn among the scrutineering community and the messages of concern were clear with a general report of deteriorating standards of car preparation and maintenance. It was therefore decided that we would need to first revert to the pre-pandemic system.



There is a huge range of brilliant volunteers in the 'Orange Family'

Motorsport UK is now embarking on a major project to review and test potential new scrutineering procedures, with representatives from the clubs and scrutineering community, to develop a number of different trials during the first half of the season in 2022. With the majority of major Circuit Racing clubs and some karting clubs and championships involved in these trials, they have set basic parameters and frameworks to ensure consistency, but also enough flexibility for clubs to try different methods. This will help us to develop real-world experience and enable all those involved to evaluate what works and what does not, to help define what the future procedures will be for 2023. The ambition is to find the best of both worlds, delivering the same level of safety as pre-pandemic but combined with a more user-friendly application for all involved.

Consider the environment

Motorsport UK has delivered a significant work programme in 2021 related to our overall approach to sustainability. Initially, this has focused on establishing a Sustainability Committee to include representation from experts in sustainable fuels (Paddy Lowe), automotive technology & electrification (Roger Ratley), venue / track / infrastructure design (Ben Willshire), propulsion technology (Dr Antonio Ciriello), championship promoter (Jonathan Palmer), major club representation (Ben Taylor), sustainability specialist (Dr Cristiana Pace), with internal representation from Operations, Marketing, Technical and Sporting Executives.



Motorsport UK has increased its direct action on environmental awareness

This group has helped to consult on the Motorsport UK 'Sustainability Strategy' created in 2021 and published on the Motorsport UK website. This strategy sets out a number of workstreams spanning over 50 objectives between now

We commenced work delivering against the strategy at pace. It is important we support and provide guidance to the motorsport community, and we launched an Environmental Awareness education module to assist clubs in recognising the benefit of managing their environmental impact and providing the template for them to succeed.

We are cooperating with the FIA to review their recently published Sustainable Event Guide with the ultimate deliverable being a new guide for clubs that is appropriate and actionable in terms of environmental action. An application for funding support from the FIA was successful and this will enable us to create a carbon calculator tool that will be made available to clubs to help place control back in the hands of those organising events to gather baseline data and to set improvement targets.

The Motorsport Council ran dedicated sessions to understand the landscape in terms of electrification, alternative fuels and other strategies being deployed. And finally, we have signed the United Nations Framework of Sports for Climate Change, joining the high ambition 'Race to Zero' scheme.

To further demonstrate our commitment to delivering our sustainability objectives moving forwards we have recruited a dedicated Head of Sustainability, Jessica Runicles, who has additional expertise, knowledge and focus on this topic.

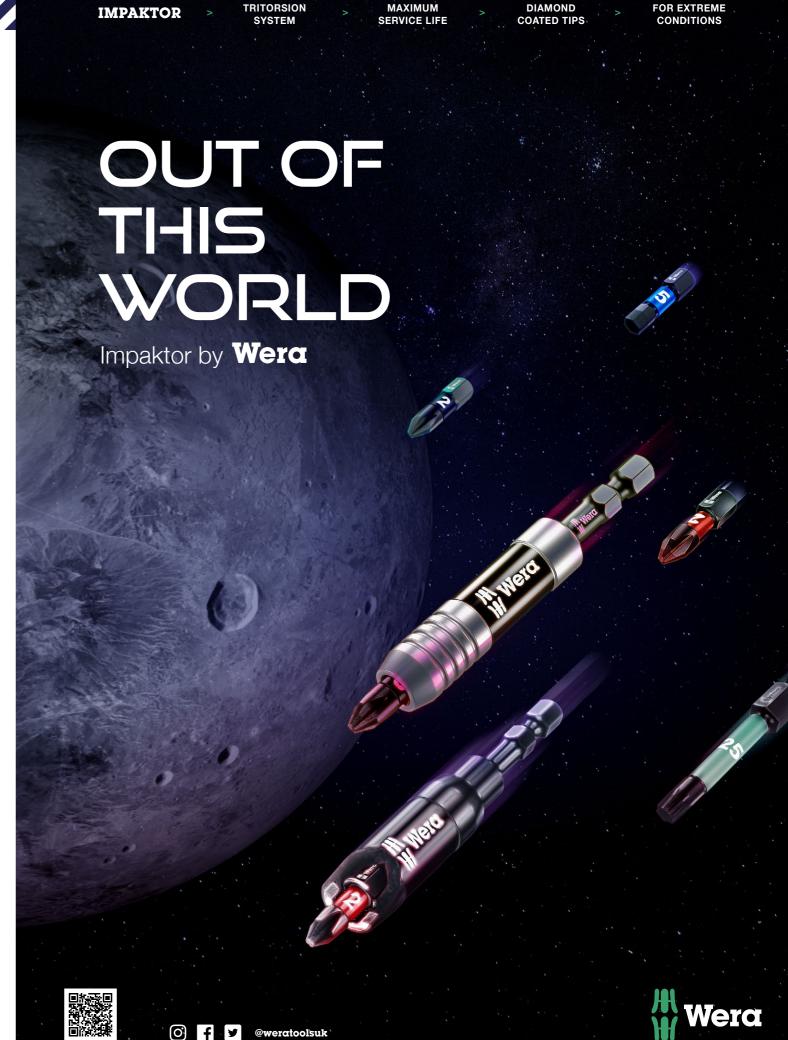
So, in summary, there is a tremendous amount that goes on behind the scenes at Motorsport UK; but probably the most important asset that we have is the community, both in the form of the thousands of volunteers, a myriad of clubs as well as the motorsport industry ranging from the venue owners to our world-leading engineering firms. I am a great believer that the motorsport community is a tireless source of innovation and applied energy – and I am sure that together we can solve all of these and other challenges to secure the long-term future of the sport.

Wishing you a very safe and successful start to the season.

Kind regards,

Hugh Chambers

CEO, Motorsport UK



CONTENTS

In this month's *Revolution*: Follow the tracks to Dakar with the British entries who learned their craft in the UK. Welcome the next generation of motorsport competitor, plus how to get the most from your membership, and tips on new season preparation. Chat with four Academy students shaping their future and Meet new Marketing and Communications Director Daniel Smith.















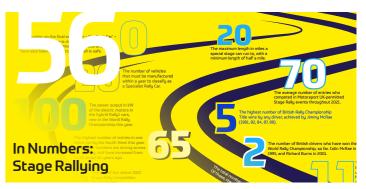
















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UP TO SPEED

LATEST NEWS

ROLE OF HONOURS

Long service recognition certificates are issued twice a year and are selected based on nominations by a club, region or an event. Nominees must have supported the motorsport community for at least 40 years



Colin Ayre

Colin has been involved with motorsport, and in particular the role of race handicapper, for 50 years. Colin joined the VSCC in 1965 and his half-century within motorsport has seen him support the handicapping of races for many UK clubs. Colin has introduced many to the 'art' of handicapping, some of whom have gone on to become badged officials themselves and continue this skilful, and often overlooked, key role at race meetings and speed events throughout the country.



Vaughan Allcock

Vaughan has been a licensed timekeeper for at least 40 years. He has brought many improvements to rally timekeeping bringing greater levels of accuracy and simplicity. Vaughan has also been an important part of the Motorsport UK Timekeeping Advisory Group since 2018.



Bryan Degerlund

Bryan was a true motorsport fan and started marshalling 60 years ago, spreading knowledge and experience to anyone who worked with him. As a member of BMMC he was a regional volunteering coordinator for many years as well as a longstanding member of the BMMC SE committee. Bryan was seen as a role model to many other marshals and Motorsport UK were saddened to hear of his passing in late 2021.



Graeme Forrester

Graeme is known to most people within motorsport in the North of England and Scotland. He joined Wigton Motor Club in the 1960's and has been the mainstay of the club ever since. He has had many good committee members to support and offer him guidance, but he has been the mortar which has held the club together through lean times and good and brought the club to where it is today.

Graeme has been a member of various committees within Motorsport UK and has had the energy to ensure that our sport has prospered over the past half century.



Laurie Lancaster

Laurie is one of the founding members of Dungannon Motor Club, which was formed in 1954. Having served in nearly all Club positions, Laurie has a wealth of knowledge and has provided vital advice to younger members of the club. More recently, and in not such great health, Laurie has found it difficult to get out to as many events but likes to keep abreast of all motor club events through the club's website and Facebook page. He does still try to attend events and meetings in person where possible.



Paul Moscrop

Paul was circuit manager at Rockingham and has been an active marshal and rescue team member. He has always been supportive of others involved in motorsport and has only ever done good wherever he applies his expertise. He is well liked and respected everywhere.



lan Smith

lan has been the leading organiser and innovator in Formula Ford Racing in the UK. Starting the early 70's, including the last International Race Meeting at Aintree (European Formula 3 in 1975), lan has contributed to the creation of Formula "E", Champion of Oulton, Brands, and the creation of an age-based Formula Ford championship for over 50 years. Being a former Competition Secretary of Aintree Circuit Club and having had a long association with BRSCC and BARC, has enabled him to help thousands of people to participate in grass roots single seater motor racing, with many going on to the highest levels. The positions that he's held have always been entirely voluntary.

>>>>



Ron Palmer

Ron has been involved in motorsport for around 60 years, attending his first club nights before he could drive. He started with the 750 MC (Cumberland) then CSCC, and for the past 30 years has been a committee member of Wigton Motor Club. He has been involved in just about every event that Wigton Motor Club has run as an official and has developed touring events to a high standard – they always attract a full entry. He was Clerk of the Course for the club's three day "Gallop" tours which have been running for ten years. As a committee member and vice president he has given wise counsel and advice to the club's newest organisers. He still supports events as a marshal and has recently been awarded Life Membership of Wigton Motor Club.



Malcolm Cliff

Malcolm has been a long serving member of Whickham and District Motor Club for over 50 years and is the oldest member of the club. He is still active at events, turning out to marshal at any time and in all weathers. His most recent role was Chief Marshal on The Cheviot Stages Rally on the Otterburn army ranges. This was a mammoth task requiring over 100 marshals to safely manage the event, but everything went well on the day because of Malcolm's preparation and dedication. Most people in the rally world in the Northeast of England know Malcolm and he is very highly respected by all for his honesty, reliability, and friendship.



Lifetime Achievement Award

Each year at Night of Champions,
Motorsport UK presents a small
number of very special awards to
individuals and organisations in
recognition of their remarkable
accomplishments. In 2022, recipients
included Sir Jackie Stewart, Dennis
Carter, Ann Bradshaw and John Felix
who were all commended for their
contribution, commitment and service
to the sport over a period of decades.
In addition, Ford Performance and
Extreme E received awards for their
contributions to motorsport both past
and present.





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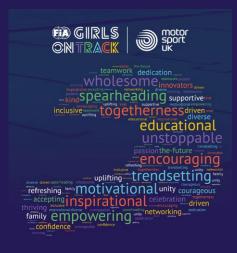
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Revolution - February 2022

GIRLS ON TRACK UK SHORTLISTED FOR 'MOST INSPIRING CAMPAIGN'

Girls on Track UK was shortlisted for 'Most Inspiring Campaign' in Aside from the physical events, Girls on Track UK also offers free the inaugural The Race Media Awards. This category recognises a campaign that has been the most effective in raising awareness and effecting change within motorsport and the wider Twitter and Instagram followers support to young girls and community.

Around 1,300 female pupils have been reached by Girls on Track UK since 2019, with events taking place at some of the most prestigious motorsport locations, including Formula 1 Grand Prix Girls on Track UK, led by programme manager Jenny Tcherniak, events and the ABB FIA Formula E Championships.



Many of the Girls on Track UK volunteers and members have secured internships, university placements or full-time positions in the industry, Ariana Bravo, who attended her first Girls on Track UK event in December 2019.

to join online communities.

The 5,000+ strong Facebook community and almost 20,000 women, either looking to gain some insight into what possibilities exist for them in motorsport, advice on an educational choice to achieve their goals or looking to find work experience.

aims to demonstrate to girls and women that there is a rightful and valuable place for them in the motorsport industry and

potentially inspire them to pursue a career within the industry that is still very much in need of more diversity.

The Race Media Awards was the first dedicated motorsport awards celebrating excellence in PR, including F1 presenter marketing, and communications.

> The award went to worthy winners Racing Pride – which is run by Richard Morris, Chair of Motorsport UK's LQBT+ sub committee.



RESCUE EVENT IS A GREAT SUCCESS

Motorsport rescue units from across the UK attended the annual EMMU Rescue-organised training and assessment weekend last month, with the event deemed a great success.

Day one was held at M-Sport's premises in Cumbria, with nearly 90 people attending a talk by Motorsport UK's Iain Tullie and two training sessions in the new technical centre. As well as the serious business there was an opportunity to view cars in the M-Sport showroom and to have a tour of the workshop facilities.

Van Bodies near Lancaster was the venue for day two. Several scrap cars were provided for crews to undertake their threeyearly assessment and to practice extraction techniques. Use was also made of a Bowler Motorsport-supplied cage module to demonstrate the problems caused when competition cars land on their side or roof.

"It was a really good weekend. It is important that rescue personnel get the opportunity to regularly practice using the tools they would need should a motorsport crew require extrication from a crashed vehicle", said EMMU Rescue Crew

Chief Stuart Westbrook. "The sessions at M-Sport were also very useful and seeing some of the cars, such as Sebastien Ogier's Ford Fiesta WRC and a Stewart F1 car was a treat. I would like to thank Malcolm Wilson at M-Sport and Van Bodies for the use of their facilities and also the Rob Vine Fund and British Motor Sport Training Trust for their assistance in funding the weekend."

For more information about EMMU Rescue please visit facebook.com/emmurescue or emmu-rescue.co.uk



THE JOURNEY TO **ELECTRIFICATION**

Motorsport UK and Mission Motorsport collaborate to provide EV training for Rescue and Recovery Officials

The world is moving towards a new automotive future where hybrids and fully-fledged electric vehicles will play an increasingly important role in motorsport.

Mission Motorsport, a charity set up in 2012 which seeks to help those affected by military operations by engagement through sport, has been supporting Motorsport UK's community of Rescue and Recovery personnel to better understand the journey to electrification.

Electric propulsion technologies mean that new challenges will arise for these officials. However, safety remains central to any motorsport event. In practice, crews need to be able to work safely and confidently around electric vehicles of any form.

This can seem daunting – there are various types of hybrid and electric vehicles, each with different hazards given their high energy electrical systems. Then there are questions around how an electric vehicle can be charged and transported safely. Training is undoubtedly the answer to these kinds of concerns, and those who complete the course will receive an IMI Level 2 Award in Electric/Hybrid Vehicle and April 2022.

Hazard Management for Emergency & Recovery Personnel (Motorsport).

John Ryan, Motorsport UK Sport, Safety and Technical Director, noted:

"This is a big step forward in ensuring all Rescue and Recovery Units in the UK have a suitably trained crew member to manage any incidents with an electric or hybrid vehicle and, in turn, this will support our member clubs in welcoming these types of vehicles.

"It also marks a milestone in our strategy to develop the use of alternative propulsion vehicles at Motorsport UK events and we thank Mission Motorsport for their assistance in delivering this course."

We are proud to recognise the financial contribution provided by the British Motor Sport Training Trust in support of this initiative. We would also like to thank MotorSport Vision, BARC and Knockhill Racing Circuit for their support in allowing us to use their venues to deliver the training.

Unit Administrators will be contacted directly with an invite to register a crew member for one of the courses, which will be taking place between January



NEWS IN BRIEF



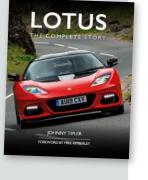
Safeguarding Sport Review

Motorsport UK is committed to continued delivery of best safeguarding practices across the sport. After a thorough review, Sport Resolutions has been commissioned to undertake a comprehensive Safeguarding Sport Review with immediate effect. The findings and recommendations from this review will be embedded into the Motorsport UK safeguarding strategy to ensure the development and strengthening of policies and procedures.

Lotus - The Complete Story

With seventy-four F1 Grand Prix wins, six Drivers' and seven Constructors' F1 World Championships, Lotus built its reputation in racing, while creating stylish and desirable

sports cars. With over 380 photographs, this book looks at the original business of creating the early Austin 7-based competition cars; the shift to winning F1 titles; plus the road cars that define the marque. For more details and to order, see www.crowood.com



Snetterton Historic 200 for July 2022

A new historic racing festival to celebrate Snetterton's rich motorsport heritage has been launched by Motor Racing Legends. Set for the weekend of 16th and 17th July, Snetterton will host historic GTs, Sports Cars, Touring Cars and even Pre-War Sports cars.



Fee-free racing

Professional racing driver and BTCC contender Josh Cook has announced a £20,000 Junior Racing Support Programme for 2022. See https://brscc.co.uk/formulae/ fiesta-junior-championship for details

NEWS IN BRIEF



Kop Hill Climb tops £870,000

The running total of charity donations since Kop Hill Climb's revival in 2009 has now reached £870,000, including £105.000 from 2021.

The monies raised are distributed to a wide range

of local charities or good causes, to help hundreds of local people. The event is run entirely by volunteers, whose efforts were marked by a Oueen's Award for Voluntary Service in 2020. 2022's run up the hill will be on 24th-25th September.

For tickets and more information see: www.kophillclimb.org.uk

Eight rounds of W Series

W Series has announced eight Grand Prix weekends for 2022, visiting five new venues including a round at the Suzuka Circuit. The season begins at F1's inaugural Miami Grand Prix at the brand-new Hard Rock Stadium complex in Florida. As well as staging races in Miami, Spain, France, Japan, and Mexico for the first time, W Series will return to Silverstone, the Hungaroring and the Circuit of the Americas.

New Championship Coordinator

The BRSCC is delighted to announce a change of Championship Coordinator for the club's Mk1 MX-5 Championship and MX-5 Clubman Championship. Current Championship Coordinator Mandy Andrew will be stepping aside from the role, with her long-term assistant Emma Palmer



taking over. Emma has proven to be a valuable member of the MX-5 Championship(s) coordinator team, and she is well known to many of teams and drivers.

TALENT SHINES THROUGH

Rising stars impress at FIA Rally Star Continental Final

Women's Final of the FIA Rally Star global talent detection programme after sharing the spoils with Sweden's round's final moments. Maja Hallen Fellenius at the Continental Final in Estering, Germany at the end of January.

from the UK bound for Germany alongside Rob Wilson, George Lepley and #RallyAtHome digital challenge winner John Bebnowicz-Harris, with support provided by Katie Baldwin on behalf of Motorsport UK Academy, the governing body's performance pathway.

As the only female to qualify through stage one, Milner faced a setback in stage two during her first timed run which resulted in a DNF. However. Milner was nominated for the shootout rear-wheel drive experience. by the panel that included Robert Reid, Malcolm Wilson, Thierry Neuville and Pernilla Solberg – which she jointly won. The 21-year old will now head to the global women's final in North America later in the year.

John Bebnowicz-Harris qualified via the meant the stakes were high, yet they #RallyAtHome challenge. Prior to the UK finals of Rally Star in October 2021, he had never competed in a real car, but still qualified fourth in the group

Britain's Katie Milner advanced to the during stage one, an excellent effort, and looked set to secure a place until another competitor beat his time in the

Wildcard entry George Lepley finished top of the group in stage one by setting the fastest time out of 10 drivers. Milner was one of four representatives During stage two he experienced technical issues which cost him time and ultimately meant he missed out on qualification into stage three finals.

> Wilson, who won the UK Final at Motorsport UK's Bicester headquarters in October last year, progressed through to the final stage after placing in the top three fastest times in both Stages One and Two. His meticulous attentionto-detail and raw pace shone through, especially impressive given his lack of

All four competitors faced incredibly challenging conditions, including high winds and rapidly changing weather. Each had to adapt to an environment where damage to the cross cars amidst the weather conditions put in exceptionally competitive performances, with a potential place in the Junior World Rally Championship on the line.



F4 TESTING UNDERWAY

Virtuosi Racing is the first ROKiT F4 British Championship certified by FIA team to test the new-for-2022 Tatuus T-421 at Brands Hatch

Edward Pearson, unveiled in January as the team's first driver for the upcoming season, its first in Britain's FIA Formula 4 series, completed 176 laps of the 1.2-mile car over and getting myself up to speed Indy circuit without issue to kick off the Norfolk outfit's winter testing programme on the front foot.

Virtuosi, already an established force in FIA Formula 2, is one of three new teams among the seven to have signed up to the series' new era, the others being Chris Dittmann Racing and Hitech GP.

"It's fantastic to be able to get my first laps in the car ticked off. Today was all about bedding everything in, checking the protection device, reinforced side antias a driver," said Pearson.

"The car itself is a lot of fun to drive, and obviously quite different to what I'm used to racing in Ginetta Juniors. I'm looking forward to the next opportunity to get back behind the wheel already."

Among the changes to the new car are the introduction of a Halo-style intrusion panels and on-board safety signalling systems. The cars will be powered by Abarth engines, with the entire field running Pirelli tyres.



Citroën C1 24hr at Algarve International

Spy Motorsport has partnered with Motor Sponsor in Portugal to help promote and arrange UK entries for the C1 24hr at Algarve International Circuit in July. Further information can be found at

www.facebook.com/C1portimao24hUK

East Riding Stages Rally Preview

Yorkshire's first closed road rally, the East Riding Stages, will take place on February 27th. The Beverley & District Motor Club event follows in the footsteps of the

successful Clacton Rally first held in 2018, after Motorsport UK gave the green light for competitive events to take place on closed public roads.



"It's been over two years in planning, but over 40 years of dreaming," says BDMC event director, Richard Vincent.

The rally has attracted a full entry of 100 cars and will have four special stages, run over two loops. Spectators can enjoy all the action from the grounds of Burton Constable Hall and tickets will be on sale from early February at www.bdmc.org.uk

MSV job opportunity

The MotorSport Vision media office is looking for a Junior PR and Media officer. The role will support PR and marketing activity across the group's five race circuits and the PalmerSport driving event at Bedford Autodrome. For further details see:

www.motorsportjobs.co.uk/jobs

New Club logo

The British Racing & Sports Car Club (BRSCC) has a refreshed corporate identity. The new branding features a "digital friendly" modern direction in design and font, while also retaining a nod to the club's iconic yellow shield.



WIN A DISABLED DRIVER SCHOLARSHIP

Loughborough Car Club is offering two disabled drivers a year's free Club Motorsport

A popular misconception about motorsport is that it is very expensive and is not easily accessible. Motorsport exists at many levels and is considerably more accessible than many believe. There are several types of motorsport that do not require a highly specialised vehicle, plus the overriding view from many disabled drivers who already compete, is that motorsport is an activity where there A suitably adapted 1400cc saloon is no need for separation or division.



The bulk of performance comes from the mind and given that a driver has reasonable control of a car, motorsport is accessible to many with disabilities. So why are there not more competitors? Lack of awareness seems to be the limiting factor.

In 2008, a scholarship project was conceived to demonstrate that many disabilities are not a barrier to participating in club motorsport, and to establish that the costs are not prohibitive. This scholarship 'funds' the two prizes on offer from Loughborough Car Club.

The Prize

Seven rounds of the Loughborough Car Club's Tuesday evening Grass Autotest championship, plus Loughborough Car Club's all day AutoSOLO which is a round of Loughborough Car Club.

of a nationwide series, and four rounds of the Donington WinterSeries, a series of Saturday AutoSolos

These are all existing events available to all Loughborough Car Club members. A complementary Motorsport UK Licence and Club membership will be provided.

The Car and Driver

automatic with:

- Hand operated accelerator and brakes
- A choice of accelerator positions
- Additional upper back support to give drivers more stability
- A choice of steering wheels with and without a simple spinner

To enter the competition, drivers need to be:

- Aged 14 or more
- Able to control a car using common adaptations listed below
- Steer, stop and drive with reasonable accuracy – this does not require a driving licence
- Attend an Assessment Day, Safety briefing, Car acclimatisation and practice which will include driving tests and car control assessment
- Partake in an individual interview

Costs and Support

All costs including entry fees, maintenance, fuel, and tyres provided by the sponsors. Note participants will be expected to arrange their own travel to and from the events.

Experienced club members will be in attendance to advise, mentor and provide mechanical support. The car will be prepared and maintained by members

To obtain an application form, call **07971 596551** or email: scholarship@loughboroughcarclub.co.uk

Exclusive **Member Discount**

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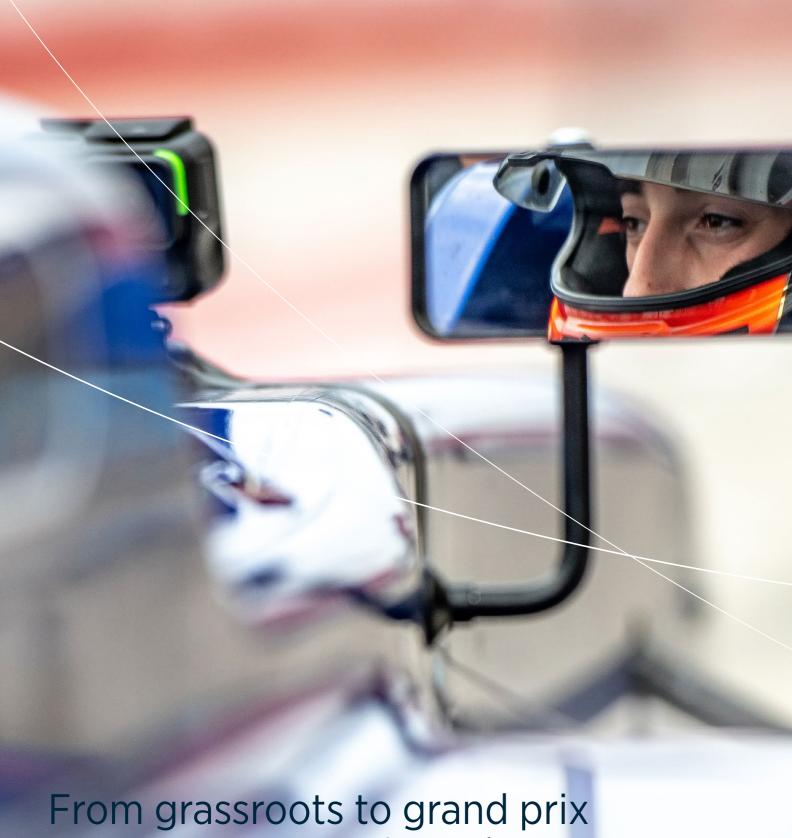
DRIVING PERFORMANCE OPTIMISER THAT SHOWS THE TRUE OPTIMAL LAPTM YOU CAN ACTUALLY DRIVE.

Revolution - February 2022

Garmin.com/Catalyst

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For advice on managing your motorsport risks, talk to us:

E: Karen_Ellis@ajg.com

T: 0800 138 7535



Insurance Risk Management Consulting

INTERNATIONAL COMPETITION

Movement of motorsport vehicles to the EU requires documentation. Here is how you can simplify the process

Motorsport UK wants to remind members about the documentation needed to transport vehicles and equipment to the EU.

As was the case in 2021, an ATA Carnet is required to temporarily move motorsport vehicles and equipment across international borders.

An ATA Carnet is an international Customs document that operates like a passport for your goods. It allows the temporary importation of goods into countries that are part of the ATA Carnet system (the EU and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties.

ATA Carnets cover all goods that are leaving the UK and returning within a 12-month period. They do not cover disposable goods (oil, fluids) that will be used while out of the country or items that will not be returning to the UK.

The ATA Carnet simplifies the customs procedure into a single document and makes the importation process much quicker and easier to handle. To avoid unnecessary border delays and customs checks the carnet should be acquired in advance of travel.

There are two parts to the carnet:

- The processing / arrangement fee of the paperwork (VAT applies)
- 2. The premium (no VAT applies)

Motorsport UK has secured a special deal with the Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK members of a fixed price processing / arrangement fee of £240+VAT. This is discounted from the standard fee of £330+VAT that nonmembers of the GBCC would pay.

Greater Birmingham Chambers of Commerce is appointed as part of a network of Chambers around the country to issue ATA Carnets.

The second part of the fee is the Premium. This can either be a refundable deposit of 40% of the vehicle's value or a non-refundable insurance premium to cover the 40% proportion of the premium.

As an example, if selecting the latter, the insurance premium pricing for £100,000 of a classic car cover would be a calculation based on 40% of the value and the duration of the carnet.

■ Two months: £288

■ Six months: £484

Twelve months: £624

The vehicle can be transported back and forth regularly throughout the duration of that one carnet.

The calculations behind the premium are based on 40% of the vehicle value, however it is not a sliding scale and is not as simple that a £50,000 carnet would cost half that of a £100,000 carnet nor that a £200,000 carnet would be twice the amount.

Applying for ATA Carnets

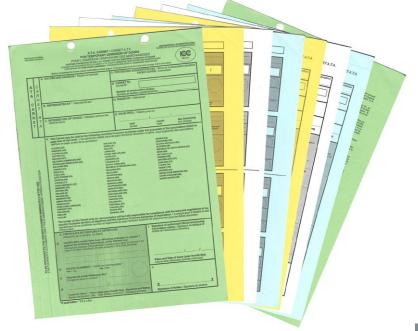
Carnets are applied for through an electronic portal called 'E-cert' and processed and posted out next day delivery or made ready for same day collection.

A walkthrough of the process for Motorsport UK members is available **HERE**:

GBCC Carnet Specialist, Jonathan Crosbie, can be contacted by Motorsport UK members on 0121 274 3217.

GBCC also offers an express ATA Carnet service for Motorsport UK members for a £35+VAT premium (normally £75+VAT), and if all the information is available and correct an express Carnet can be turned around in as little as one hour (Monday-Friday 8am-4pm).

To access the Motorsport UK ATA Carnet discount with GBCC please reference your 2022 Motorsport UK competition or entrants licence number and the name in which it is registered when applying.







The streets of London are set to rumble with the sound of motorsport as the GRID World Series heads into its final stages. No need to worry about your commute, however, as the racing will be happening virtually in Codemasters' latest racing game: GRID Legends.

ADVERTORIAL

London's iconic landmarks make up one of the 26 locations and 130 track layouts you can drive through in GRID Legends, as you and your rivals tour the world in the quest for glory. Race fans will also feel right at home at Brands Hatch, ready to tackle Paddock Hill Bend, Druids, Surtees, and Clearways in over 100 cars, including many of the UK's biggest manufacturers.

Track-day specials such as the Aston Martin Valkyrie AMR Pro Concept and the Ariel Atom 3.5 join the racing pedigree of Ginetta's GT fleet, the Jaguar I-PACE eTrophy and the classic Lotus Elise GT1, to name a few. All these cars and more will feature in the ground-breaking 'Driven to Glory' virtual production story, as you step into the GRID World Series as part of the up-and-coming Seneca Racing team, in a bid to take down the mighty Ravenwest Motorsport and their crew of star drivers. As you race

through the season's events, you'll tour the paddock in this unique blend of real-world actors and sets combined with the virtual world of GRID for an all-new racing experience.

Got some friends who want to join in on the fun? GRID Legends features cross-platform multiplayer and a vast number of customisable options with its Race Creator mode, letting you mix and match to your heart's content.

Fancy taking an Aston Martin Vantage GTE and challenging your mate's Porsche 962C, around Buckingham Palace, in the snow? Or maybe you want some classic tin-top action, with the Volvo 850 Estate Touring Car and the Opel Astra V8 Coupé taking on the BMW M3 Touring car and more at Brands Hatch's Indy Circuit. The choice is yours.

Racing isn't the only thing you can get up to in GRID Legends either. Drift and Elimination modes spice things up, and Electric and Stadium Trucks add new challenges to your favourite circuits. The action can be enjoyed by anyone, with an accessible handling model and multiple assist and difficulty settings available to get that GRID World Series experience just right.

GRID Legends is available from February 25th on PlayStation, Xbox, Steam and Origin













Win a digital copy of **GRID Legends** from Codemasters

Motorsport UK has teamed up with Codemasters and Electronic Arts to offer members the chance to win a copy of Codemasters' latest racing game: GRID Legends. Three winners will each receive a GRID Legends download code for either Playstation, Xbox or PC.

How to enter

To enter, correctly answer this question: In GRID Legends, which team will you join to compete in the GRID World Series?

Email your answer and Motorsport UK membership number to: revolution@motorsportuk.org by midnight on Monday 28th February 2022 with the subject line 'Codemasters'.

The winners will be notified by email.

COVER STORY



If you want to get a taste of the Dakar Rally, head to a boggy field or quarry somewhere in the UK and take on a Cross Country trial



"Pushing through the dunes well after dark, we could see tyre tracks running in all directions and cars were getting stuck everywhere. As we went over a crest, we dropped down at an angle and the front right tyre got pushed off the rim. It dug into the sand, and we started to roll.

"There was a feeling of horror as we went end over end, banged back down on the wheels and lost our right rear tyre. But then it went to pin-sharp focus as we set about sorting the problems and, finally, utter relief at being able to continue. But that's the Dakar. Another drama. Survived."

Quin Evans is no stranger to the challenge of the legendary Dakar off road race. Despite that incident, he and rookie driver Andrew Wicklow made it to the finish line of the race last month. And that, on an event that pummels man and machine through the desert for 14 days with little respite, is a victory in itself.

Wicklow and Evans, who finished second in their class, were just two of many British participants in an event that draws a truly global field, from professional teams to amateurs who must prove their mettle by demonstrating their skills in smaller off-road events back home.

This year, Briton Sam Sutherland took a well-deserved victory on the bikes while Prodrive flew the flag in the cars category, engineering its upgraded Hunter T1+ machine to a second-place finish with former World Rally Champion Sébastien Loeb, along with an equally impressive fourth for Orlando Terranova.

Northern Ireland's Michael Orr co-drove for third placed driver Yazeed Al Rajhi, in his Overdrive Toyota, while Dubai-born



Sand simulation

Evans has competed in the event seven times, in its original home of Africa, in South America and, this January, in the remote regions of Saudi Arabia. And, while it may seem a world away from anything you could take on in the UK, you may be surprised to find out it is not.

"As silly as it sounds, going across a boggy field is actually quite similar to trying to get through soft sand, while a muddy hill actually becomes fairly similar to a soft sand dune," says Evans. "You use very similar skills, and while there is always more to learn with sand, getting across that terrain is a good start."

Evans began his journey to Dakar in UK Cross Country events, competing with his brother Dan. He was inspired by seeing the "majesty of the vehicles crossing the desert" on TV in the legendary era of Group B cars, driven by the likes of Ari Vatanen and Jean-Louis Schlesser.

"We discovered Cross Country trials and our starting point was marshalling at those events," recalls Evans. "There's more chance of people actually getting stuck and breaking down on a Cross Country event, so you can actually be a fair bit hands-on and that gives you a really good insight into what's involved.

"We then started competing in trials, with Dan driving and me navigating, and that gave us huge inspiration, which led to getting into bigger and bigger events. We did the British championship and then the French championship and it just all blossomed from there."



Mass participation

According to former Cross Country Commission member Dave Barker, the UK scene was actually borne out of caravanning, when members of the Rover and Land Rover club spotted a muddy field and said: "should we have a go on that bit?" There are now more than 100 clubs around the country getting off road.

"There is everything from junior trials for 8–13-year-olds through Tyro, Road Tax Vehicle (RTV) and Cross Country Vehicle (CCV) trials to Comp Safaris, which are a bit like stage rallying over the rough," explains Barker. "Tyro is for beginners, RTV is mild and less damaging and CCV is full roll cage with possible damage!

"Trials are run through 12 gates and it's about how far you can get, and there are also time trials set against the clock. Tyros have really taken off recently because lots of people have new vehicles they don't want to damage and Tyros don't have to be standard production, so people can use special trials vehicles.

"Comp Safaris are the most similar to the Dakar, with full blown special built vehicles. They are very club based and the three biggest clubs are the All Wheel Drive Club, the Northern Off Road Club and the Staffs and Shrops Land Rover Club. There are also many events run by the Association of Land Rover clubs

"Back in 2007, we even had the Baja GB, a full round of the FIA International Cup. It was the UK's first, and so far, only, FIA Cross Country event. With events like the new Welsh Borders Hill Rally this year, hopefully interest in longer events for road legal cars will grow and we might again see an FIA round in the UK."

Comp (or Competition) Safaris developed when clubs decided to combine the 12 trial sections, they ran on a Saturday into a full course to run on a Sunday. They were originally on very rough terrain, but things have moved on since then and depending on the club they now range from slow and bumpy to quite high speed.

"At the top end, the events are quicker and faster and smoother while some club events are still much rougher and shorter," explains Barker. "The British Championship – which is sadly not running this year – ran on a lot of forest stages and was quick. There are even a few events in sand quarries...

Tough tests

Ok, so there are no dunes to drive, but the terrain in some places across the UK is still tough enough to test even the best of drivers and the most extreme of vehicles. Just ask Prodrive, who put their Hunter T1+ to the test in Wales before heading out to the Middle East.

Prodrive's Ben Sayer explains: "Dakar T1 cars are unlike anything else and are designed to cope with terrain even a gravel-spec World Rally Car would find impossible. We used the Sweet Lamb rally complex for initial testing of the new car, as it is local, easily accessible and provided plenty of different gravel tracks."

Prodrive sent a 50-strong team to run its three-car team in the Dakar, drawing from its pool of technicians that also work on motorsport programmes including the Aston Martin Racing team in the World Endurance Championship and the X44 team in Extreme E.

"We felt we had the car and driver line up to win and proved this by winning three stages," adds Sayer. "The Hunter was on the pace and if it were not for a mechanical issue for Loeb's car early in the event, which lost him half an hour to the eventual winner, it could have been a different story."

"Comp Safaris are the most similar to the Dakar, with full blown special built vehicles"

While Prodrive impressed in only its second year in the game, Bowler has been doing it since 1985, originally modifying Land Rover Defenders. Its latest vehicle, the Bulldog, was used by Wicklow and Evans in the Dakar but the Derbyshire company is now going back to its roots in a bid to raise the UK Rally Raid game.

The Bowler Defender Challenge, which begins in March, is a one-make series based on the Land Rover Defender 90, with three Cross Country rounds and four Rally events. "It's a good crossover," says Barker. "The whole package is under £100k, including vehicle, events and support.

"Put that in terms of rallying and single one-make race series and that is not that expensive. It is compared to what we do, in which the only thing we buy is petrol all season! But that's the thing. There are different levels, from nothing to as much as you want to pay."

>>>>

COVER STORY

Thrill of the desert

Many of the drivers, co-drivers, and support crew that headed to Dakar this year are or have been involved in the UK scene. Wicklow took part in UK Comp Safaris last year specifically to prepare for the desert challenge, and with a small team and limited budget, honing his skills at home proved extremely valuable.

"We knew the car would need nursing through, but Andrew is a capable and smooth driver," says Evans. "The Dakar really is a huge step but one thing that surprises most it's that best drivers tend to be a bit older, with more experience, more patience and a measured approach to getting through a long stage."

As a co-driver or member of the support team, Evans has guided varied levels of talent on the Dakar, ranging from legendary rally star Colin McRae, who competed with Nissan, to the ex-servicemen taking part in the 'Race to Recovery' in a Bowler Wildcat.

Despite sitting in the passenger seat, Evans has often had to impart his Cross Country skills to those behind the wheel. "Even somebody like Colin had to learn how to do the dunes and the implications of doing stages that are 700km long with no assistance," he recalls.

"You work as a team together as equals, more so than nearly any other discipline and both of you become constantly involved in reading the road and the direction you are going to take.

"In 2009, my driver Ivor and I started one stage behind more than 100 other cars and at one point I had to make a decision - follow those ahead or go my own path. We decided to follow a different valley and several hours later, when we reached the end of the stage, we found we were the third car to get there!

"People who have not done Dakar before and have never had that experience tend to find it far more psychologically challenging than they expect. One day of no sleep and big challenges is one thing, but when it's going on and on you tend to find that people start to crumble."

Honing the skills

To qualify for their licenses, many Dakar competitors take part in a mixture of Cross Country and Rally events. "That's the path that most end up following," says Evans. "People who come solely from Rally struggle more than those with broader experience."

Comp Safaris provide excellent experience in another key Dakar skill, which is simply keeping your car going. "You often end up causing a bit of damage halfway around, and you are not going to carry on unless you can fix it in the field. It is the same in Rally Raid. It is as much about problem solving as pure speed.



"You will get stuck; you will need to change wheels; you will need to deflate or inflate, dig and push. Crews in all these disciplines almost 'start' when something goes wrong. Cross Country provides those skills at the ground roots level and directly contributes to those needed at the highest level."

There is no denying, an event like Dakar goes well beyond the domestic scene, and the best steppingstones are the likes of Baja events in Morocco or the Andalucian Challenge. The French events, too, provide faster and longer stages than those found in the UK.

Barker concedes "we just have not got the distance" in the UK to put on major long stage events but says that even the lowest grades of competition are highly valuable in helping people learn how to carefully and quickly steer a vehicle through undulating land.

"If you want to learn the terrain, go do Cross Country trialling," says Barker. "The people who do the best at Comp Safaris are the trialers, because they see the ground and they know how to drive across it. And because they are weekend events, people can camp and socialise, and it is great fun.

"You can find a club in pretty much every corner of the UK, and one of the best vehicles to start with is a Suzuki Jimny. Land Rovers are great too, of course, but a 90 is making stupid money these days. There are lots of older trials vehicles about. Whatever you've got, there's no reason you can't go and try it."

If you want to find out more about cross country, head to Stafford for the 4x4 Show on 20th February.

Dakar Classic: A different kind of Desert adventure...

The Dakar Classic was launched last year to give people the unique experience of a desert race without the intensity of the main competition. Run as a regularity rally for Dakar-eligible cars between 1977-99, it takes its own route through the extreme desert terrain and meets up with the main event at bivouacs every night. Revolution spoke to Richard Worts, who with his wife Nicola, became the first British pair to take it on this year.

"I have done lots of top-level stage rallying and in 2007 Nicola joined me on her first event as co-driver on the Peking to Paris. We've been competing in classic events around the world ever since and have been watching the Dakar for 25 years. When the classic opened, we thought that it might be a way for us to go and do it.

"It is a very different meaning of the term classic! There was a huge variety of vehicles – Fiat 126 4x4s, Land Rovers, Mercedes G Wagons, Peugeot 504s, 205s and all sorts of other sort of elite past Dakar cars – and it was an amazing thing to be part of. Being in the same bivouac as the big Rally Raid teams, all part of this moving circus that "Having been a special stage driver gave me the ability goes across the desert, was fantastic.

"We took it really easy to start with because we had never done anything like this before in our lives! We bought a Mitsubishi Pajero in June, so we had a very short timescale to turn it into a rally car. I had never driven it fast or off road, so we used the first few days to see what it did or didn't do. Then we went for it.

"The terrain is unpredictable – sand dunes, rock, desert, gullies, with lots of things to damage the cars – and on



go a set distance across the desert at a set bearing, which is very liberating because you just take a beeline across the desert and go.

"The budget for the classic is around a quarter of that for the main rally and we spent a bit of time beforehand building a car that was soft and fast, so that when it hit things it wouldn't break itself to pieces. We did the whole classic without a problem and did not even change the tyres, but there is such good camaraderie that when people did have problems everyone helped out.

to drive very fast on loose surfaces, where mistakes can cause you hit trees or rocks. That was essential, and I dare say an off-road driver would have the same skills and feel the same. Then, from the timing point of view, you need some regularity experience too.

"Logistically, it is quite difficult to do, but you just need to get your head around the paperwork and get on with it. You need at least three weeks off work, which is a bigtime commitment, but it is well worth it – because the whole atmosphere camping in the desert every night is really quite magical."





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MOTORSPORT: THE NEXT GENERATION

What can clubs do to engage, attract, and nurture the younger members that will become their future? Revolution spoke to four young drivers to find out

Attracting a younger audience is one of the biggest challenges for any motorsport club. Despite the thrill of speed, the wheel-to-wheel action and the drama of competition, enticing people to take part in live motorsport in an era so focused on online activities is not easy. But it can be done.

The next generation is the lifeblood for every club because it is they who will ultimately take over the reins. Their journey starts with a trigger to draw them in and ends with mentoring to help create and nurture the organisers of the future. Plus, they need encouraging every step of the way.

One pioneer of youth motorsport is the Under-17 Motor Club North West (U17MCNW). Using the cost-conscious discipline of Autosolo, it is engaging the area's youth population and showing them, their families, and their friends an open door to the other motorsport opportunities across the region.

"One of the most important things is to be personable and encouraging to the new faces that come along," says Chris Livesey, the club's social media manager. "Just a friendly 'hi, can I help?' or a few words of encouragement or hands-on tips after a run can be enough for people to stay in the scene."

>>>>>

FEATURE **FEATURE**

Opening the door

The excitement of motorsport is a big draw for the young generation, but there is no denying that for many the upfront costs, logistics and entry fees can be prohibitive. As a result, a lot of newcomers either need support from their parents or are introduced by parents who are already involved.

Daniel Millward-Jackson's fascination with cars began as a child and became a hobby after his parents discovered Autosolo. "I was lucky to have my first car, a 1-litre Nissan Micra, bought for me on my 14th birthday and I joined the Under-17 motor club," he recalls. His entire family are now all involved, with dad also competing, mum events managing membership cards and Motorsport UK Licences, and even his six-year-old brother 'marshalling'.



It was a similar story for 15-year-old **Jessica Bishop**, who grew up watching motorsport with her dad. She recalls: "When he saw the passion I developed for drag racing he decided to buy me a junior dragster, which I now use to compete in the junior class at Santa Pod."

Vintage Sports Car Club (VSCC) member Rebecca Smith, meanwhile, was a competitive horse rider before she caught the car bug. "My father was always doing motorsport, and as I got older, I got more involved with the club," she says. "I met a great bunch of people and ended up competing myself.

"Now my dad is happier taking a back seat and supporting me. We have a fab group and have gone on all sorts of adventures, from a week trip around France in vintage cars to road trips within the UK. I have met some of my best friends through this club who I am sure will be in my life for years to come."

For **Tom Weaver**, competing in Hill Climbs was a natural progression after following his dad as an official and competitor. He has seen the sport change over time and explains: "There are definitely more young people involved now than when I was first a spectator, which is great to see.

"Many of us grew up around the sport with our parents racing or being involved behind the scenes, and we have been friends since our early teens. Now we have started racing ourselves, which is brilliant, as we can support and encourage each other."

These members and their families can become vital ambassadors for a club and help spread the word amongst their peers. And although breaking through chatter from football to Fornite is not easy, Bishop believes last year's dramatic Formula 1 season could help to open the conversation.

"People who were not interested in motorsport now have an opinion on F1," she says. "They might not know about drag racing, but when I tell them about it, it usually gets a positive response, and many want to know more about what I do and race."

The purveyors of 'Gymkhana' and 'Hoonigan' motorsport, Ken Block and Travis Pastrana – both backed by energy drink manufacturers targeting a young demographic – are arguably even better known among these circles, thanks to their jaw-dropping online videos of extreme driving.

Block now has 1.7m followers on YouTube while Pastrana's Gymkhana 2020 video has had an incredible 46m views. Those numbers are clearly a long way from the aspirations of any motor club by several orders of magnitude, but they do point to the biggest cut-through of all: social media.

Driven by social

Every club has a presence on social media, but few are using it to its maximum potential. For the younger generation, Facebook is as old as the dinosaurs, and any posts that are bland, full of words and just talk about the logistics of the next event are never going to inspire them.

Choosing the right medium to attract the younger generation is the first challenge, and Weaver advises: "Facebook, Instagram and TikTok are the best ways for clubs to appeal to the younger generation but it's also important that they have a good website to provide more detailed information for that crucial 'next step'.

"I believe clubs should involve their younger members in this area as they generally have a better understanding of social media and can help advise on how to use their online presence more effectively."



Even on the right platforms, content is king – and for the younger generation that means short, sharp, exciting and attention grabbing. And it often means video. "People want to see evidence in action, rather than reading dull, static poster," says Millward-Jackson, whose whole family is very active on social media.

"Everything can benefit from a better online presence. My family and I have Facebook, Instagram and Twitter pages (Team MJ Motorsport) to show our story and our passion and allow family and friends to see what I am achieving. People can see it makes us all happy and it is something I am very proud of."

Networking on social media has also paid dividends for Millward-Jackson's club, the U17MCNW, and Livesey explains: "We engage regularly with other Autosolo and grassroots motorsport pages and other local motor clubs to spread the word wider than our own pages. Most new enquiries and subsequent memberships are borne out of our social media platforms."

Andy Lambert, of social media experts Contentcal, recently worked with Motorsport UK to provide online webinars on the topic. He believes many clubs are missing a major "gap and opportunity" in this area and explains: "Social can connect people at a personal level, and that is fundamental.

Posts that encourage comments – such as responding to questions – are the most valuable but building and demonstrating advocacy and trust is also a vital part of the process. Encouraging club members to comment on content or providing education and advice are great ways to do this.

In the webinar, Lambert explained: "Lots of people think that when you post everyone that follows you sees that post. That's not true. Only about five percent sees it – but each

time someone comments, your post gets shared to more people. Likes and shares are nothing compared to comments.

"A really important emotion to evoke is the fear of missing out. Testimonials from members are brilliant because you get to tag them and get them to comment, which again increases awareness. Content that educates is [also] really important as it can help people and build trust."

Getting out there

It is not all about the internet, however. In this digital age, there are still ways to connect with potential 'recruits' in the real world. Schools and universities are obvious places to approach, while public appearances also create opportunities. The latter is something the U17MCNW has always worked hard at.

Livesey explains: "We have been involved in multiple large-scale events such as the Manchester Classic Car Show, AutoSport International and the Neil Howard Stages, where club members offer passenger rides to members of the public over 12 years old, to give them the experience of what an Autosolo is all about.

"Our events are also run at working motorway services venues, so we actually get a lot of passing interest and are more than happy to chat. We would like to think that we are a friendly and approachable group, and more than happy to pitch in with advice, tips and encouragement."

Even then, however, we come back to the big barrier of cost. The affordability of Autosolo is one of the most appealing aspects to the Millward-Jacksons, and Livesey believes any club could easily set one up as "a great gateway to the next generation" to give them a taste of the sport.

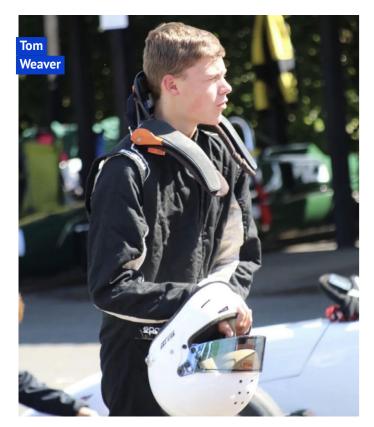
However, even once the door is open the cost of stepping up to other disciplines can still be prohibitive. Many clubs and events are already run on tight budgets however supporting young members does not necessarily have to cost the earth and sometimes giving just a little support can end up gaining a lot.

The VSCC reduces entry costs for youth members, but Smith believes there are more ways members can help and adds: "Some members are willing to lend their cars, but you need an environment to facilitate these opportunities. A platform for members to share old equipment at reduced costs could also help."

Millward-Jackson, meanwhile, feels clubs could also help members out by developing affiliations with local businesses, adding: "Membership incentives and discounts can help people afford the products they need, while creating

apprenticeships is also a way to help those trying to start out."

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Sharing a car to reduce costs is another approach, and this is seen a lot in Hill Climbing, where two drivers can compete in the same vehicle. The discipline is also working hard to develop dedicated competitions for younger drivers, and Weaver believes that could be a major benefit for the next generation.

"There definitely needs to be more cheaper ways into the sport and the Autocar Shelsley Walsh Young Drivers Championships is a great example," he says. "It is for under 21s with no previous experience and uses stock Vauxhall Corsa's with a budget cap on the car cost and discounted race equipment and entries.

"Also, 14–16-year-olds can now compete in the standard car class in Hill Climbs after safely competing in three sprints. I think that is a great way for more clubs to provide young people with a cost-effective route into the sport and I hope to see this become more popular over the next few years."

Getting involved

Once bitten by the bug, it is often not just the racing that keeps young members involved. A fun social scene and a feeling of belonging are both key aspects to any club environment, and the more that a newcomer gets involved the more chance there is of them playing a role in taking the club forward.

Marshalling is a great way to get people engaged in the offtrack side of the club even before they get behind the wheel. Weaver, who was a Cadet Marshal at the age of 12, still spends at least one weekend a year 'in orange' and says: "It has helped me to get to know so many people in the sport and to feel connected."

At the VSCC, Smith, who is 26, is already engaged with supporting the growth of the next generation. She organises the club's London pub meets, has just taken on the role of grid co-ordinator for the Young Persons (under 30) race and is an active member of the membership sub-committee.

"Sub-committees allow people to get involved and have an active role in making decisions and suggestions to the club," she says. "That can also attract and encourage younger members, particularly those who may be looking at having careers within motorsport and club offices."

And while engaging young members on the social and social media side can be hugely beneficial, so too can taking the time to encourage and mentor them to take on some of the various roles involved in running a club, from membership management to event organisation.

"Lots of people in my club have helped and guided me," acknowledges Bishop. "I see myself staying involved for as long as I can and while I am not yet involved in marshalling or organising, I would like to help in the organisation of events and get to learn more about that side of motorsport."



If that support and encouragement can come right from the top, all the better, as Millward-Jackson explains: "Our club founder Steve Johnson has helped me to realise that there's more to the sport and club than just getting into the car and racing. It can only function if people are involved and take part at every level.

"I am certainly interested in getting more involved in the functioning and running of the club. I am already involved in setting up the course and I feel very strongly that these club organisation skills must not become a dying trade. I want to be able to be one of those that can help the club continue in years to come."





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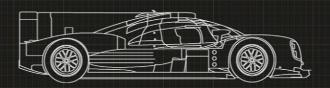
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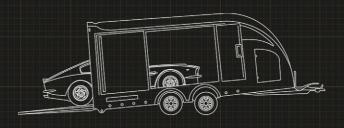
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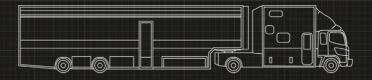


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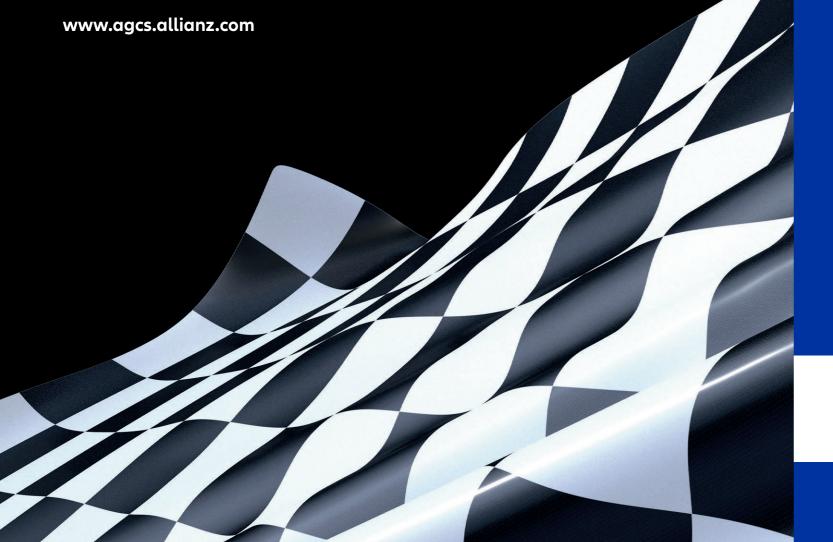




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HOW TO...

Prepare for the season

Spring and summer are coming up fast and that means it's time for many to get prepared to get back into action. Here are some tips on how



General prep work

Create a dedicated email: If you do not have one already, set up a separate dedicated email address just for your motorsport activities. There are often many emails travelling backwards and forwards in the planning stage and not only can this interfere with your normal inbox, but it can also be far quicker and easier to dig out the important correspondence you need if you have a specific place only for it.

Manage your commitments: Make sure you have put all your important non-motorsport commitments in your diary before you plan your season and only commit to weekends that are possible. Ensure you have got all required holidays in with your employer. The more you can set in stone the more time you will save yourself and others in going backwards and forwards with emails to update or change arrangements.



Marshals and Scrutineers

Know your working areas: It is important for assembly and paddock marshals to know where they will be based within the circuit. Each circuit has different assembly areas and facilities, so take time while you have it to check working areas and understand what conditions you will have to prepare for – for example, Silverstone National has a dedicated hut with electricity and heating but Silverstone International has no cover and it is important to be prepared for the elements, rain or shine.

Check your clothing: Marshals must be out in all weathers, so pull together your kit now to make sure you have everything you need while you still have plenty of time to get missing items or replace items that have worn out. If you buy new kit, make sure it is comfortable, carry out any waterproofing preparation needed and, in the case of boots, wear them in so you don't get blisters on day one.

Prepare a kit bag: Modern life is busy, so take the time now to put together a bag that you can just grab and go for race meetings or rallies. What is in it will depend on your role, but it could include things like spare clothing, sun cream, hats and gloves, a foldable chair, first aid kit, pens, pencils, highlighters, a clipboard, a storm writer, paper, Duct tape, a coat hook, a stopwatch, a whistle, and a re-usable water bottle. It can also be useful to include a tick list for items you cannot prepare ahead of time, like food and snacks.



Train up: Keep a look out for training opportunities – there are plenty around – so you can keep up your grading or learn new skills. This can help prepare you for being dropped into areas that may not be your usual role, as you may need to cover shortages or last-minute dropouts. Make sure you keep all your certifications together and take digital photographs of them, so you have back-up copies stored on your computer too.

Get your tickets: Do not assume that because you are dressed in orange, you have automatic access to the circuit or rally. You will often need an entry ticket or pass – either paper or e-tickets – so make sure you request these well ahead of time. Also, many circuits and clubs have now moved to online signing-on, so if there are opportunities sign on early, take them. Also try to get a copy of a timetable to get an idea of start, lunch and finish times and look at entry lists so you know how many cars to expect and can prepare accordingly.

Know the rules: It may seem obvious, but it is vital that scrutineers are on top of the regulations. Get hold of the latest copy of the Motorsport UK 'Blue Book' – or download the relevant sections for your discipline from the Resource Centre website: www.motorsportuk.org/resource-centre/ – and make yourself familiar with any rule or regulation changes, while also refreshing yourself with the basics. Also keep on top of issues raised in the monthly Technical Bulletins.

Sort out specialist equipment: Scrutineers should ensure the paperwork for use on events is up to date and that essential items, such as seals and helmet and FHR stickers, are restocked. Also, any specialist equipment should be recalibrated ahead of the season. This includes environmental noise meters, ride height gauges, turbo restrictor gauges, vernier callipers, bore and stroke measurement equipment and multi-meters.

Competitors

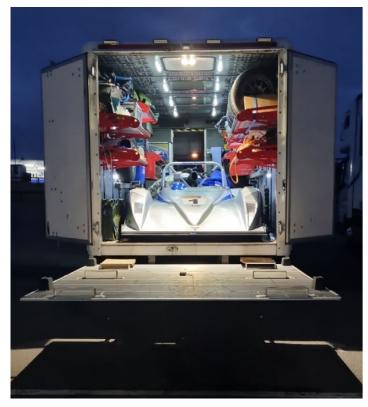
Enter early: There's no dafter way to make a hole in your season's budget than by having to pay express processing fees. Get your paperwork in order in good time. This includes your car's MOT (if needed) and insurance, renewing your licence; renewing your club membership; registering for championships you want to enter, and getting your race entries in to avoid missing out. Keep everything together in a document folder so you have it to hand.

Check the essentials: It is vital to check (pre-scrutineer) items like fire extinguishers and seat belts. Where the regulations require the equipment to be in date and homologated, it is an instant scrutineering fail if they do not comply. Note that fire extinguisher minimum capacity regulations have recently changed, so check your vehicle complies or ask a fire extinguisher company if you are unsure.

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Revolution - February 2022 Revolution - February 2022

40



Work methodically through a prep checklist: Pre-season car prep can be overwhelming so create a list of all the work required and methodically work through it – ideally starting at the end of the previous season. Use a chalkboard or whiteboard in your workshop and pay particular attention lifed parts. Keep a sheet to record when you change consumable items such as brake pads, fluids, rose joints and wheel bearings and renew where required. Also, if you tow your car, make sure your tow car and trailer are in good order.

Plan your maintenance: Detail the work you have done in a logbook – it is surprising how easy it is to forget – and set up a maintenance plan for the season (either yourself or your prep team). Depending on the type and number of events, work may include a clutch strip, gearbox strip, back axle check, diff oil change, wheel bearing change, engine oil and filter change, suspension strut crack test and engine strip and check. In rallying, brake pads and shoes should always be removed immediately after each event to avoid contamination on contact areas.

Stock up: Re-stock items you regularly use during the season to avoid missing an event if they are out of stock. This includes spare keys (one in the car, one in the service vehicle) and, cost and space permitting, as many body panels as you

can, as well as a spare windscreen for rallying. Keep a list of contact numbers for spares suppliers in an easy access file, not just in your phone to avoid losing them.

Go testing: If funds allow, try to test the car in a more relaxed environment in good time so you can resolve any issues before your first meeting. That could be on a Dyno or at a track day. It will not only give you peace of mind, but it will also avoid causing problems for others if your car is poorly prepared and drops oil on the circuit, as this could cause an innocent party to have an accident.

Refresh your kit: Ensure all your protective equipment is not only in date but in good condition. This includes your helmet and visor, boots, gloves, FHR device and race suit, as well as any under garments you may choose to wear. Some of these items may not have expiry dates, but if presented to the scrutineers in poor condition they could still be rejected.

Enter early: Get your paperwork in order in good time. This includes your car's MOT (if needed) and insurance, making sure your licence is renewed and up to date; renewing your club membership; registering for championships you want to enter; and getting your race entries in to avoid missing out. Keep everything together in a document folder so you have it to hand.

Create an event tick-list: It's no good being well prepared then forgetting one of the essentials when you hit the road – so while you have time, create and print out a tick list you can use to check you have everything when you leave the house for each event. Even if you have packed for dozens of meetings, you will sleep much better the night before knowing nothing can have fallen off that list.





Thank you! Produced with kind assistance from Kalie Plant, Specialist Marshal with Silverstone Marshals Team; Stuart Taylor, National Scrutineer; Ryan Yarrow, competitor in the 750 Motor Club Sports 1000 Championship; Stuart Cariss, competitor in Historic Forest Stage Rallies; and Sam McKee, self-run club racer and car sharer.







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ONTHELADDER

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

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

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

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet one of the UK's top female racers, an ambitious touring car hopeful, a title winning co-driver and an aspiring GT racer.



Jamie Chadwick

BORN: Bath, 20th May 1998

ACADEMY PROGRAMME: Team UK Programme

COMPETES: W Series and Extreme E in 2021, TBC for 2022

RECENT RESULTS: Extreme E, Jurassic X-Prix (6th); W Series, Circuit of Americas (1st, 1st); W Series, Zandvoort (2nd); W Series, Spa (2nd); W Series, Hungary (1st); W Series, Silverstone (3rd)

What is your earliest memory of motorsport?

Growing up in the Isle of Man, with the TT and the rally, which used to come past our house, gave me my first insight into cars and motorsport. My first-time karting was when I was 12 years old.

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

Winning the W Series for the second time, last year. It was a tough fought year so at the end of that, to come out on top and get the second championship was definitely the highest high.

... and the lowest low?

Just prior to W Series starting in 2019, at the end of 2018, I didn't have any real option to progress in the sport. I was not sure if I was going to be able to continue on the pathway that I wanted to.



What has been your biggest break?

Definitely W Series. To have it come around at that time and give me that fully funded opportunity to race in 2019 was my biggest break.

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

The ultimate goal is still Formula One. Being part of the Williams Development Driver academy has given me a bit of a firsthand on it but there is still a long way to go yet and a lot I need to achieve. I would say three years is when I would hope to get there.

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

Toto Wolff. I feel like he has seen so many different parts of the sport as a manager and a team principal and in my opinion, he understands the motorsport landscape better than most. He is definitely a good person to advise anyone.

What was the biggest challenge for you last year and what are your plans for 2022?

The season as a whole in 2021 was very tough. With so few races in W Series, I felt constantly pushed. It was so close you could not have one bad race, or it would really play a big role in the championship. There's a pathway I would now like to follow off the back of W Series and it would be great to use that as a springboard to progress into higher categories, so I am still working out my plans for 2022.

B A

Lydia Walmsley

BORN: Ipswich, 12th February 2002

ACADEMY PROGRAMME: Futures Programme

COMPETES: Mini Challenge UK JCW Championship

RECENT RESULTS: Last year was a learning year with mixed results, ending with a first top 10 finish from a field of 26 at the Brands Hatch season finale on the GP loop.

What is your earliest memory of motorsport?

My dad used to race on oval circuits, and I remember travelling around the country in the van with our family most weekends and standing on the grass bank watching him compete, hoping that one day I could do something similar.

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

Becoming back-to-back karting champion in two different classes – MiniMax in 2015 and Junior Rotax in 2016 – with just a very small family team on a tight budget. Winning my first race in cars at Snetterton at the final round of the Mini Challenge Cooper championship in 2019 also comes very close.

... and the lowest low?

I broke my leg in a karting accident when I was 10 and I had to have a lot of time away from the circuit recovering.

What has been your biggest break?

Being selected as the inaugural driver on British Touring Car team BTC Racing's Young Driver Development Programme, through which I raced in the JCW Mini Challenge.

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

I would love to compete in the British Touring Car Championship – and I am ambitiously hoping this happens by the time I am 23!

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

I would love to have a conversation with David Coulthard. He has had a successful career in motorsport that has progressed onto a career in presenting and he is also a great advocate for encouraging women into motorsport too.

What was your biggest challenge last year?

Last year was my first in the Mini Challenge JCW championship and it was a huge step up from what I'd done previously. My biggest challenge was getting to grips with the car, which can only be described as an animal! They are really twitchy at the rear, and it has taken time for me to feel like I am actually driving the car myself rather than it taking me for a ride!



Website: www.lydiawalmsleyracing.co.uk/about Facebook: /LydiaWalmsleyRacing Instagram: /lydia_walmsley

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ON THE LADDER ON THE LADDER



Jack Bowen

BORN: Hereford, 3rd June 2000

ACADEMY PROGRAMME: Futures Co-Driver Programme

COMPETES: BTRDA Forest Rally Championship, co-driver for Perry Gardener

RECENT RESULTS: Pirelli Welsh Forest Rally Challenge Co-Driver (1st); BTRDA & Welsh Forest Rally Junior Co-Driver (2nd); BRC Academy Co-Driver (3rd); Roger Albert Clark Rally (6th – with Robert Gough); Rallynuts Stages (6th – with Perry Gardener); Woodpecker Rally (5th – with Perry Gardener); Nicky Grist Stages (23rd) / National (1st – with Fraser Anderson)

What is your earliest memory of motorsport?

I went to the Woodpecker Stages, in 2004 when I was four years old. I was fascinated at seeing rally cars race down the stage and that was that, my heart was set on rallying. Fifteen years later I took part in that rally as a co-driver and won the two-wheel drive category.

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

Being event coordinator at Rally Croatia with the M-Sport Ford World Rally Team last year was awesome. Competing in the British Rally Championship last year was a good step up for my career, and two top 10 results on the Roger Albert Clark Rally from two starts, co-driving alongside Henri Grehan and Robert Gough.

... and the lowest low?

At the Trackrod Rally last year we were leading the BRC Academy by almost 50 seconds with two stages remaining, but we clipped a bank on the inside of a hairpin and rolled into retirement. We were both okay, but it was devastating.

What has been your biggest break?

After a successful 2019 alongside Henri Grehan, when I only had limited experience on pacenotes and multi venue events, I was selected for the Motorsport UK Co-Driver Academy. This allowed me

to be coached by Nicky Grist and Paul Spooner, giving me the tools to progress to BRC and beyond.

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

My aim is to be as successful as possible, but most of all to continue to enjoy rallying. I'd really like to participate in some international rallies, where you must write your own pacenotes and utilise international timing.

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

Julien Ingrassia. To win eight world championships in nine seasons is massively impressive, so I'd definitely want to talk to and use it to try and steer me on the correct path with my co-driving.

What was the biggest challenge for you last year and what are your plans for 2022?

I had a busy season with 13 rallies and my biggest challenge was finding the work, rally, and social life balance, particularly for BRC events with a lot of travel and preparation. The plan for 2022 is a full championship attack with Perry in the Fiesta R5. We had strong results on the two outings we had last year together, so we will be looking to build on that this year.



Facebook: www.facebook.com/jackbowenrallycodriver



Harry Rice

BORN: London, 16th August 2004

ACADEMY PROGRAMME: Enhanced DiSE Programme

COMPETES: Junior Saloon Car Championship (JSCC), Citroen Saxo VTS

RECENT RESULTS: Plans to race in the Britcar Trophy were cancelled in 2021 and after four rounds of the JSCC (8 races) Rice was sixth in the championship when he chose to withdraw to preserve budget.

What is your earliest memory of motorsport?

I watched endless re-runs of *Top Gear* as an infant – I must have singlehandedly kept the TV Channel Dave in business at the time! Ironically, the Junior Saloon Car Championship was invited to compete in a *Top Gear* challenge, which aired in February last year, and I was one of the drivers to take part! It was great fun.

What has been the highest high in your career to date? Winning the 2019 Junior Saloon Car Championship Scholarship.

... and the lowest low?

Leaving the Junior Saloon Car Championship mid way through in 2021, despite knowing it was the right step for my career. I would have loved to be able to have the chance to challenge for a higher position in the overall standings.

What has been your biggest break?

Gaining a place on Motorsport Academy's DiSE programme. Not only am I able to continue my academic studies, but they are fully supportive in my aspirations of one day becoming a fully fledged racing driver

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

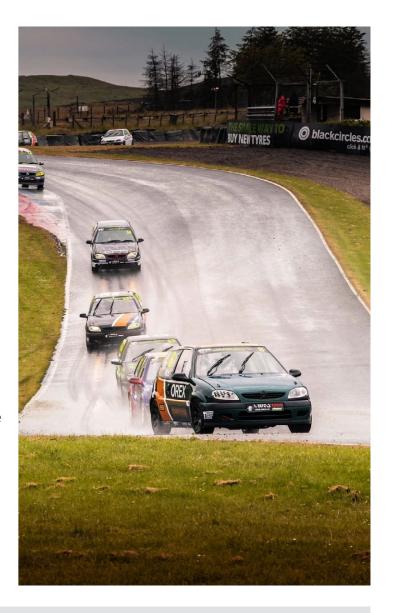
I have a three-year programme I am working towards. That is to compete in the Goodyear Britcar Trophy for the next two years – gaining experience in Year 1 to challenge for the championship in Year 2 – then in Year 3 I hope to compete in Praga / British GT. This is all subject to budget and the hope of securing partners going forward to accompany me on the journey. I would also like to secure a place on the next step of Motorsport UK Academy's development programme, Team UK Futures, which will help enhance my development as a driver.

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

Alex Albon would be the person I would go to. He has had a very hard last few years within the sport and it would be great to know how he handled the pressures and get some tips on staying motivated after all his setbacks.

What are your plans for 2022?

My first race is in March at Silverstone, and I am really looking forward to that. I also have an entry in the inaugural Club 24 Endurance race at Anglesey Circuit in September and I am looking forward to racing through the night.



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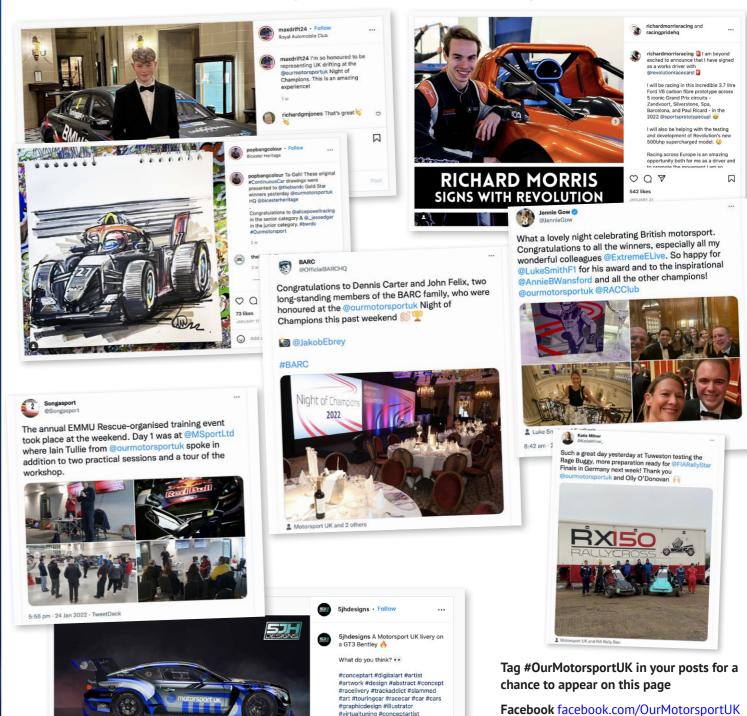


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MOTORSPORT UK CONNECTED

Online highlights from the past month on social

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



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MEET...

Daniel Smith

Daniel Smith joins Motorsport UK with a diverse background in communications across a wide range of sporting disciplines, a passion for all forms of motorsport and a laser focus on 'selling' the excitement to all who will listen. We met up with the new Director of Marketing and Communications to discover how he plans to engage, inspire and spread the word.

Q: What first got you interested in motorsport?

I have been a fan of motorsport ever since the mid-1990s, when I used to watch F1 with my dad and I became transfixed by the Damon Hill vs Michael Schumacher rivalry. Every meal on race weekend at my parents was always timed to avoid clashing with the action. It still is to this day!

Q: What roles have you had before?

I started my career at regional and national newspapers and delivering content and media operations for events including the Paralympic World Cup and Henley Royal Regatta. From there, I went into experiential marketing in football before moving to Surrey County Cricket Club as their in-house journalist. In 2011, I joined World Sailing, the equivalent of the FIA, and eventually become Director of Communications and Digital. My role included broadcast and event management and I worked at five Olympic Games, two Paralympics and three World Championships. Along with my day-to-day at Motorsport UK, I am also a Board Director of the English Ice Hockey Association, a sport I played for 17-years, and a member of England Boxing's Communications Sub-committee.

"I worked at five Olympic Games, two Paralympics and three World Championships"

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

I have followed the journey of Motorsport UK, with David Richards CBE becoming Chair and Hugh Chambers CEO, and have seen the organisation evolve significantly in a short period of time. It has ambitious objectives with marketing and communications pivotal to their success. The team is very talented, committed, and passionate, so it is an exciting time to be a part of the organisation.





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

Motorsport lends itself to beautiful imagery, dramatic video, forward thinking branded assets and relatable characters. I would like to support the team in delivering stunning visual assets across our channels to inspire and engage those that visit our website and social media and to support the growth of awareness across external media platforms.

Q: How do you plan to engage with the UK's motorsport community through this role?

The community is at the heart of the communications strategy. The organisation would not exist without its membership so it is important we speak to the right communities, at the right time and say the right thing. It is crucial our messaging is consistent, regular, utilises the right communication channels and showcases stories and narratives at all levels of the sport. This year we will enhance our digital communications and we'll unleash the power of video to engage the community and showcase the best of motorsport.

Q: What challenges does Motorsport UK will face in the next 12 months?

I view challenges as opportunities. Coming out the back of the COVID-19 pandemic, there is a need to support the sport and ensure it bounces back to where it was before. I think it is important to note that motorsport is not alone. In my ice hockey role, we have seen a 20 per cent drop in participation and in boxing they are struggling to bring participants back into their gyms. All sport needs to find a way to recapture those who have stepped away, so we need to demonstrate that motorsport remains an exciting proposition. Sustainability in motorsport is a huge talking point. We have an opportunity to be a leader in this field and our strategy is highly ambitious.

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

I have recently become a father for the first time to a baby girl – far from relaxing, but enjoyable nonetheless! When I can, I enjoy running and will be doing the London Marathon later this year.



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Sitting 1st February 2022

David Munro (Chairman), Mike Harris, Guy Spollon

J2021/19 Disciplinary: Motorsport UK v Stephen Loydall Worrad

This matter comes before the Court as a Disciplinary Hearing, as Mr Worrad had been required to appear in respect of two allegations, namely:

- "1. That between or about 1st September 2019, and continuing, you acted dishonestly in relation to motorsport generally, contrary to General Regulation C1.1.3.
- 2. That between or about 1st September 2019, and continuing, you acted prejudicially to motorsport generally, contrary to General Regulation C1.1.4."

The Court is satisfied that Mr Worrad is aware of these present proceedings. He did not attend the hearing but was plainly aware of the date.

The Court has therefore heard the case following a successful application by Motorsport UK to proceed in his absence.

The Findings are as follows:

- Mr Worrad was a Motorsport UK licence holder at all relevant times.
- In 2019, he advertised his services on the Racecarsdirect.com website as a supplier of parts.
- He was contacted by Louis Lacasta, a French national, who was restoring a Brabham BT28 F3 car.
- He agreed to supply a number of parts, including four suspension uprights.
- He was paid in full by money transfer in September 2019 but failed, without explanation, to supply the uprights.
- He failed to maintain contact with Mr Lacasta, who subsequently commenced civil proceedings against him in the UK.
- In October 2020, Mr Lacasta obtained judgement against Mr Worrad.

This judgement remains unsatisfied, and Mr Lacasta has been unable to recoup his original expenditure and costs.

Mr Worrad has not appealed against this judgement and has made no application to set it aside.

The Court is satisfied that Mr Worrad's conduct in the course of his dealings with Mr Lacasta amounts to conduct that is prejudicial to the interests of motorsport generally. He has deliberately evaded attempts to hold him to account, and the Court, having heard evidence from both Mr Lacasta and Mrs Lisa Blair, his legal representative in the civil proceedings, conclude that his conduct amounts to dishonesty in the context of General Regulation C1.1.3.

The function of this Court is not to enforce judgements of the civil courts, but to protect the interests of motorsport generally and each case must depend on its own merits.

The Court, having found that the allegations are proved, and bearing in mind that in this case the prejudice to motorsport and its licence holders has extended beyond the UK, finds this to be an exceptionally grave matter. Accordingly, a sentence of exclusion is appropriate. The Court, therefore, excludes Mr Worrad from taking part in any motorsport competition nationally or internationally for a period of five years.

The Court orders Mr Worrad to pay a contribution of £500 towards costs.

1st February 2022

Sitting 1st February 2022

David Munro (Chairman), Mike Harris, Guy Spollon J2022/01 Inquiry: Exmouth Memorial Rally

This matter comes before the Court as an Inquiry pursuant to General Regulation C9.1. The matters referred to the Court are as follows:

1. Whether, and if so by whom, any competitor was responsible for breaches of all or any of the 2021 General Regulations:

A10.1.3. A10.1.5. A.10.2. C.1.1.4. C1.1.9.

The Court heard evidence in relation to the alleged conduct of competitors in the Exmouth Memorial Rally, which was held over the weekend of 13th-14th November 2021.

The incident giving rise to the Inquiry had its origins in a collision which occurred between two cars, a Ford Escort RS2000 crewed by Tim Hodgson (driver) and Sam Spencer (navigator) and a BMW Compact crewed by Andrew Hankey (driver) and Nathan Coles (navigator).

The Court has had the benefit of receiving live evidence from Mr Hodgson, Mr Spencer, and Mr Hankey, and has considered written evidence from Reian Jones, Nathan Coles, Matthew Barker and the Clerk of the Course, Paul Hoad. Mr Jones and Mr Barker were fellow competitors, and the Court is satisfied that they were able to provide independent evidence in relation to the incident at MCT2, where matters came to a head,

It is hard to determine who may have been responsible for the initial collision, there being no independent witnesses and the evidence available to the Court being unclear, incomplete, and contradictory.

In any event, the Court's principal concerns relate to the incidents that followed the collision.

There was some exchange of views between Mr Hankey and Mr Hodgson at a subsequent fuel stop and shortly thereafter a heated argument erupted at a lay-by where MCT2 was located.

Mr Spencer and Mr Hodgson maintained that Mr Hankey was the aggressor and that he used abusive language

and behaviour towards them. Mr Hankey asserted that the aggression came from Mr Hodgson and disputed the evidence that Mr Spencer had intervened to prevent an assault taking place.

An independent witness, Reian Jones, provided clear evidence that Mr Hankey was acting aggressively towards Mr Hodgson and was being verbally abusive towards him, and used language of such a threatening nature that he had believed that Mr Hankey was going to physically assault Mr Hodgson. He witnessed Mr Spencer attempting to diffuse the situation and he had to step between Mr Spencer and Mr Hankey to prevent further escalation. Mr Hankey, however, continued to shout and swear at Mr Hodgson. He was clear that Mr Hodgson had not reacted to Mr Hankey and stayed calm in his demeanour. While giving evidence, Mr Hankey accepted that he had used abusive language on one occasion.

The Court has concluded that the accounts of Mr Spencer and Mr Hodgson are truthful and that they are independently corroborated by Mr Jones.

We are of the view that it is not necessary to determine if breaches of General Regulations A10.1.3., A10.1.5., A10.2. and C1.1.4. occurred, but there is clear evidence that Mr Hankey committed an offence contrary to C1.1.9., in that he used abusive language and behaviour within the area under control of the organising club.

Accordingly, treating this as an isolated incident, and one that was wholly out of character, the appropriate penalty is that Mr Hankey's competition licence shall be suspended for a period of 12 months, but that suspension will itself be suspended for 12 months subject to there being no further infringements of the General Regulations.

In these circumstances, the Court makes no order as to costs.

1st February 2022



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

For further information regarding the work of the Trust, and details of the available grant categories –

including guidelines on eligibility and how to apply please see the Trust's website at **www.bmstt.org**

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

Rod K Parkin, Chairman of the Trustees

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The British Motor Sports Training Trust is a
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IN NUMBERS

Stage Rallying

Rallying is enjoyed by thousands of competitors across dozens of championships and events in the UK. Special Stage rallying is probably the best-known branch of the discipline, taking place in forests, on closed roads or at private venues, usually on loops of competitive sections, with co-drivers reading the route direction notes and drivers pushing flat-out to get the fastest time possible.

The number on the final safety car – the 'Zero Car' – that checks the stage is clear before competition begins. This vehicle comes after the 000 and 00 cars have also been through to ensure all is safe.



The number of vehicles that must be manufactured within a year to classify as a Specialist Rally Car.

The power output in kW of the electric motors in the hybrid Rally1 cars, new in the World Rally Championship this year.

The highest number of entries in one event run by the South West this year. Competitor numbers are strong across the country, and have increased from 25-30 about six years ago.



The age of the oldest 2022 Stage Rally Competition Licence holder.

The age from which you can start competing as a navigator, although Single Venue events at circuits or airfields do permit 14-year-olds to co-drive.

The year in which the first British Rally Championship was run. The winners were Ron Gouldbourn and co-driver Stuart Turner in a Triumph TR3A.

The maximum length in miles a special stage can run to, with a minimum length of half a mile.

The average number of entries who competed in Motorsport UK-permitted Stage Rally events throughout 2021.

The highest number of British Rally Championship Title wins by any driver, achieved by Jimmy McRae (1981, 82, 84, 87, 88).

The number of rounds in the 2022 British Rallu Championship, which begins on April 23 with the Corbeau Seats Rally Tendring and Clacton.

The number of British drivers who have won the World Rally Championship, so far. Colin McRae in 1995, and Richard Burns in 2001.

The number of British and Irish drivers and co-drivers who competed at Rallye Monte Carlo, the opening round of the 2022 World Rally Championship.

The total number of Stage Rally permits issued by Motorsport UK in 2021.

56

Revolution - February 2022

WHAT'S ON

A selection of championships and events for 2022



Worrall Trial

Worrall, 11th-13th February

This Cross Country trial, run by Peak and Dukeries Off Road Club, is for Rough Terrain Vehicles and Cross Country Vehicles. The club's events typically attract participants from North Derbyshire, South Yorkshire, North Nottinghamshire, and Lincolnshire. For more information visit: www.panddlrc.uk

Valentine Novice Road Rally

Anglesey Circuit, 12th-13th February

This romantically named event is Caernarvonshire and Anglesey Motor Club's introduction to road rallies. The route, controls, plotting, and timing are kept as simple as possible to encourage a field of beginners and novices. For more information visit: www.camconline.co.uk/events





Hunts Kart Racing Club Championship

Kimbolton, 13th February

The Kimbolton venue hosts the second round of its yearlong championship for club members only. This full day of racing includes a wide range of kart classes in which to compete. For more information visit: https://hkrc.co.uk/



The Pomeroy Trophy Sprint

Silverstone, 19th February

This Vintage Sports Car Club event sees cars from the Edwardian era to the present battle to find the perfect touring car, according to Lawrence Pomeroy's formula. It includes agility, acceleration and braking tests and hot track laps. For more information visit: www.vscc.co.uk

Robertson Trophy AutoSOLO / Production Car Autotest

Ardeer, 19th February

The Scottish Sporting Car Club heads to Ardeer for the first round of this three-part trophy competition, which follows an earlier shakedown event at the venue in January. For more information visit: www.smmc.org.uk



3 SYR O

Snetterton Stage Rally

Snetterton, 19th February

This competitive event around the Snetterton circuit is run by the Anglia Motor Sports Club and will be round six of the MSN Circuit Rally Championship. It was won in 2021 by Rhys Yates and James Morgan in a Ford Fiesta R5. For more information visit: https://snettertonstagerally.co.uk

Buildbase Questmead Stages

Ashton-in-Makerfield, 20th February

This is the first of three events in the Three Sisters Rally Challenge, co-promoted by the Wigan and District and Warrington and District Motor Clubs. The other events are planned for May and October. For more information visit: www.warringtondmc.com



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



Fun Fully Forward Autotest

Masters, 26th February

This Northern Ireland charity fundraiser is run by the Larne Motor Club. It takes place at Robinson's Quarry and entries are encouraged from young competitors and officials. For more information visit:

www.larnemotorclub.co.uk/club-details

East Riding Stages

Bishop Burton College, Yorkshire, 27th February

This inaugural closed road rally in Yorkshire has been "over two years in planning, but over 40 years of dreaming," according to Event director Richard Vincent. It is run by the Beverley and District Motor Club and will involve two runs through four special stages, with a field of 100 cars. For more information visit:

www.bdmc.org.uk/east-riding-stages





Bowler Defender Challenge Safari

Walters Arena, Wales, 5th-6th March

This brand new seven-round one-make series is designed to act as a feeder for global rally-raid competitions, including the annual Dakar rally. It is limited to 12 entries, with each team competing in identical Bowler-prepared Defenders. For more information visit:

www.bowlermotors.com



Revolution - February 2022

RESULTS

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

Brands Hatch Winter Stages



Frank Bird and Jack Morton dominated this event in mid-January, overcoming the slippery and misty conditions to drive their Ford Fiesta Rally2 to victory in all eight stages and finish with a winning margin of 1 minute 17 seconds. The top two-wheel-drive finisher was Joshua and Tamsyn Davey in a Darrian, while World Rallycross driver Ollie O'Donovan showed good pace in a Hyundai R5, running as high as fourth at half distance, but eventually failing to finish.

Overall result

Frank Bird / Jack Morton John Stone / Tom Woodburn 2nd Neil Roskell / Andrew Roughead

Shenington Kart Club



Shenington Kart Racing Club's first race weekend of the year attracted more than 200 entries over two days in January, with full grids in the IAME Senior and Junior X30 and the IAME and Honda Cadet classes. The club welcomed 13 of the 90mph KZ2 gearbox karts as well. Heavy fog delayed the start on Saturday but Sunday's weather for the TKM and Honda classes was much better.

Class Winners

KZ2	Lee Ward
X30 Senior	Marcus Littlewood
X30 Junior	Macauley Bishop
Junior Max	Gracie Mitchell
MiniMax	Lucas Blantford
MiniX	Noah Wolfe
IAME Cadet	Henry Domain
Honda Cadet	Max Endacott
Junior TKM	James Morley
TKM Extreme	Christopher Whitton
TKM Clubman	Chris Dymond
Formula Libre	Paul Belton

TVKC Winter Series: Round 2

IAME CADET		
1st	Riley Cranham (Fusion)	Synergy / IAME
2nd	Jorge Edgar (Fusion)	Synergy / IAME
3rd	Lewis Islin (Fusion)	Synergy / IAME
HONDA CADET		

Jarrett Clark (Synergy Factory) Synergy / Honda 1st Rocco-Leon Shenton (Zip) Zip / Honda 2nd Max Endacott (Synergy Factory) 3rd Synergy / Honda

MINI MAX 1st

Kart Republic / Rotax Joshua Graham (Argenti) Mad Croc / Rotax 2nd Finn Leslie (Sam Pollitt Racing) 3rd Owen Neave (CHDD) OTK / Rotax

MINI X30

1st Noah Wolfe (Fusion) Synergy / X30 Tonykart / X30 2nd Zac Green (Privateer) Harrison Mackie (Fusion) OTK / X30 3rd

JUNIOR MAX

Jez Williams (KR Sport) Kosmic / Rotax 1st 2nd Ethan Jeff-Hall (Strawberry) Tonykart / Rotax Steven Duncan (Privateer) Kosmic / Rotax 3rd

JUNIOR X30

Tonykart / X30 1st Harry Burgoyne Jnr (Strawberry) Brandon Carr (KR Sport) TBA / X30 2nd 3rd Charlie Webb (Fusion) Synergy / X30

SENIOR MAX

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SENIOR X30

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Founded by a small team of crazy snow sport enthusiasts, Snow+Rock is all about pushing boundaries, breaking rules, never compromising. www.snowandrock.com



Wera

Wera Tools is a global tools' specialist that firmly believes its tools make life 'simpler, safer and full of joy' for users. www-uk.wera.de

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Longstone Tyres

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Michelin Tyre PLC

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Roll Bars/Cages



Custom Cages

Units 1 - 2, South March, Long March Industrial Estate, Daventry, Northamptonshire, NN11 4PH Phone: 01327 872855 www.customcages.co.uk



Caged Laser Engineering (SW) Ltd

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Safety Devices International Ltd

Cambridge House, Holborn Avenue, Mildenhall, Suffolk, IP28 7AN Phone: 01638 713606



COOPERTIRES

Pirelli Tyres Ltd

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Protyre Motorsport

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Nankang Tyre UK

1 SGC Business Park, Oldbury Road, West Bromwich, West Midlands, B70 9DP Phone: 0121 500 5010 Email: jamie@nankangtyre.co.uk www.nankangtyre.co.uk

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SUPPLIER DIRECTORY

Tyre Companies

TOYO TIRES

Toyo Tires

Shipton Way, Rushden, Northamptonshire, NN10 6GL Phone: 01933 411144 Email: info@toyotyre.co.uk www.toyo.co.uk

speedline



Speedline

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Tyre Warmers



M. A. Horne Ltd

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Wheels



Revolution Wheels International Ltd

2 Eco Court, Latimer Way, Sherwood Energy Village, Ollerton, Nottinghamshire, NG22 9QW Phone: 01623 860000 www.revolutionwheels.com

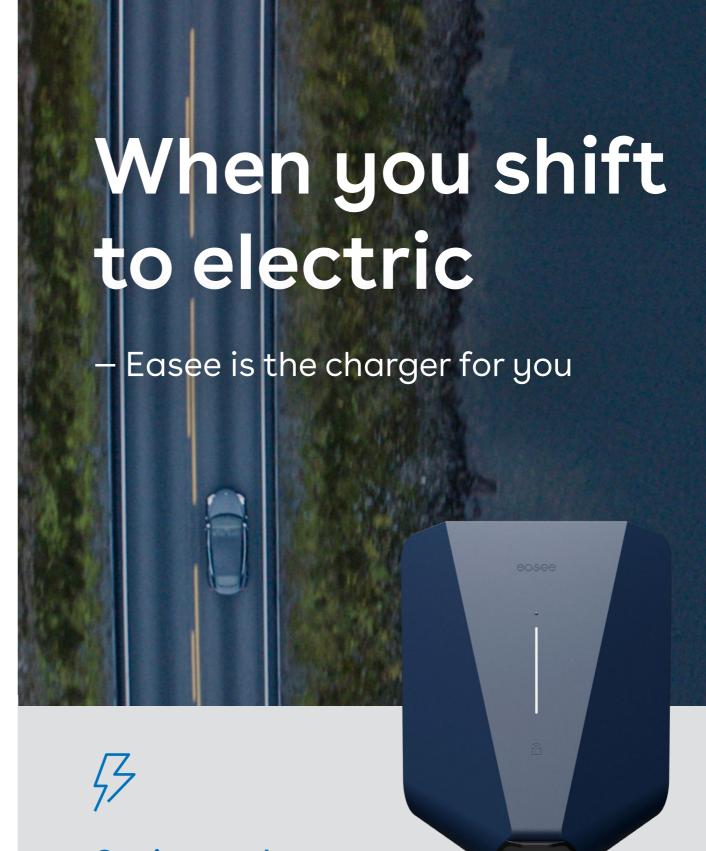
Wire Wheels



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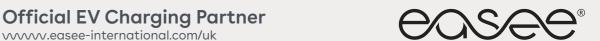


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The Parting Shot

The best of British motorsport was recognised at Motorsport UK's annual Night of Champions held at the Royal Automobile Club, London on 22 January.

Motorsport UK awarded Sir Jackie Stewart its Lifetime Achievement Award with motorsport PR and Communications legend Ann Bradshaw (right) similarly honoured for her career.

Ann Bradshaw became one of Formula 1's first press officers when she joined the Williams team for the 1985 season. She remained with the team for the following decade, managing communications during their most successful period and continues to work with Williams on media and press roles for many of those who have followed.

