


Revolution

March 2022

The official magazine of  motorsport uk

MOTORSPORT ON SCREEN

How to showcase your events



STUDENT MOTORSPORT

**GETTING CAREERS
STARTED ON TRACK**

GRASS ROOTS

**IS IT FOR
EVERYONE?**

MOTORSPORT MOMENT

**DEREK BELL'S TOP
RACING MEMORIES**

PLUS: CLUB CORNER + FANTASTIC MOTORSPORT FURNITURE + WHAT'S ON



Just as the world was beginning to see the light at the end of the tunnel of COVID so it has had to face a very different but equally disturbing threat. The invasion of Ukraine has sent shockwaves across the globe.

Without being frivolous, advertising may not immediately be at the top of most people's list of industries that exhibit boundless integrity and honesty. But it was Bill Bernbach, a founder of DDB, one of the greatest global ad agencies, who coined the idea that "a principle is not a principle unless it costs you something."

He was talking about the need to stand up for what the agency believed in when pitching ideas to clients, some of whom maybe did not like the creative work, and threatened that unless it was changed, they would walk away. That was fine as far as Bill was concerned as he felt that the only way to build an impeccable creative reputation was to stick to your beliefs and standards. Even if you said goodbye to a million-dollar ad budget. By the time of his death in 1986 the agency had a turnover of \$1.65 billion and had produced award winning ads such as the immortal VW Beetle ad 'Lemon'.

The reason for highlighting another industry facing issues of integrity is that it serves to highlight that sport is not alone in making decisions that are difficult when it comes to issues of morality. Albeit in this example the price may have been only financial, the underlying debate was one of principles. For many, sport and politics should not mix. The purity of sport, enshrined in the Olympic Charter, holds that the goal of Olympism is to place sport at the service of the harmonious development of humankind, with

a view to promoting a peaceful society concerned with the preservation of human dignity.

However, events in the past two weeks, after the invasion of Ukraine by Russia and abetted by Belarus, have placed a focus on the role of sport in politics that has rarely been seen before. This is not the advertising industry with simple concerns over revenues, but literally a matter of life and death for millions in Ukraine. Perhaps the bleak days of apartheid are the closest we can find to remind us that sport has to recognise that its inherent power must be available for the good of society, not just for the entertainment of fans.

As The Guardian newspaper wrote "It took just eight days, and a war, for the International Olympic Committee (IOC) to pull off an audacious mid-air manoeuvre that would not have been out of place on the slopes of the Winter Olympic Games. For much of February, as Beijing hosted the 2022 Games, the IOC was insistent: there is no place for politics in sport. With regards to the Uyghur population, the position of the IOC must be to give political neutrality," said the president, Thomas Bach, in early February.

Yet just a week after the curtain fell on the Winter Olympic Games, the IOC radically backflipped. "In order to protect the integrity of global sports competitions and for the safety of all the participants," the IOC executive board resolved on Monday that Russian and Belarusian athletes should be excluded from international competition. "The IOC reaffirms the call of the IOC president," the statement continued. "Give peace a chance."

"We are a very small piece in the jigsaw, but it is exactly the reason why we need all the parts to come together to make an impact on a global stage"

I think if any of us had been asked a few weeks ago if motorsport in the UK would be drawn into a stance on a global conflict it would have seemed a remote possibility. But that is precisely what has happened, and we have acted in clear demonstration against the acceptance of Russian or Belarusian licences in UK permitted motorsport events. We are very conscious that this has a collateral impact on individuals who may have no connection whatsoever to the Russian administration and even deplore their actions, but in these situations, it is impossible to separate the visible aspects of sport from the interests of a state that benefits from the continued presence of athletes demonstrating their skills to an international audience. These actions only work when they are unilateral and far reaching, and to some extent one might argue that we are a very small piece in the jigsaw, but it is exactly the reason why we need all the parts to come together to make an impact on a global stage.

Our members have responded strongly to the position we have taken, which with each passing day

seems irrefutable, but it has been very positive to see the endorsement of the approach we have taken and desire to stand up and be counted. Now we must hope that the pressure the international community has brought to bear on Russia and Belarus will force an end to this tragic human disaster.

With all of this in mind it is perhaps difficult to turn our minds to the season ahead, but in the same way that sport is a powerful way of demonstrating objection to oppression, so it is a powerful tool for the enforcement of community and collaboration. Our season has already started strongly with many well subscribed events across the country, and hundreds planned for the coming weeks. After two years of the pandemic, it is warmly welcomed that our motorsport community can meet again freely, and that competition can take place without the measures we all had to adopt. In clubs and venues across the country I am sure that there will be a sense of excitement to see old friends and to work together to bring the sport we all love fully back to life.

In these difficult times, Motorsport UK stands united with Leonid Kostyuchenko, the President of the Federation Automobile d'Ukraine (FAU), the Ukrainian motorsport community and the Ukrainian people, and calls for the violence to end with a peaceful resolution.

Wishing you a safe and peaceful month ahead in motorsport.

Kind regards,

Hugh Chambers
CEO, Motorsport UK

In this month's *Revolution*: Discover just how easy it is to broadcast your motorsport action on the small screen and the many ways to do so. Explore a new way to kickstart a career in motorsport, hear from Derek Bell about his motorsport memories, check out the breeding ground for future rally stars and discover some cool ideas for motorsport furniture.

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What's On for
March and April

MOTORSPORT UK RESPONDS TO THE SITUATION IN UKRAINE

David Richards CBE, Chair of Motorsport UK, along with the Board of the organisation, have considered the appropriate response to the ongoing acts of war and aggression conducted in Ukraine by Russia and Belarus.

Richards commented, "The entire Motorsport UK community condemns the acts of war by Russia and Belarus in Ukraine and expresses its solidarity and support towards all those affected by the ongoing conflict.

"We stand united with the people of Ukraine and the motorsport community following the invasion and the unacceptable actions that have unfolded. This is a time for the international motorsport community to act and show support for the people of Ukraine and our colleagues at the Federation Automobile d'Ukraine (FAU)."

Yesterday [1 March 2022] the Fédération Internationale de l'Automobile (FIA) held an extraordinary meeting of the World Motor Sport Council (WMSC) chaired by FIA President Mohammed Ben Sulayem to discuss the ongoing conflict. David Richards CBE, Chair of Motorsport UK and WMSC Member, attended the session. The FIA press release following the meeting is available [HERE](#).

In full accordance with the International Olympic Committee (IOC) recommendations, and respecting the decisions of the FIA, Motorsport UK Board members have established the actions to be taken in the UK and approved the following to be implemented with immediate effect:

Recognition of licences issued by the Russian Automobile Federation (RAF) and the Belarus Automobile Federation (BAF) is suspended in the UK. As a consequence:

- No Russian / Belarusian licenced teams are approved to enter motorsport competitions in the UK
- No Russian / Belarusian licenced competitors and officials are approved to participate in UK motorsport events
- No Russian / Belarusian national symbols, colours, flags (on uniform, equipment, and car) to be displayed at Motorsport UK permitted events

The Motorsport UK decision was made in full consultation with the UK Government and national sports governing bodies to ensure that there is a unilateral response to the crisis.

Richards concluded, "It is our duty to use whatever influence and leverage we might have to bring this wholly unjustified invasion of Ukraine to a halt. We would encourage the motorsport community and our colleagues around the world to fully embrace the recommendations of the International Olympic Committee and do whatever we can to end this war."

"Motorsport UK stands united with Leonid Kostyuchenko, the President of the FAU, the Ukrainian motorsport community and the Ukrainian people and calls for the violence to end with a peaceful resolution."

The community reaction to this stance by Motorsport UK has been one of unity and positivity. David Phelps, a volunteer marshal (#2048 at the 2021 British Grand Prix) explained that on the night of the FIA communication he felt like, "jacking it all in" after the FIA statement. He was delighted that Motorsport UK and David Richards had taken the communicated position. He extended his thanks to David and stated that he can, "hold his head up again and feel proud" of the organisation. Others shared their support and encouragement through social media and emails.



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WIN A PAIR OF TICKETS TO THE SPRING SCRAMBLE!

Motorsport UK is pleased to offer members the chance to win one of five pairs of tickets to the next Bicester Scramble on Saturday 23rd and Sunday 24th April.

Scramble events are your chance to live, breathe and experience historic motoring at its best as you explore Bicester's historic motoring hub, and home of Motorsport UK, from 9am until 4pm.

Take a glimpse behind the doors of 45 industry-leading Specialists, allowing behind the scenes access to their showrooms and workshops – a fun day out for the whole family!

To enter, simply tell us how many specialist companies are based on site. Email your answer, Motorsport UK membership number, and preferred day (Saturday or Sunday) to revolution@motorsportuk.org by midnight on Thursday 7th April with the subject line 'Scramble'. Winners will be contacted by email.



GREAT BRITISH RACING DRIVERS EXHIBITION

Motorsport UK is pleased to invite members to an exclusive viewing of Indira Flack's Great British Racing Drivers (GBRD) exhibition.

Fresh from display at Silverstone Experience, GBRD is a unique collection of portraits celebrating more than 100 of Britain's iconic and inspirational drivers, past, present, and future. The unique collection includes drivers from karting and rallying, to Formula One, in settings and locations that link to their motorsport story or illustrate their personalities away from the track.

On Saturday 2nd and Sunday 3rd April, Motorsport UK members are invited to visit the governing body's new Bicester HQ, meet members of the team, and view Indira's inspiring exhibition.

Attendance is free. Please register your interest [HERE](#)

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CALLING ALL NATIONAL AND INTERNATIONAL RACE DRIVERS: HAVE YOUR SAY

Motorsport UK and Nottingham Trent University has launched a joint research project to better understand practice histories of drivers who have advanced to professional motorsport

The research will help Motorsport UK and Nottingham Trent University investigate the extent to which practice makes perfect within motorsport. It will look into enhancing the understanding of what practice activities best help to support driver development through various stages of life – whether that is childhood, teenage years or even early on in a professional career.

Motorsport UK will utilise the research findings to better ensure its talent development pathways, such as the

Motorsport UK Academy, are rooted in scientific data. The goal is to help develop more elite drivers in the future to add to the UK's rich record of talent.

If you are a professional driver who has advanced through the ranks within motorsport then we're looking for your help with an online research study. All you will need to do is complete a simple questionnaire. Click [HERE](#) to express your interest in participating in the study.



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John Fife



'Microphone Man' Bob Milloy at work on the Start Ramp

BOB MILLOY

Kirkby Lonsdale Motor Club and Motorsport UK are saddened to report the death of KLMC Club Secretary and Vice Chairman Bob Milloy.

Bob was known to every rally crew as the chap who thrust a microphone in front of you at the end of an event, ready to hear your stories from the day's competition and transmitting to the assembled spectators. He also commentated on stage rallies at Oulton Park and hillclimbs at Barbon, broadcasting a wealth of information about every competitor.

Bob was a regular road rally navigator in the 1970's and competed on car trials in a Clan Crusader. Later he could often be found co-driving on stage rallies. He was also a regular race marshal at Oulton Park, and a Motorsport UK Steward at events across the northern half of the UK.

Bob was an architect by profession, and this proved very useful when time cards and road books were needed. A VW Scirocco fanatic, he had numerous cars of this model, travelling the length and breadth of the country to add another to his collection. At one time he had three in various states of mobility until his garage collapsed on one of them.

Bob was dedicated to motorsport. He knew all the competitors from the north of Scotland to the depth of Wales and was able to extract a comment from them all on the start or finish ramp. His knowledge of the sport also enabled him to commentate at length when there were no competitors to actually talk to.

In 2017, as a Senior member of Regional Committee, Bob was elected as a Trustee to the Motor Sport Trust and continued as a Trustee until the Trust was closed. Chair of the Rallies Committee, Nicky Moffitt, arranged for Bob to commentate on the Ulster International Rally, and said: "I have very fond memories of working with Bob who was always diligent in his attention to all matters especially where grassroots clubs and competitors were concerned".

As Chairman of Association of North-Western Car Clubs (ANWCC) he regularly attended the Regional Committee meetings, forthright in his views and always willing to discuss all aspects of motorsport. He will be truly missed by the many who knew him.

NEWS IN BRIEF

Register for DiSE

Motorsport UK Academy would like to invite prospective participants to register their interest for the Enhanced Diploma in Sporting Excellence (DiSE), starting in September 2022. Open to drivers and co-drivers aged between 16-18 years, the academic programme is the equivalent of A-Levels, and those who apply must demonstrate their ability to succeed at the higher levels of the sport, including regular competition. For more information see www.motorsportuk.org/the-sport/motorsport-uk-academy/enhanced-dise

Nominations Open

The John Miles Young Driver Prize will return at the next 750MC Annual Awards Night, following judging that will take place across the 2022 season. Qualifying drivers must be aged 30 or under on 1st March 2022, be competing at a minimum of five 750 Motor Club race meetings this season, and have no more than three years of circuit racing experience as of 1st March 2022. Drivers for consideration should email a racing 'CV' and photo of their current racecar to giles@750mc.co.uk

BRX abroad

The penultimate round of the 2022 5 Nations BRX Supercar Championship travels to Dreux, near Paris, on 15th-16th October. The Supernational, Retro Rallycross, BMW Mini, All4 Mini and RX150 two-wheel-drive categories race at Glosso Circuit at Arendonk, Belgium on 6th-7th August. These new venues continue the growth of 5 Nations BRX, which will also return to Mondello Park in Ireland, Pembrey in Wales, and the championship gets underway at with a double-header weekend at Lydden Hill on 16th-18th April.



JEP



Jon at Spa, July 2021

JON CROOK

The BRSCC is deeply saddened to report the passing of long-standing Club member and vastly experienced and respected chief scrutineer for the club, Jon Crook.

Jon began his motorsport journey in the mid 1980s, with his first event in the sport as a Scrutineers' Marshal at Silverstone. He progressed through technical examinations and numerous National and International events to become a fully licensed Scrutineer and was one of only twelve appointed technical commissioners by Motorsport UK. Throughout his time in the pitlane, he oversaw eligibility of the TVR Tuscan Challenge, SEAT Cupras, Formula Ford and British GT, the latter of which he continued to be associated with until his unfortunate passing, all performed to the highest standard.

His outstanding work led to an approach from the FIA to assist with various GT and drifting events around the world, including the first ever FIA Intercontinental Drifting Cup. He was a stalwart of the club, a devoted volunteer and someone who never said no to a new challenge, as well as offering valuable technical advice to the Club across its broad range of championships and series, including on new projects.

He was a popular and respected figure within the Club and the paddock, and his loss will certainly be felt across the entire motorsport community. Jon's was a contribution to motorsport that was matched by very few and it will live long with those who learned all they know from his work.

The BRSCC and Motorsport UK wishes to extend its deepest condolences to Sue and the rest of the Crook family, and all of Jon's closest friends and colleagues during this difficult time.

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MOTORSPORT ON SCREEN

New technologies have enabled motorsport at every level to find a way onto our screens – but how can your Club get into video and how does it all work?

Showcasing a race meeting to a wider audience than just those who turn up at the track has long been restricted to the biggest and richest of motorsport categories. But that is no longer the case.

The advent of live streaming on the likes of YouTube and Facebook, with improvements in WiFi networks and a reduction in the cost of cameras that can capture high quality video, has opened the door for pretty much any club or grass roots competition to share their action to the wider world.

From filming on a mobile phone on the start-finish straight to hiring a full multi-camera set-up with live on-boards, there is now a wide range of solutions to help clubs, venues, championships, or competitors get onto the screen.

An eager audience

It is no secret that younger generations are more inspired by video than any other medium, but during the pandemic increasing numbers of people from all age groups became more aware of, competent with, and engaged by digital tools and online consumption.

As a result, posting video – live or recorded – can help all generations become more engaged and connected and is now one of the best ways to encourage newcomers into the sport. Equally, it gives venues greater visibility for track advertising and clubs, championships, and competitors more opportunities to promote their sponsors.

>>>>>

Setting up ahead of the action





Edit suite setup in a room onsite

The consumption of online video through social media platforms in the GenZ and Millennial generations has rocketed in the last two years. Research shows that teenagers are mostly gripped by YouTube, while 70 per cent of those aged 23-36 used YouTube to learn about something new or learn more about their interests. You do not have to immediately look to live coverage to get engaged in video. Most clubs have a dedicated Facebook page or YouTube channel and posting videos is relatively easy. Depending on the skills, time, and talent available, that could range from rough cuts to neatly composed highlights packages.

The quality of modern mobile phone video offers an easy way to gather coverage. A single camera is good on its own, but co-ordinating a group of people in strategically located places – be that around a circuit, up a Hillclimb course or on the corners of an Autosolo – is a quick step up to creating multi-camera content.

Editing that into a package can be daunting, but with a laptop and some free software – Lightworks, Hitfilm Express or Shotcut are among many of the options out there – it could be easier than you think. If you plan to produce video content

more regularly, meanwhile, something like Adobe Premier Pro or Apple Final Cut Pro could be a good investment.

Going live

Live broadcasting is the next step and that can be as simple as connecting to one of the live streaming services and sending the action direct from your camera. That, of course, will deliver a very basic feed – so if you want to get more professional, you will probably need to move towards a paid service – and there is an increasing number of companies offering just that.

Luke Austin and James Fitchew built live streaming firm Alpha Live from very basic beginnings, spending “about £20” on their first broadcast. “We ran a Karting team and to try to find new local drivers we ran a series at Whilton Mill,” recalls Austin. “To promote it, we decided to live stream the events – with a webcam hanging out a window and an old gaming PC!

“It was at the time when Facebook Live and YouTube live were just about becoming a thing. There was all the live stuff on TV, like there has been for a long time, but there wasn’t really anybody doing much live streaming for motorsport. Everybody loved it, and it just evolved from there.”

Rich Danby has also pioneered motorsport video production, providing services to Hillclimbing having followed the sport for 16 years. He has seen his service grow as technology has evolved and says: “It is now possible to do 80% of what a multimillion pound outside broadcast truck can do for a fraction of the cost.

“It wasn’t long ago that the only option was running a cable to each camera to get video from it. Now it is done mostly with point-to-point wireless links. That has its drawbacks, and it limits the quality, but many different areas of technology are getting faster and cheaper and that is making it better and better.”

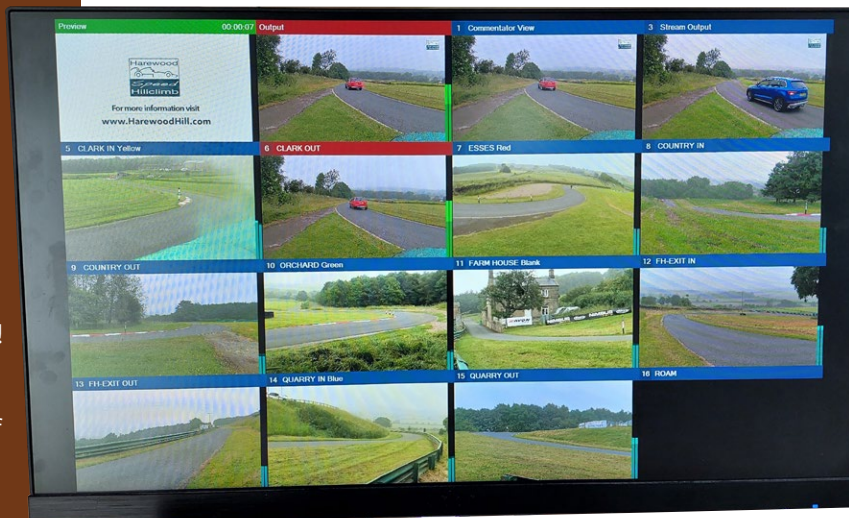
Key to the explosion of live streaming has also been the adoption of high-tech but low-cost camera technology. A big box lens camera used for TV quality broadcasts could cost £200,000, so Alpha Live explored outside that world to come up with its Karting solution.

“We found prosumer cameras,” explains Austin. “These have more than enough zoom – which is important as a lot of the time you can’t really be that close to the track – but they are a lot more affordable, smaller, and easier to transport, so there are a lot of cost savings there too.

“No matter how big your cameras are, you always have a bit of a bottleneck when it goes to the Internet because you must drop the quality (compress the data) at that end before it goes out. So there is no point having expensive cameras with amazing resolution because you are not going to get the benefit of that.”

Covering the course

To cover Kart or track racing events, Alpha Live’s team typically consists of five members – three camera operators around the circuit, a vision mixer, and a runner. The cameras



A multi-camera feed ready to live stream

“We make them watch the main feed, so they commentate on that and not what is out of the window”

are all connected to a local wireless network and the feed is sent directly back to a vision mixer who directs, mixes, and streams the action.

“As circuits are never in a town centre, the 4G signal is never great so we build our own network onsite,” explains Fitchew. “The WiFi range is about 3-5 miles point-to-point, so there is plenty of reach. Every camera point is battery powered to help avoid potential issues and that allows people to go anywhere, so we can literally position a cameraman in a matter of minutes.

“Communication between everyone is vital and we need to tell the cameramen they’re live and when they are clear, so you don’t get any shaky camera footage. If you look back at our early streams, you can see a camera guy focus on some scenery then do a really quick whip pan round. It looked really messy. We developed tally lights to make sure they stay focused until the light goes off.”

Although the team does have its own outside broadcast van for editing, long days make it preferable to work in a room on site. “We can have the director sitting there doing all the switching, graphics and even replays and we can also have the commentator in there,” explains Fitchew. “We always make them watch the main feed, so they comment on that and not what is out of the window.”

Danby, in contrast, uses a mix of fixed cameras with one or two manned cameras in key locations. He and his partner switch the cameras and the stream goes out on YouTube and Hillclimb TV. He typically arrives on site at 10am on a Friday and gets everything set up and tested by 6pm, ready the following day.

“I typically use around a dozen cameras to cover a full course and camera placement takes some planning,” he says. “You need to find locations that provide good shots but also keep the camera safe and connected,” he says. “They also need to be planned so the shots flow into each other – a car disappearing from a shot going left to right then re-appearing going right to left can be jarring.

“In the edit room, we have control panels where each button results in a different camera being shown to viewers. There is someone there tapping away switching cameras all day, and many people don’t seem to think about that part of streaming.

“I do have a safety delay, so when there is an incident, I can watch the start of the aftermath and decide how serious it is. If it looks bad, I can hit a button that changes what viewers see before the car gets to the scene of the incident. The footage is still recorded separately in case it is of interest to the Clerk of the Course.

“For commentary, I take an audio feed from the PA system, and I can provide the commentator with a screen showing the stream, so they can see much, much more of the track than they normally can. That is one of the areas where having an event streamed can also improve the experience for spectators on site, and the camera feeds can also be provided to course control.”

Challenges and innovations

Despite a general understanding that production budgets at the top level are many orders of magnitude higher than streaming a club event, viewer expectations are unrelenting. Fortunately, new technologies are constantly being developed to enable streams to be more professional.

“We have always used a lot of ‘outside the box’ thinking because, as we never worked in the TV industry, we’d never been in the box,” Austin notes. “For example, in lockdown I learned how to code properly, so now we now have fully integrated graphics – just like F1, just on a bit of a lower budget scale!

“Timing systems for data are all massively different, so that gives us a bit of a complication. It is also important to be all queued up with organisers and to do that we set up WhatsApp chats, so we know if a race is held by the stewards or if it’s been shuffled in the order to keep up on any timetable changes.”

Live on-boards are another advance being made possible by new technology, with increasingly lightweight units that are fully Wi-Fi connected. This makes it easier for production crews to convince competitors that a system can be fitted to their vehicle without them suffering a loss in performance.

And having access to that kind of footage adds another dimension to the coverage.

Danby has, himself, developed his own technology to provide these kinds of ‘added extras’ and explains: “I have written software to produce on-screen graphics from timing data and can also add in pre-recorded videos, social media comments and instant replays. I have put a lot of thought into in-car feeds, and I have a practical low-cost solution that I plan to develop during this season.”

The technology to enable multi-camera replays is also getting to an affordable level, and Austin adds: “Previously, we could only play action out again if we caught it on the live stream. Now, we can roll it back on any camera and play that back, a bit more like you get with TV. That requires an extra person, but it gives added value as you can stream but can also provide it for officiating.”

Perhaps the biggest advance – and the one that could make access to live coverage even more mainstream – is the rollout of 5G WiFi and improvements to 4G and fibre Internet. The added bandwidth this can provide will, in time, create the potential for feeding unedited live streams from every camera at many different circuits all back to a central production studio for editing.

“This is how F1’s live feed works, with mixes for races around the world all done at Biggin Hill near London,” Austin says. “Sending all feeds straight back to a dedicated production studio would mean we are spending a lot less time setting up at circuits or travelling, so not only will it be greener because of less people travelling, it will also be faster and cheaper.”

In the future, Danby can see further advances in technology reducing the need for human involvement even further and adds: “Automated, or at least remotely operated, cameras are possibly a solution and AI could also help with automating camera switching and controlling camera movement. That would allow a basic stream to be produced without a dedicated operator.”



Motorsport UK operates a Drone Policy, so potential film makers should note sections D7.1.2, D10.1.15 and H28 in the Yearbook. If it’s a stage rally Clubs need to comply with the Accreditation requirements, plus make sure they have landowners’ consent, and all Media staff are required to sign on for the event.



Added graphics help tell the story to the viewer

Reaping the benefits

Streaming can still be a relatively costly exercise – a day of live filming could cost between £3,000-£5,000 depending on the number of cameras and the level of ‘extras’ such as green screen driver graphics or live on-boards – but for venues, clubs, or championships the payback can be significant.

“When we started streaming the British 24-hour Karting series they had about 60 entries,” says Austin. “The most recent one had 99. The entry fees for that are just over £1,000 per team and our fees were nowhere near that difference – so that was a no brainer.”

Last year, Alpha Live ran almost 100 live streams and achieved 1.4 million views, with impressions on YouTube of 21 million. Typically the streams achieve between 10-20,000 views per day. That is a decent number of eyeballs – with a good potential to attract more competitors and encourage more sponsors to get involved or even advertise on the stream.

“One of our key goals is to try and make it all self funded – so it doesn’t really cost the clients anything – through sponsorship,” says Austin. “The British Kart championships, for example, have Wera tools as title sponsor, so the branding features as a watermark throughout the entire stream.

“Also, say junior Rotax wanted to sell a specific sponsor, they could do that just for those races. And you can also feed in

[pre-recorded] video adverts during the stream, which gives added value to sponsors.”

Whatever the level of broadcast, Danby suggests that any club should “make the most of any geeky people in your membership” to explore the options – because getting more eyeballs on the sport can only be a good thing.

“My intention is to get more people interested in Hillclimbing, so it is important to stream to a destination with as many users as possible, where the content will get suggested to people with similar interests,” he says.

“Currently, the streams are available free on YouTube and can be easily watched on phones, PCs, or smart TVs. Facebook isn’t really great for long streams, but I have recently been working on ways to allow highlights to be posted quickly to Facebook or Instagram with the aim of driving more people to the live stream.”

Combining pre-recorded content with live streams offers more opportunity than ever before to build up a story behind a club, championship, or competitor and to showcase the action to the wider world. Whether it is on a shoestring budget or at a professional level, the broadcasting of motorsport is heading into a new era. So make sure you are ready for lights; camera; action.

Rich Danby

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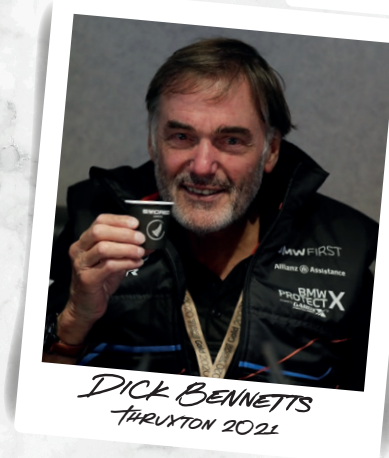
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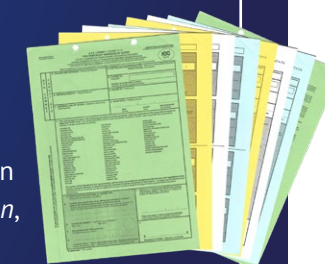
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Discounted arrangement fees for ATA Carnets

Motorsport UK has secured a special deal with the **Greater Birmingham Chambers of Commerce (GBCC)** to offer Motorsport UK members of a fixed price processing / arrangement fee of £240+VAT* for ATA Carnets.

An ATA Carnet is an international Customs document that is required to temporarily move motorsport vehicles and equipment across international borders. An ATA Carnet allows the temporary importation of goods into the EU (and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties. For full details on ATA Carnets and how they work, see *Revolution*, Latest News, February 2022.



For more information on these offers, or to explore others, log in to your Motorsport UK member portal [HERE](#)

* This is discounted from the standard fee of £330+VAT that non-members of the GBCC would pay.



CAREERS ON TRACK

A new 'series within a series' is aiming to revolutionise the motorsport careers ladder

Success in motorsport at any level requires a hugely diverse range of skills, from on track engineering and preparation to off track essentials such as budgeting, sponsorship, and marketing.

It is little wonder, then, that programmes such as F1 in Schools and Formula Student have developed to use the sport to help students learn and grow – yet a clearly aligned career progression is, arguably, yet to evolve.

The Student Motorsport Challenge aims to change that by pitching educational facilities against each other in the CityCar Cup to build skills across the board. Think of it as full series of the Apprentice, but with the many different challenges connected directly to specific courses and spread across an entire year.

"Students are absolutely taken aback by getting to work on a project that is actually real to life," explains founder JP Latham, who despite developing the concept during the pandemic has managed to enable seven educational colleges to participate in the inaugural season.

"It puts business and industry decisions in front of the students and they are not just pitting themselves against the other colleges but against other teams in the series. Okay, it is grass roots, but these are professional organisations and from day one the students have to run their team professionally.

"They will make mistakes along the line but I don't see them as mistakes, I see them as learning opportunities. And at the end, they get to go to a job interview with tangible work experience. They are work ready, able to communicate better and become employable. They're leaving college and going off with a CV that says 'I have played a part in creating and running a racing team.'"

Real life experience

Latham set up Student Motorsport as a not-for-profit in 2014, having grown increasingly aware of the challenges faced by those looking up from the foot of the motorsport ladder while he was working as a lecturer in motorsport at the College of West Anglia.

His own journey had taken a tangent into education after an engineering HND and a motorsport operations degree initially led him to become a consultant engineer in a range of lower level championships. He admits he "fell into motorsport" due to "who I knew, rather than the merits of what I studied" and, once his career had re-routed, wanted to change that all too familiar story.

The initial concept was simply the creation of a networking tool to connect those with aspirations to work in the industry with those who could do with some additional help. It was a fledgling hobby project designed to use his own network to create real life experiences for students on his BTEC and IMI courses.

"Whilst lecturing at the college I was still working in the industry and I did a lot of work with Sean Walkinshaw Racing in Formula 4 and also the Blancpain series," he recalls. "The

college championed what I was doing because it allowed me to embed that into my course. I used to take students with me on work experience, all around the UK and Europe."

Inspired by the feedback and engagement of the students, Latham set up a Mini Challenge team for the college, giving students the opportunity to prepare and specify a car and to experience the excitement of going racing for real. "The courses were very hands-on, removing and refitting of parts, so the Mini Challenge fed really well," he says.

"A big part of it involved converting a donor road car into a motorsport prepared and specified car. We converted cars for two to three months then took them motor racing and it taught the students a really wide view of what motorsport is about – not just the mechanics but the business as a whole."

Pandemic project

In 2017, Dragons Den entrepreneur Theo Paphitis described Latham's concept as "a really good thing" but said he must turn it into a business to make it grow. Paphitis gave it a place on his 'Small Business Sunday' nurturing programme and, together with his co-director in sports marketing company MB Partners, ex-F1 driver Mark Blundell, has watched its progress ever since.

Latham left his role at the college the following year and was beginning to build plans when the pandemic struck in early 2019. And that is when the Challenge began to take shape.

>>>>>

Tom on Work Experience with Student Motorsport in Paul Ricard 2014, with Automobili Lamborghini Racing Team UK





East Surrey College students taking part in Student Motorsport's 'Pit Stop Challenge' during their 'Parts Delivery and Activity Day'

"We were going to launch a racing team, start doing our own motor racing and build an academy on the back of that," he recalls. "But then there were no events and there were no work experience programs going on so during the pandemic the Student Motorsport team developed the concept for the challenge and how it could be developed to teach students about the whole expanse of motor racing."

Latham admits that starting a series from scratch would have been too much of a challenge for the inaugural year, so his attention turned to the CityCar Cup. This new championship uses readily available 1-litre 3-door models of the 2005-2014 Toyota Aygo, Peugeot 107 and Citroen C1, with minimal modifications – making it a cost effective way to go racing.

"Their mindset and mission objective is to get the general public, who with the greatest respect, may have less knowledge about motorsport than others, enabling them to participate in a good level and affordability of competitive motorsport," he explains. "That aligned really well with what we were trying to with colleges in creating sustainable, meaningful, and professional motorsport."

"We have been fortunate enough to be supported by and work with the BRSCC who have enabled us to embed the

Challenge into the CityCar Cup. Developing a strong package has been crucial in allowing educators to embed the challenge into their curriculum, participate in a sustainable project and benefit from competing against other likeminded educators and professionals in motorsport.

"We've been working closely with the BRSCC on the Challenge, the regulations and with their partners Essential Racing who without this would not have been possible. We worked with Essential Racing who kindly hosted and supported us in a key activity at the heart of the Challenge, which was to convert a donor car to race car and thus write a full disassembly and assembly guide that alongside other resources goes towards supporting entrant participation."

"When I hear of colleges potentially 'dropping courses' in motorsport the alarm bells ring"

A foot on the grid

The Challenge runs its own independent competition within the CityCar Cup and offers several other category awards set up to reward success in the many different off-track challenges. Colleges pay £2,500 for entry, access to Challenge assets, information and support to get to the grid and beyond.

"There are awards for team professionalism and development; media and commercial activities; and car preparation and build," explains Latham. "So, as well as performance on track, participants can be recognised for the commercial opportunities they create, managing budgets, running media activities, designing the car livery, operational efficiency, and so on."

One of the key parts on the engineering side, of course, is the development of the cars, and this is where Latham, together with Essential Racing, spotted the opportunity to add further value at an early stage in the Challenge and team entries. Instead of simply providing advice from afar and sending parts in the post, the team will visit each entrant and guide them through the entire process.

"We perform activities that relay kick-start the project for entrants," he explains. "That includes unveiling a fully built racecar alongside the donor vehicle they have and talking about the journey, the differences, the different parts and how they fit and function on the car."



Success at Silverstone – JP Latham alongside Student Motorsport's Work Experience candidates Edward and Ollie at Silverstone with Sean Walkinshaw Racing

"We carry out a roll cage build on the floor to highlight its function and assembly and finally we carry out a 'pit stop challenge' which has now turned into a national competition. That involves going through a scenario that has been created to test them and will result in a final, which will be filmed, to see how the students have evolved."

The Challenge itself is designed to support and embed into existing education courses, with a specific focus on further education. It is designed to offer a mid-level of hands-on complexity, which is something that has so far gained particular appeal from colleges.

"It fits really well with them because it's all about removing and replacing parts on an exciting vehicle," Latham explains. "It improves on what they are already doing and while it's still an added expense, the costs are very low in motor racing terms and raising money, as a professional team would, is where part of the challenge for the students comes in."

"It encourages students to focus on something tangible and exciting alongside the curriculum, so we are not taking away from what educators are already doing, we are embedded and enriching their courses. That's why tutors are finding it so appealing, because it is giving students a clear destination."

A growing grid

The CityCar Cup can run grids of between 30-50 cars, meaning there is plenty of space for an expanding number of educational establishments to enter teams. Latham is already looking towards the 2022-23 season, for which he says he is in talks with "20-plus" possible entrants.

This year, many budget commitments had already been made by the time the Challenge was ready to be rolled out and Latham says it is "nothing short of a miracle" that it will be launched with seven participants on the grid. Key to achieving that was finding the right establishments with tutors that had the right mindset to get involved.

"Tutors are ambassadors for motorsport and the next generation of motorsport professionals and without them we would not be getting a steady stream of graduates going into the industry," he says. "But the Challenge is a wide-spanning project, not a product in the traditional sense, so there has to be a concerted effort and 'buy-in' from educators and crucially the delivery staff."

"Make no mistake this is something that they have to work on, but with the right mindset an approach it can be really embedded into existing curriculums across multiple course and campuses and once they are onboard, we are able to

»»»»»



West Suffolk College students being briefed by JP Latham on the 'Student Motorsport Challenge'

support them to pitch it up the line to the program manager or engineering manager. Once they give the go-ahead it is dealing with finance, so to get this across the line we can be working with three or four different groups of people.

"There are 80 suitable colleges out there, of which 35 teach motorsport and that peaks and troughs through the year – and when I hear of colleges potentially 'dropping courses' in motorsport the alarm bells ring. This has a really negative effect on the motorsports workforce and it at this point where we work really hard to promote the Challenge to them because it can help keep courses going or attract motorsport courses to colleges that teach motor vehicle courses."

The team at Student Motorsport is currently working on an evolved concept of the Challenge that is more suited to the advanced engineering requirements found at universities, with an estimated 40 establishments earmarked as suitable candidates for involvement. Again, the aim is create a new option alongside, not in competition with, those that currently exist.

"Educators are doing great things by participating in projects and motorsport activities here and there, such as racing MX5's, Fiesta's or in some cases single seaters, but the

feedback we have had has been that their investment could be far better spent on something that has been purpose-built," says Latham.

"The British University Karting Championship (BUKC) is fantastic but it is not a full build, while Formula Student is all about engineering and Autotests. This is something different that educators are really excited about because it is all about careers, employability and competitiveness."

A platform for the future

The important thing about any education platform is that this is not the end goal; it is just a part of the pathway. This has always very much been Latham's vision, and the Challenge is the flagship of a platform that, as mentioned before, aims to nurture talent and provide future opportunities to a wider audience.

Last month, the new Student Motorsport website was launched with a whole host of information, podcasts and advice for those wanting to explore a career in the industry. This, Latham hopes, will expand the programme beyond just those competing in the Challenge to help anyone at the bottom of that ladder take their first step onto it.

"We expect the new platform to be highly innovative for the industry," he says. "Students are able to showcase their skills and knowledge through their own profile in social media style format. There is a rewards system on the site, called SMO (Student Motorsport) Credits, which they can spend on courses, placements and other offers.

"We have also created content with industry leaders, providing professional insights, discussions and podcasts. We host webinars and Q&As, we have an online course facility and we have discussion groups that allow people to level up their understanding about how motorsport works. We want to teach people about the size and depth of this industry which we hope will support its growth."

Part of that comes back to the original concept of a placement service, designed to enable students and workplaces to get the most out of each other. "The ultimate focus is on connecting students' wants and needs with the industry's wants and needs," he says.

"Just before the pandemic, we sent people on packages to different racing teams and some are now working at the highest levels of the sport, including Formula One. We will roll that out more formally as we go on now, with a placements board and also a jobs board dedicated to junior positions, providing accessible and achievable jobs that can help the industry grow from the bottom up."

During his time setting up the Challenge, Latham has discovered there is a "bigger picture" that must be focused

on, something that can take the motorsport industry ladder to another level. "There are some good things going on at university level, but not everywhere, and it is amazing to see some of the great but also some of the bad things that are happening college to college," he notes.

"Some have zero budget, others have plenty; some have low numbers, others have many; and the diverse range of things they have to work on is incredible. There has always been a bit of a stigma attached to students and motorsport and the bigger picture is about working to standardise education and experience across the board."



JP Latham is presented with his #SBS business award by former Dragons' Den investor Theo Paphitis

student
motorsport

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WITH THE CITY CAR CUP

REGISTERED MARSHAL ACCREDITATION COURSE

There are lots of opportunities to get involved in British motorsport. One of the principal ways is to become a Registered Marshal with Motorsport UK

Without the dedicated support of our volunteer Marshals, British motorsport could not continue as it does year after year. As a Marshal, not only do you get to be at the front of the action, but the opportunity to volunteer for all of the different disciplines that the sport has to offer, including circuit racing, karting, rally and speed events. There are so many different aspects to marshalling from dealing with incidents, to managing spectators, to making sure the assembly area is running efficiently. You can experience a wide variety of different roles and events across a range of venues and find out which role you like best.

Spending a day marshalling is a great way to experience motorsport in a different light. Not only do you directly contribute towards the running of the sport, but you get a unique insight into the work that goes on behind

the scenes that is not shown on TV, featured online, or in magazines.

Who can do it?

Becoming a Marshal is open to everyone, and Cadet Marshals can begin their marshalling journey from as young as 11-years-old. There is no upper age limit for being a Marshal and duties can be tailored to an individual's circumstances.

Motorsport UK has recently launched a Registered Marshal Accreditation Course on its online learning platform, the Learning Hub. This course is designed to give everyone an introduction to the roles available, as well as some of the responsibilities they can expect to be given when marshalling. Having undertaken this course before registering, Motorsport UK is able to ensure that all its Marshals are supported with a basic level of training in order to

maintain the safety of volunteers and competitors. After completing the course, it is easy to register, and you can complete the process online by heading over to the Members' Area on the website and filling out your details. Each Registered Marshal receives a membership card and tabard from Motorsport UK so that they can start participating in the action.

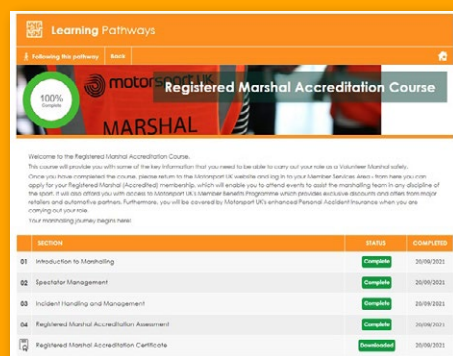
A growing success

Since the course was launched in August 2021, over 750 new Marshals have registered with Motorsport UK for the first time. Of these, a quarter identify as female, and over a third are under the age of 30. These figures highlight the increasing diversity of our volunteers and underline the sport's accessibility – showing that people from any background can volunteer and get involved in motorsport in the UK.

Not only do Registered Marshals get closer to the action, but they can also enjoy access to enhanced member benefits including exclusive discounts and offers from major retailers and automotive partners. Full details of the Member Benefits Programme can be found on the website.

Most importantly, becoming a Marshal allows you to become a part of a dynamic, enthusiastic community of volunteers who dedicate themselves to motorsport and have a lot of fun in the process. Their time and commitment are invaluable and ensure the safe running and continuity of British motorsport, so why not join them?

If you would like to know more about becoming a Marshal, please head to the Volunteers section on the website, or contact the Volunteer Development Officer, Sofia Macbeth at training@motorsportuk.org



| Section | Status | Completion Date |
|---|----------|-----------------|
| 01 Introduction to Marshalling | Complete | 20/08/2021 |
| 02 Spectator Management | Complete | 20/08/2021 |
| 03 Incident Handling and Management | Complete | 20/08/2021 |
| 04 Registered Marshal Accreditation Assessment | Complete | 20/08/2021 |
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Join the community!

Becoming a Registered Marshal with Motorsport UK is not *just* for those starting out on their motorsport journey. If you have been marshalling for a year, three years, or even thirty years, we encourage all Marshals to undertake the online training and to register with Motorsport UK. For more information, please visit www.motorsportuk.org/volunteers/marshals

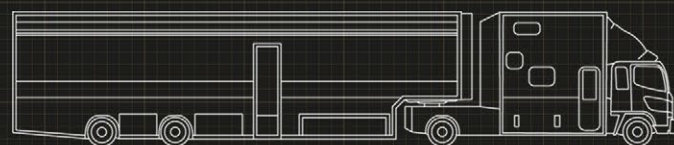
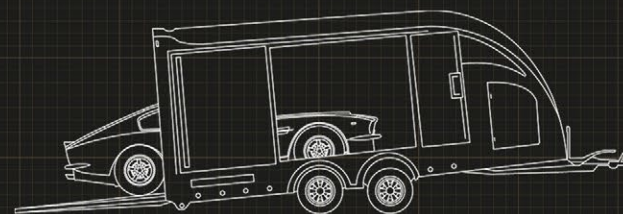
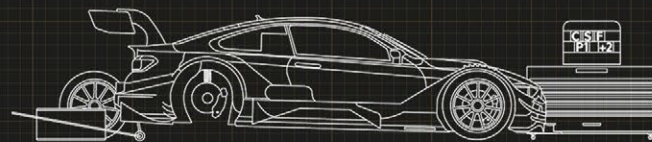
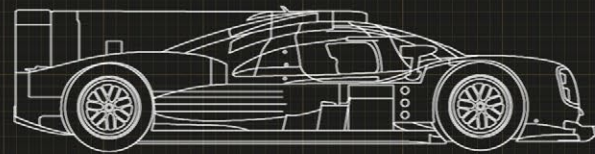


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Track day at Silverstone with the Morgans

James Cameron served for 17 years in the Royal Tank Regiment and returned from his last tour of Afghanistan in 2011 determined to help those whose lives he had seen impacted by military service. A motorsport fan from birth, he used his enthusiasm and vision to set up Mission Motorsport providing ex-service men and women and their families with opportunities in motorsport aiding them on a journey of recovery

What first made you interested in motorsport?

When I was a kid, I used to race my bike against anything I possibly could. My first opportunity to do things with engines on was driving tractors and Land Rovers on the farm where I used to work, and that turned into Cross Country trialling as a student. My first exposure to non-off road motorsport was the Harewood Hillclimb. That was near where I grew up so I went to watch it and eventually I went up it myself.

How did your Army career and motorsport combine?

I joined the Army out of University but they did not consider motorsport as a sport until 2009. The only four wheels stuff done under their auspices was the armed forces Rally team. Despite that, I participated in motorsport wherever I went. I spent a chunk of time in Germany, an hour from the Nürburgring, and from the late 1990s and I spent Wednesday 'sports afternoons' as a Nürburgring instructor. I was also

posted to a large RAF air base in East Anglia in 2000, where Triumph ran the bike that became named the Bonneville and Classic Team Lotus and Lotus themselves ran cars up and down.

How did that evolve into Mission Motorsport?

I had always used my motorsport connections to raise money for services charities. I was in Afghanistan 11 years ago, commanding the armoured group in Helmand, and I had arranged lots of things to auction off when I returned – gifts, opportunities and experiences. On my way back, I was reflecting on the fact that actually, those most affected by their service would have really loved some of those things themselves. So I spoke to the donors and said 'instead of auctioning them, can I use them for the guys' and that set the conditions for Mission Motorsport. I firmly believed it was the MOD's responsibility to help people like them and it was that which led to the formation of the charity on 1st March 2012.

What is the mission of Mission Motorsport?

Through engagement with motorsport, the aim is to help those who have served to become successful in life after the military and to give them a sense of being part of something, a community. That is a really important thing for us. For some, it is also to ultimately get a job and provide for their family for the remainder of their lives.

Who does it support?

It is for those who are wounded, injured or sick, for those leaving because they are medically discharged on a timing not of their own choosing, or just for any individual who has found it difficult leaving or becoming a veteran. The race, retrain, recover mantra has been there from the beginning and is still as relevant today. Ultimately, my job is not helping people to be successful veterans or former soldiers. It is helping them to be successful civilians.

How was the initial take-up of the programme?

It all happened very quickly - two-and-a-half months after returning from Afghanistan we put a guy who was blown up earlier that year through his race license and into the Elise Trophy and Lotus Cup, supported by a team of his peers. Then we entered a manufacturer car in the Silverstone 24 hour race, run by a team of wounded beneficiaries. People started getting jobs, too, really quickly.

Who do you work with?

We work with the Government, the MOD, other third sector players as well as industry to give people opportunity to try things out and do things that bring communities together. That's all our sweet spot. It's embodied in things like the Race of Remembrance, which is an annual celebration for our work across the remembrance weekend.



What makes motorsport so beneficial?

I think that modern society does not value volunteering in the same way that it used to. We have become much more selfish – and that is one of the things that is difficult for guys leaving military service to understand. They are used to very strong culture, very strong community, helping others being the norm as opposed to the exception. The volunteering structures that exist in motorsport, however, with the 'Orange Family' are still places where people come together and form communities. Motorsport is a really expeditionary activity – people travelling, coming together and turning a pit lane into a place to do really high quality work before packing up and going home again. It is about a whole collection of people playing their part and playing it well to achieve an outcome. That has such strong resonance with the service community.

What has the charity achieved so far?

We have been doing this for 10 years now and we have had more than 2,000 wounded, injured and sick beneficiaries come through our program at different levels, from those spending a day trying something out or going to the Festival of Speed to people getting new jobs in the industry. I always stated from the outset that this is not about getting people into jobs in F1 – in fact I confidently stated I did not think that would ever happen – but, of course, it happened almost immediately! We have got people into jobs across motorsport at every level, from guys working at the top level to volunteers, marshals and officials who essentially make the sport's wheels go round. In the wider motor industry, our programs have helped more than 2,000 veterans into employment, and we are very proud of that work.

What are your ambitions for the future?

The opportunities are endless – and one of the big drivers at the moment is electrification, where we are seeing an impact beyond our normal audience. This has been really significant for us because of the need for the kind of high-voltage competencies seen in the military. We are developing courses to allow service leavers to tap into everything they did while they were serving and apply that to the needs of many different industries. Motorsport is a big part of that as suddenly high-voltage competencies starts to become really important. That is really exciting, and we are using our guys' skills and training them to train Motorsport UK marshals and officials as we all adapt to this change.

Celebrating the first ten years of Mission Motorsport



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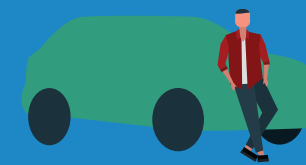
How do you see Race of Remembrance evolving?

That is one of the things I am most proud of. It has developed enormously over the last couple of years, going multi-venue, and it is increasingly becoming the way we in the UK go racing on that weekend – to support the Poppy Appeal and the Forces' Motorsport Charity, by observing the silence on the Sunday, and by getting involved – people doing something to mark the event by supporting the #YourRoR. The main event remains Anglesey but last year we added a Karting race, built the online involvement and Britcar, racing at Brands Hatch, even stopped for a service of remembrance in the pit lane with soldiers in uniform. It was lovely to see it being reflected in so many ways and I hope that can continue to grow.

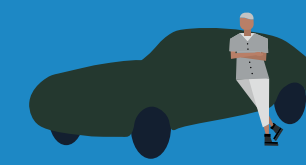
What do you love most about your job?

The wonderful thing for me is sharing my love of the sport with others. Going to the Nürburgring for me is phenomenal, but it is much more engaging to be able to introduce somebody who has never been there to it; or to lift the velvet rope at the Festival of Speed and introduce somebody to the F1 team or driver they never thought they would see; or to help a huge rally fan who finds himself behind the wheel of one of our cars on an event at Three Sisters and see that joy of driving and competition. When that sort of thing leads to real, meaningful changes to families – that's the thing that I really love. 🌀

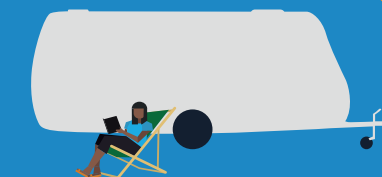
Race of Remembrance at Thruxton circuit



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F1000 Club

Originally set up to offer opportunities for low-cost rallying, this club is now one of the sport's breeding grounds, with two alumni making it into the World Rally Championship

The concept of the F1000 club is simple: take a field of low-cost 1,000cc rally cars driven by enthusiastic 14 to 17-year-olds and introduce them to competition on a collection of single venues around the country.

Originally formed to run a senior series, the F1000 club focused in on the younger generation in 2009 with the creation of what is now the UK Junior Rally Championship. Since then, many of its participants have progressed from here into other Rally series, as well as onto the racetrack.

"The original aim was to create a cost effective and enjoyable way to go rallying for anyone," explains championship co-ordinator Tony Bilham: "It was set up by Tristan Dodd and he then spotted the opportunity to use the concept to bring on junior talent.

"They had this kind of thing in Europe – which is probably why they got all these good drivers by the time they were old enough to drive – but at the time there was nothing like that out there in this country.

"When it started there were only five or six cars, but it just grew and grew. The series runs in Scotland as the Ecosse Challenge, and we share some events together. On combined events we have had over 30 entries. So, Tristan created a bit of a monster!"

The original concept has remained to this day, with limitations on engine size, the use of a control tyre and very minimal modifications allowed to the cars – just the mandatory safety installations with little else that can be changed.

Bilham rallied in the early days of the senior championship and supported his son through the junior category before signing up to help on the technical side and eventually ending up running the championship.

"The idea of it is talent not budget," he adds. "Anybody can make somebody shine if they have enormous amounts of money to throw at a car, but we have people competing in Micras, Citroen C1s and latterly some Skoda City Gos and VW Ups.

dondarkes.co.uk

The aptly named Max Speed in his yellow C1

Caption

Lyndon Darkes



Lyndon Darkes

Jack Birch leans his Nissan Micra through the turn

"We limit the year of the car to be nothing newer than 2015, but still the Micra had 55bhp out of the factory, whereas the VW Up has 74bhp, so this year we have weighted the cars to balance the bhp-per-tonne and try to level the playing field.

"If someone can only afford a Micra, we want to give them as much chance to shine as possible. Lewis Hooper, who was third in the championship last time out, was in a Micra and he was only beaten by two Skoda City Gos."

At the same time, the senior championship, which had taken a back seat with the success of the juniors, is starting to build as those who race in the Citroen C1 series discover they can get additional competitive mileage out of their cars.

"We are seeing a lot of people who have built these C1 race cars working out they can come and do the rallies with us in the same car, and they are starting to drift across," he adds. "We are hoping that will help see a bit of a rebirth in the seniors too."

Junior drivers can begin competing when they turn 14 years of age and go on until the end of the year in which they turn 17. Everyone is welcome, but to keep things in check there are some entry requirements the youngsters have to meet.

"Safety is paramount for us, so to start in the juniors they must qualify either through Production Car Autosolos (PCAs) or tuition at a rally school," he says. "Nothing takes more importance than the safety of the drivers.

"To that point, every driver must have a qualified co-driver with them, and it cannot be a parent because that would just be a disaster! It has to be a co-driver over the age of 21 who is eligible to hold a National A license."

This is where the ethos of being a club, with a level of community connection, comes into play, as while some drivers bring their own navigator, others need a bit of help in finding someone to join them.

To do this, the club has set up a database of co-drivers who are available and interested in joining a driver. They also help from a car perspective, offering technical support and guidance to anyone who is unsure of what to do.

After a challenging couple of years, this season will see a championship consisting of eight or nine rounds, with six of those counting towards the title. This ensures people can compete for the crown without having to spend to do all the rounds.

=====

True to its origins, the club is continually exploring ways to keep the costs down in other ways too, and Bilham adds: "The average entry fees are £300 per event and competitors use very little fuel because they are all single venue locations."

"Then there is just accommodation and travel, but normally one night away is all you would need, and we also try to structure the locations so that everybody who enters has at least one event close enough to them that they do not need to stay overnight."

"The next progression people want to go to is forest rallying and we have looked into ways of getting the juniors into the forest in their last year. There are a few hurdles to that still, on insurance and privacy, so that is work in progress."

The club's ethos is all about encouraging young people to try out motorsport through rallying, grow a passion for it and nurture their talent so they stay involved. And a look at the list of alumni demonstrates just how successful this formula has been.

"Gus Greensmith and Chris Ingram, both made it to the World Rally Championship after driving in our juniors," says Bilham. "It is great to see all the names come through. In the latest Woodpecker Stages list, there were 13 ex-juniors out of 80 entries."

"A lot tend to go into the BTRDA championship, Rally First, the Fiesta STs and then they tend to move into R2s. But it's amazing how many people have also gone on to do things other than rallying."

"Tom Rawlings went into Mini Cooper racing and is now racing McLarens; Maurice Henry won the Ginetta Junior scholarship; and Will Hunt went on to be successful in the 750 Motor Club Hot Hatch series. So, there are lots of people who have diversified."

As is often the case, there is a good feed-in of competitors from current and former club members, but Bilham is delighted to find an increasing number of people arriving from completely non-motorsport backgrounds.

"We get people who have heard about the championship but have just come from nowhere," he adds. "We get some who are building a car in the garage at home and get on the phone wanting the technical support and to know how to get involved."

"This year we have got Charlie Matthewson, from the 'Bangers and Cash' TV show, so I am hoping that will help with a bit of publicity. That, and a push on social media and updating the website, hopefully will all help us to continue the success we have had."

David Burden pushes hard in his Peugeot C1



To find out more and to get involved, visit <http://formula1000.co.uk>

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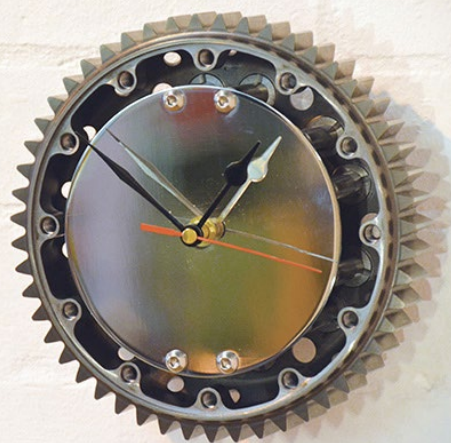
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Inspirational pieces of motorsport furniture

Old motorsport components can make great pieces of furniture. From a wheel rim table to a piston pen holder, there are many ways to recycle or upcycle old parts into new works of art or functional items to reuse around your home. Here are six fantastic items that you could either buy online or take inspiration from to make something of your own.

1 Diff housing clock

Cherished Parts: This company sources F1 parts from Red Bull and Williams, many with a racing history. All items are bespoke, designed on CAD and made using methods such as laser profiling and hand assembly. This diff housing looks particularly unique, but you could construct your own and add the clock parts to suit your style.

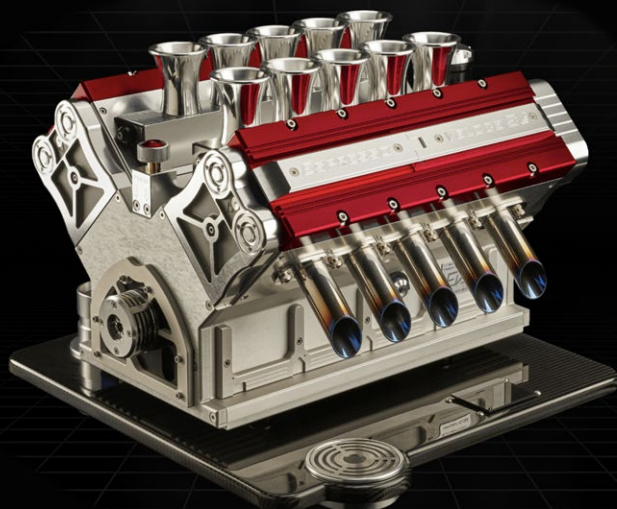


2 Fuel drum chair

VP Racing fuels: These wide one-person armchairs have a curved steel back design offering lumbar support and are finished inside and out with eco-friendly and rust resistant powder coat. Perfect for the race shop, office or the trophy room they have comfortable cushions and a removable section to reveal hidden storage.

3 Engine block coffee machine

Super Veloce: Not your normal coffee machine (and not your normal price either!) this extremely unique engine design espresso maker is a truly individual work of art. It also includes a grappa dispenser. An engineering challenge for those who like to repurpose their engine blocks, and their coffee bespoke.



4

Kids beds – decals and paint

Cilek: This is one for the kids. They will be dreaming of racing in this stylish red kids car bed, with realistic wheels and sporty decals. It is made of MDF with plastic wheels and spoiler and fits a standard 190cm x 90cm mattress. You could dress up your kids own bed in a similar style with sponsor stickers, painted stripes and even bolt on a kart wheel or two.



5

Exhaust Lamp

Indestructables Workshop: This is one you need to make yourself, but you can find the instructions online, and turn an old scrap exhaust into an amazing piece of focus furniture to light up your home.



6

Tyre table

Etsy: It's a timeless classic. The tyre table is alive and well on Etsy, where RaceTireArt combines DTM tyres with a Perspex top. But if you have a used racing tyre of your own (and who doesn't) then this is an easy one to put together yourself.



Have you upcycled or recycled any of your motorsport materials to create something new and reduce waste? Send photos of your creations to Revolution@motorsportuk.org

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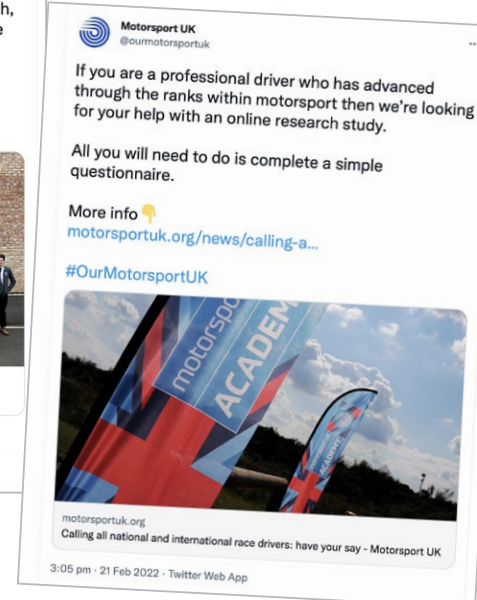
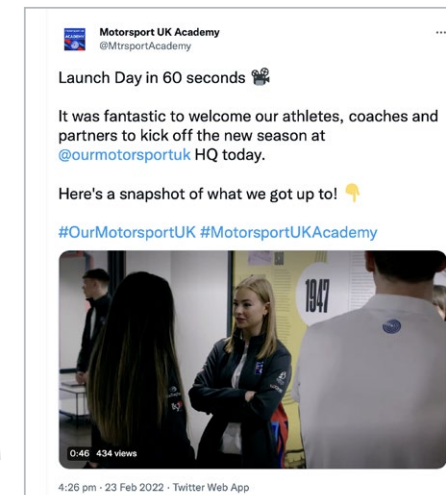
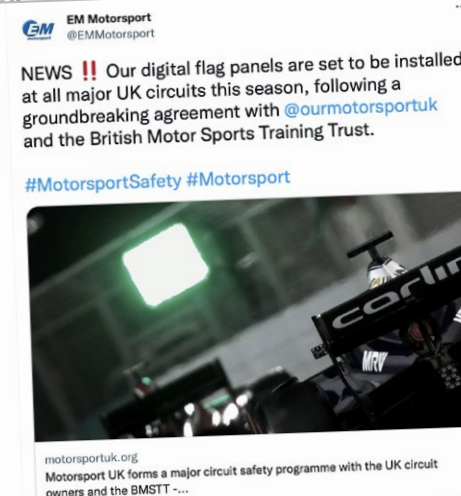
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MOTORSPORT UK CONNECTED

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



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

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MOTORSPORT UK ON YOUTUBE:
Celebrating incredible women
and girls in UK motorsport

Derek Bell is Britain's most successful endurance racer, with five wins at the Le Mans 24-Hour, three at the 24-Hours of Daytona and two World Sportscar titles, in 1985 and 1986. But his most vivid memory of racing on home soil came in his very first ever car race

Event: Goodwood Members Meeting

Date: 1964

Car: Lotus Seven

The most memorable moment of my career was finishing third at Le Mans with my son, Justin, in 1995, but as far as racing in the UK goes, it was my first race – because I won it.

I went to the Jim Russell School at Snetterton and came out with flying colours. He told me: "You've got all the attributes to make a good driver and I can't do any more for you, I guarantee within a year you'll be in a factory team." I was stunned and when I came and told my stepfather, he put his newspaper down and said, "you prove to me you've got the ability to get there and I will help you."

He loved racing himself and I'd been to Monaco and Monza for the Grands Prix as a 16-year-old, so it was all pretty special. I was earning 20 quid a week as a farm manager and

one day a guy called John Penfold came there to sell some farm machinery. We quickly became friends and said let's go racing together and we have been lifelong friends ever since.

He was very technically savvy and financially together and we ended up putting together a Lotus Seven from an old chassis and a Cortina 1500 engine for 600 quid. We finished it on the night of 12th March 1964, and it was pickling down with rain. John said 'you're going to have to take it up the road and give it a run' so I did, but I only did 20 minutes to avoid ending up off the road!

On race morning, it was still raining so he drove the car up, so I was at least dry when I got to practice. It was the Member's meeting at Goodwood on 13th March 1964. I still go to that meet, and it is why it means so much to me.

The first car – a modified Lotus Seven chassis with a Ford Cortina 1500 engine



Revolution - March 2022

It was a five-lap handicap race, I was in the middle of the grid, and we were set off at five-second intervals. Right at the back was Hugh Dibley in a Brabham 88, the latest ultimate sports car at that time. He was a very hot driver in the Stirling Moss Automobile Racing team.

I went off and did my thing and saw a couple of cars spin off ahead, then another go into the pits and I kept going round and round and still Hugh Dibley hadn't gone by me. I came by the pits on lap four and John had managed to scarf a lapboard from the pit next door – because we didn't have anything special like a pit board! – and he hung out he board with P1, L1 on it. I went round roaring with laughter the whole way round thinking 'God, I'm leading the bloody race and I'm going to win it!' and I did! I had a cross

on the back of my car, which every learner had to wear, but I don't think anybody got close enough to see it!

By the end of the race we were all totally drowned. There were no facilities, no hospitality, and we were in those awful pits, so the rain was driving down and everything was wet. There was no pleasure in sticking around! So, there was no camaraderie. I mean, we just patted each other on the back and went home before we got pneumonia! And I never saw Hugh Dibley!

I won this little travelling alarm clock, one of those that sits up on a plinth. I still have it today! It has the BARC badge on it and it says 'Winner: D Bell. Car: Lotus Ford. Average Speed: 66.48mph.'

>>>>>

Derek Bell with the first Porsche 956



Revolution - March 2022



LGM Photographic / Newspress

Jacky Ickx and Derek Bell drove the Gulf Mirage GR8-Ford at the 24 Hours of Le Mans in 1975

After that, we entered the Lotus Seven championship and went to all sorts of different tracks – Silverstone, Brands Hatch, Aintree – which from Chichester, where I lived, was a major marathon with the Lotus Seven on a trailer! We used travel in this Mark I Land Rover from the farm, shivering all the way. I had to put a special heater in!

I remember when we got up to Aintree, I kept spinning off. I was quick by this time, because I was actually quite good, but I remember getting hauled into the course office and being told 'if you spin one more time you will be thrown out of the race.' I went back to the car and told John and he said 'oh, chap, sorry, I forgot to tell you, I pumped the tyres up when we came into that petrol station last night and they were 50lbs each and I forgot to take out the air this morning!'


You remember those sorts of things. I don't remember some of the details of some of the most vital races I have done internationally – you can remember winning and how tough they were and that sort of thing – but those early days, every single experience was recorded in your brain.

I had quite a few wins that year, including the morning and afternoon races at Silverstone on Whit Weekend, so I didn't go to the final race at Cadwell Park because it was so far away and I knew I had enough points to win the title. Then Lotus wrote to me saying I couldn't take points from two

races in one day, so some of my points were docked and in the end I came second in the championship to a guy called Mike Crabtree, who had a Coventry Climax engine.

At the end of the year, John wanted to get married so he said his racing was over, but during the season we had got to know a local guy called John Upton, who became a bit of a mechanic with us, and Mike Earle, who went on to run Onyx Racing in F1 came from our village and he came along as well. We all got together in the bar and John Upton said to my stepfather 'you can't let Derek stop' so we started to look at F3.

My stepfather could never buy a brand new F3 car, but Mike spotted a competitive car for sale and we bought it. My first race was due to be at Brands Hatch on Boxing Day, but they wouldn't accept my entry, so we entered a Formula Libre race at Mallory Park instead. We all went up there and I won the F3 class and the race outright! That got a bit of publicity – because Brands Hatch was cancelled because it was frozen – and when they ran that race six weeks later, and I was invited to go!

I learned a lot there and I remember going to the Silverstone International Trophy, which was a big race with people like Jonathan Williams, Piers Courage, and Peter Gethin, and they were all flying past me and I was thinking 'I'm never going to drive like this!' And the rest is history... 



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Even the youngest family member assists

Is grass roots motorsport for everyone?

Getting involved in motorsport does not always mean big budgets and bravery behind the wheel. For mum of two **Gail Millward-Jackson**, grass roots motorsport has opened the door to something that has now taken over her entire family. And they love it. This is her story.

“As a 36-year-old mum of two, I attended my first Under 17 Motor Club event in 2018 with a toddler in tow and a 13-year-old son and husband who were both big car enthusiasts. I myself was a keen motorsport ‘watcher’ having been brought up watching Nigel Mansell with my dad in the 1980s.

“After the first event my eldest son was hooked, closely followed by my husband and before I knew it there I was with a marshals vest on, stopwatch and marshal board in hand. “The last three years have allowed me to be as fully involved as I want to,

giving me the opportunity to build on a hobby I never thought previous to this that would actually be a reality for me.

“Prior to the under 17 Motor Club I always thought this kind of hobby meant handing over your bank balance for endless work on a car, membership fees and so on. But I couldn’t have been further from the truth.

“Being involved as a whole family, with our now six-year-old youngest son also heavily invested feels fantastic. My eldest son and husband compete at every opportunity, with our youngest even assisting with marshal duties, course set up and clearing. And, yes, I am now in hook, line and sinker too!

“I am now Events Secretary / Entries Secretary for the Under 17 Motor Club events. Our club founder, Steve Johnson, must have seen something in my abilities that I had not seen myself. I had enjoyed being involved in motorsport without having to get behind the wheel, but he asked if I wanted to take the leap and get more involved.

“Many phone calls and emails later to Steve and Paul Kelly of Boundless by CSMA and there I was, managing the entries, updating databases, categorising entries and, on the day, helping to run the event. Most importantly, all of us a family unit now had our own roles.



The eldest son was hooked first, closely followed Gail's husband



Gail on duty – with a smile

“Along with my youngest son, we were checking competition licences, club membership details and watching fire safety training. He feels included and valued and there I was, doing something I had wrongly thought wasn’t possible. I was a woman actively involved in and loving motorsport.

“Why I was surprised? I do not know, as I only had to think back to most races that we attend, where I watch in awe as Lauren Crooke and Melanie Morgan

compete and give the other competitors a run for their money. I had always been of the mind set that motorsport was predominantly a male orientated sport.

“Grass roots motorsport has proven to me that it doesn’t need to be that way. Lauren and Melanie both fulfil the role on many occasions as Team Leaders at events and Melanie is following suit and is going to learn the ropes of Event / Entries Secretary too.

“I see the presence of women at every level of motorsport and it amazes me. It doesn’t have to be just for men and boys. Thankfully, in our regional clubs, we are welcomed, encouraged, nurtured, and respected.

“So my answer to “Is grass roots motorsport for everyone?” is “Yes, it most certainly is! Will I compete one day? Quite possibly. Do I enjoy it regardless of my level of involvement? That’s an easy one... Absolutely.”



To search out your local grass roots motorsport opportunities, see www.motorsportuk.org/clubs-organisers/find-clubs

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



Another car safely recovered and going back to service



Name: Jonathan Armishaw

Profession:
Plastics Recycling Manager

Motorsport activity:
Motorsport UK licenced Recovery Unit Operator

What type of motorsport do you compete in?

Most of my time is spend in the rallying scene but I am also involved in sprints and occasional Cross Country events.

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

It started with reading about Cross Country events in 'Off Road and Four-Wheel Drive' magazine. I persuaded my father to trade in his Minivan for a Daihatsu Fourtrak, which I learnt to drive in, and when I went to Hatfield Polytechnic I acquired a Renault 5TL, joined the Motor Club and did a few night navigations. I also started attending All Wheel Drive Club events and found the logical way to get more involved was to become a marshal. I quickly became a regular at most trials and Comp Safaris, usually as the rope hooker for vehicles bogged in holes.

What made you want to go into recycling and how did you get into it?

When I was Purchase Manager for automotive components supplier Faurecia, one of my tasks was to reduce the plant's waste, get it to 'zero-to-landfill' and increase recycling. I spent many years trying to recycle composite automotive interior materials and built up a huge set of contacts in the industry. It became a natural step to start recycling the material, and I was lucky that two contacts approached me last year to set up a new operation for them.

What does your company MBA Polymers do and what is your role?

It was set up to take Automotive Shredder Residue (ASR) from vehicles once all the metals have been extracted – plastics, wood, aggregate, rubber, glass etc. Our plant recovers grades of different plastics to be reprocessed into polymer for reuse. I am focused on bringing in more scrap plastics from industry, retail, warehousing, and any other sources I find to increase the reuse of this often-maligned material, but one that is such an important contributor to our lives.

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

During my time in engineering I have moved many pieces of manufacturing equipment and if you are moving, say, a 40-tonne injection-moulding tool, you have to plan carefully and execute safely. If I have to winch a car out of a ditch, it's the same thing. We need to rig it carefully but if something changes, we have to stop, re-plan it and, if necessary, re-rig to get it safely out. I have also had to manage many crisis situations at work, so have developed a strong ability to think on my feet. On a rally, when we get alerted of an incident, we are often faced with difficult situations to quickly resolve, so the ability to quickly assess the scene and create a workable plan has become a strong skill.

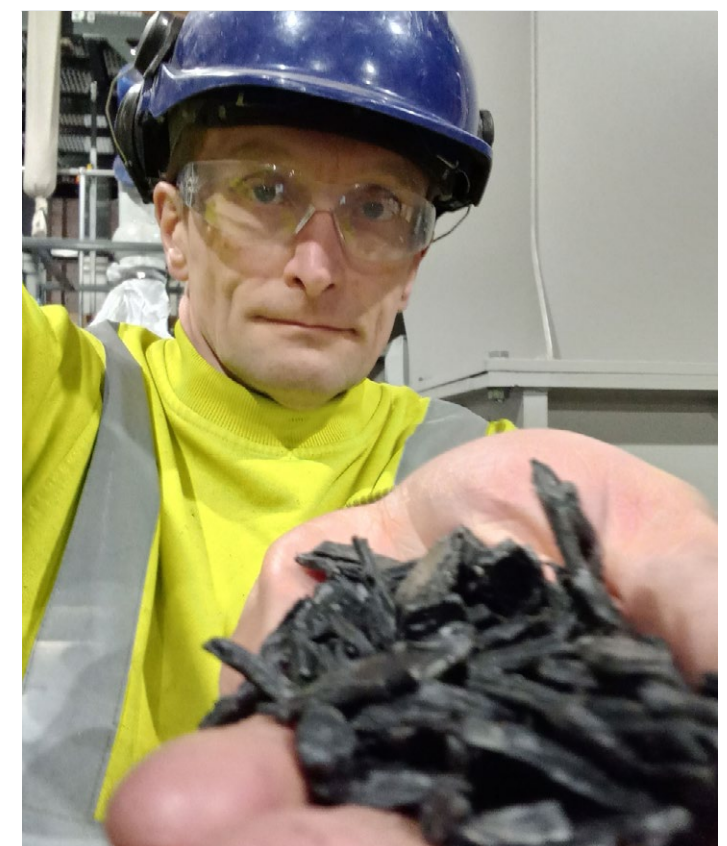
How have you been able to contribute to sustainability in motorsport?

When I pick up parts of rally cars as we trundle through rally stages, at the end of the event they no longer go in the bin – plastic goes to work to be recycled and metals go to the EMR yard next door. It's only a little thing, but landowners are kind to let us use their land and it is only right that we take our litter home. On a wider scale, EMR is launching EV car battery recycling in the unit next door to mine, and I will be part of this new challenge. I have been fortunate to have some Motorsport UK training on dealing with EV vehicles, which has tied in well with some of the planning for work, and I

look forward to developing my knowledge on both fronts. The next challenge is hydrogen, and again I will be working on this both with the EMR team and the manufacturers of the composites to see if we can recover some of these composite materials for re-use.

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

I know that all the plastic I am bringing into my new site will be recycled here in the UK. It will not be shipped out and dumped in some corner of Africa or Turkey. Our wastes are incinerated here in the UK.



Team work at Crossrigg

What is the one thing you love most about motorsport?

The camaraderie of the marshalling community and particularly the teams we work with in my native Yorkshire, where I have coordinated the recovery units on Trackrod Rally Yorkshire for many years. 🌀

Do you have a unique hobby or intriguing day job outside of motorsport? Get in touch with us for a chance to be featured on these pages. Send an email briefly outlining your interesting talent or day job to: revolution@motorsportuk.org

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

Sitting 21st February 2022

Tony Scott Andrews (Chairman), Nicky Moffitt, Richard Norbury

J2022/03 Inquiry: Brands Hatch Winter Stages

This Inquiry comes before the Court at the instigation of Motorsport UK pursuant to General Regulation C.9.1 and relates to a round of the MSN Circuit Rally Championship, the AEMC and ASEM Stage Rally Championship, the ACSMC Tarmac Rally Championship, Brands Hatch Winter Stages on 14th and 15th January this year.

The Stewards Report referred Motorsport UK to an altercation between two competitors namely Mr Darrell Taylor and Mr Nick Whale, which could not be dealt with on the day, as a result of which this Court is now charged with ascertaining two separate matters. First, whether there was any breach of the Code of Conduct set out at General Regulation A.10 or of General Regulations C.1.1.4, C1.1.9 (which relate to conduct) and secondly of General Regulation R.24.6 (driving standards).

The Court has heard evidence from each of the said competitors and from their respective co-drivers, Mr Dylan Thomas and Mrs Sally Whale in person, and from David Town, Clerk of the Course, Mark Andrews, Assistant Clerk of the Course, and Suze Endean, a volunteer assisting in Rally Control, via a video link.

The Court also had the benefit of written statements from one Baz Cannon, Steve McNulty, Richard Weaver, James Avis and Dan Sutherland.

The Steward of the Event, Mr Clive Grounds was present during the hearing and was able to provide clarification as to both the route of the relevant Stage and the Stage times.

The evidence given by Mr Taylor to both the Clerk of the Course at the Event and to this Court today is that he believed his progress on the Stages had been impeded by the car driven by Mr Whale subsequent to the point at which competitors joining the Stage merge with those already on track. He believed that his attempts to overtake had been deliberately thwarted by Mr Whale on numerous occasions.

The statement of Baz Cannon shows that, as team manager, he suggested that Mr Taylor's co-driver should report the matter to the officials in Rally Control. Mr Thomas duly lodged a Competitor Query via the official query system in

terms that they had been held up by Mr Whale on Stages One and Three.

Mr Taylor's assertion that he had been baulked by Mr Whale was supported by the evidence of his co-driver and by the statements of James Avis, a spectator, Steve McNulty and Richard Weaver, competitors waiting to start the Stage.

It would seem that rather than await the result of that Query, Mr Taylor went to find Mr Whale with the intention of asking him why he would not let him pass.

Mr Whale's evidence is that he had not impeded Taylor and had run wide around Druids bend in order to let him pass, which Taylor had done. He further stated that a very aggressive Taylor had confronted him, was inches away from his face, threatened physical violence, told him not to mess with him and said he would barge him off the circuit next time around if he didn't get out of the way. Whale states he felt threatened by Taylor. Whale did, however, confirm that although Taylor had waved a finger in his face and had raised his fist, Taylor had not actually touched him, contrary to his earlier belief and assertion, one which Mr Taylor had always vehemently denied.

Mr Whale's statement is confirmed by Mrs Whale who stated that she was so concerned by Taylor's expletive laden remarks and aggressive attitude, she thought he would hit her husband. She shouted at Taylor to go away. In view of Taylor's threats she had concerns for their safety if they continued in the event. Whale referred the matter to the Competitor Liaison Officer and later provided a written statement.

Mr Dan Sutherland states that he saw the altercation and heard Taylor, who had a hugely aggressive manner, threaten Whale with physical violence and threatened to barge him off the circuit if he came across him again.

Mr Taylor maintains that his conversation with Whale took place whilst he was standing on one side of the car and Whale was on the other. He denies threatening Whale, specifically any threat to remove Whale's head, and cannot recall saying that he would barge Whale off the track.

With regard to the first matter before the Court, although the initial assertion that Taylor had touched Whale, which clearly inflamed the situation, was withdrawn, it didn't alter the fact that Whale felt threatened by Taylor. The Court accepts the clear evidence given by Whale, Mrs Whale and Dan Sutherland and finds that Taylor committed a breach of General Regulation C.1.1.9. and that he failed to show the respect to another competitor required by General Regulation A.10.1.3.

For these offences Taylor's licence will be suspended for a period of three months from today's date. That Suspension will, however, be suspended until 31st December 2022 on terms that the finding of any further, similar offence by Taylor will immediately bring the licence suspension into effect.

As to the Driving Standards issue, although there are several references to this, none are sufficiently specific or precise to persuade the Court to make a finding under R.24.6. Of particular relevance is the result of the Competitor Query lodged by Mr Dylan Thomas that the time difference between the two competitors "did not indicate any significant delay" and that "there were no marshal's reports of any competitor baulking recorded on Stages 1, 2 and 3."

In view of the above findings Mr Darrell Taylor is ordered to pay a contribution to the costs of this Inquiry in the sum of £500 and is advised, as are all competitors, to give due regard to the Code of Conduct.

21st February 2022

Sitting 2nd March 2022

David Munro (Chairman), Richard Norbury, Ian Watson

J2022/02 Inquiry: Scottish Fiesta ST Cup – Knockhill 31 October 2021 – Judicial Matters Relating to Broddy Orr

This case came before the Court as an Inquiry pursuant to General Regulation C.9.1. The matters for consideration by the Court were as follows:

1. The Judicial procedures at the Event concerning minor competitor Broddy Orr and a contact incident between his car and that of another competitor at the Hairpin and
2. The verbal intention of a notice of intention to Appeal by or on behalf of Broddy Orr against a Judicial Decision of the Clerk of the Course (Rob Briggs) ('the Judicial Decision') and
3. Whether or not a valid notice of appeal was delivered for the purposes of 2021 GR C.6.2 and
4. Subject thereto to consider the Judicial Decision and sitting as the Final Court of Appeal.
5. Consequential matters (if any arising) including the Results of the Event and of the Scottish Hot Hatch Championship which incorporates the Fiesta ST Cup.

The Evidence In Outline

The Scottish Motor Racing Club organised a race meeting at Knockhill on 31st October 2021. On that occasion races were run in an anti-clockwise direction. The Final Instructions for competitors stated that "protests and appeals should be lodged in accordance with Motorsport UK General Regulations."

Broddy Orr (a minor) was a competitor in the Fiesta ST Championship and was the driver of car no 31. In the second of two Fiesta races he was involved in a collision with car number 29.

The collision happened at the hairpin on lap two of the race at about 15:17 hours, when he collided with the rear of car no 29. Car 29 was then, as a result, in collision with car no 61. All three cars were damaged and were unable to continue. They were subsequently recovered to the paddock where an inspection of the vehicles was subsequently undertaken as a matter of routine and a post- accident inspection report was completed.

The incident was recorded on the circuit CCTV system and was reviewed by the Senior Clerk of the Course, Steve Burns. He formed the view that the collision was caused by Broddy Orr braking too late in wet conditions. Broddy Orr and his representative were required to attend race control and the ensuing judicial interview and investigation was delegated to Rob Briggs, the Junior Clerk of the Course. He had provided the court with a written statement but did not appear via a zoom link.

Mr Briggs had seen the circuit CCTV and also believed that Broddy Orr had braked too late. Broddy Orr attended Race Control with Jade Maxwell, who Mr Briggs wrongly assumed to be the competitor's parent or guardian. In fact, she was Mr Orr Snr's partner.

>>>>>

As there was in-car video footage available, the competitor and Miss Maxwell were asked to go and retrieve it from the car. They then returned to race control with Mr George Orr, the competitor's father. All three then viewed the footage with Mr Briggs. The recording showed that the ABS warning light was apparently illuminated prior to the collision and both Broddy and George Orr maintained that it was a failure of the ABS system that had caused Broddy to be unable to steer or brake adequately at the hairpin, thus causing the collision with the rear of car 29.

The evidence suggests that other persons were in race control at the time when the video was being viewed and that they were intervening in the proceedings and offering their opinions on a possible ABS failure.

While Mr Briggs viewed the in-car footage with the competitor he failed to show the circuit CCTV recording to Broddy Orr who was therefore unable to comment on it.

Mr Briggs did not call for any inspection of the ABS system at this stage and declined to view any footage from the earlier race (in which weather conditions had been rather better). He left the room and sought a second opinion from Mr Burns, the senior clerk of the course, before returning to tell Broddy Orr that he found him guilty of causing a collision and ordering him to be disqualified from the race. His licence was to be endorsed with four penalty points.

The Competitor and his family made it clear that they wished to appeal. Mr Orr Snr wanted Mr Briggs to have the car examined to check for ABS system failure and was told that if such evidence was obtained then it would have to be used in an appeal.

The competitor and his family were told that they had 30 mins in which to appeal. They asked for an appeal form and were told that it would be emailed to them.

There then followed a chain of email correspondence which was available to the court. The Clerk's decision which was initially emailed to Miss Maxwell wrongly stated that the time of the decision was 13:25. This was an obvious error, and she queried it. Initially the appeal form was not sent with the first email.

At 16:36 she emailed her response and stated that "This is our official notice that we will be appealing this decision. Thanks"

The form, with an amended record of the Clerk's decision, was then emailed to her with an apology. She was told that "Appeal fee is £270. See Section C6 In Blue Book"

The court is satisfied that Miss Maxwell could neither download the form nor complete it using her iPhone. She

could not print the form out and complete it manually. She gave evidence to the court and conceded that despite being unable to complete the form or to return it electronically, she did not notify Mr Briggs of this difficulty via email or in person. She did not ask for a paper copy.

The form was never submitted, and the appeal fee was never proffered.

All that subsequently occurred was that Mr Orr snr rang Mr Burns the next morning. Both parties gave evidence about the nature and content of this conversation, and neither could agree about what was actually said. There was however no further attempt made to appeal.

Reports were received from the two scrutineers who examined the car after the collision. This was a routine safety check, and no diagnostic equipment was available to them. They had not been specifically asked to examine the ABS braking system and could not say if it was, in fact, defective.

The Judicial Procedures

These were conducted by the junior Clerk of the Course and were deficient in several ways. The appropriate parent or guardian was the competitor's father. This was easily discernible as he would have been identified when signing on. However, Miss Maxwell initially appeared with Broddy Orr as his father who was also a competitor was at that stage still in parc fermé. In the event this cannot be said to have operated to the competitor's disadvantage in any way as the competitor was at that stage simply asked to bring his on-board video footage and Mr Orr Snr was then present when that video footage was considered.

It is regrettable that the circuit CCTV, which was initially relied upon by both Mr Burns and Mr Briggs, was not shown to Broddy Orr or his father. They had no opportunity to comment on it. It was not available to the court either as it had only been retained for 21 days after the race meeting. This cannot be said to be anyone's fault as it complied with the General Regulations, but it was unhelpful. The court was however assisted by having access to the in-car video recording.

The court was also concerned to learn that the hearing before Mr Briggs seems to have been conducted in a room where others were present and where persons not directly involved in the discussions were able to intervene. This cannot have been to anyone's benefit.

The court notes with some concern that when Mr Briggs left the room to discuss his intended decision with Mr Burns, he then omitted to mention that the competitor and his parent were asserting that the collision was caused by an

ABS failure. It was clear to the court that Mr Burns had been unaware of this claim at the relevant time. The court takes the view that this should have been raised. In any event Mr Burns seems to have concluded that the collision was caused by Broddy Orr braking too late.

It may be that Mr Briggs had given the impression to the competitor and his parent that he had failed to properly consider the issue of such a mechanical or electronic failure or that he had simply discounted it, but it is nonetheless clear that the competitor had been given the opportunity to raise the issue at the relevant juncture. It was a matter for the Clerk to accept or reject based on the evidence to hand and at that stage there was no qualified technical assistance available to him.

Mr Briggs returned to announce his decision and the competitor, and his parent were obviously dismayed. They immediately stated their intention to appeal.

The Intention To Appeal and the question of the Validity Of Any Appeal

The court is satisfied that no valid appeal was ever entered. The requirements of General Regulation C 6.2 are quite straightforward. The regulation states:

"Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal and accompanied by the fee... Appeals must be lodged with the Secretary of the Meeting, The Clerk of the Course, or their deputies within the appropriate time limit"

Miss Maxwell, acting on behalf of Broddy Orr clearly signified his intention to appeal by way of an email to the Clerk of the Course at 16:36. The corrected Judicial Form sent to her shows the time of the Clerk's decision to have been at 16:25. She was aware of the 30-minute time limit.

However, the stated intention of appealing was just that. It was a statement of intent. It was not, of itself, an appeal.

No grounds were stated, and it did not comply with General Regulation C6.2.

An appeal form had been emailed to Miss Maxwell. It was in a PDF format and the court accepts that it was impossible for her to fill it in, but she did not take this up with the Clerk of the Course and she did not pursue an appeal beyond this point. In evidence both Miss Maxwell and Mr Orr Snr accepted that they had not looked at the blue book to ascertain what needed to be done to lodge a valid appeal.

The meeting was run in accordance with the prevailing Motorsport UK COVID-19 guidelines and competitors were required to familiarise themselves with the Knockhill COVID-19 Operations Protocol document. This was made clear in the Supplementary Regulations that were published to competitors. The Final Instructions stated that appeals should be lodged in accordance with Motorsport UK General Regulations.

The then current Motorsport UK guidelines state in relation to on-event documentation: "While we encourage that electronic document exchange remains, organisers may revert to printed documentation where it is considered appropriate".

Digital forms for appeals and protests were of course available to organisers, but their use was not mandatory and in the circumstances of this case there was nothing to prevent the competitor using a blank sheet of paper and writing out the grounds for appeal and handing it to the Clerk of the Course.

In view of the court's findings in relation to the above factors there is no valid appeal for the court to consider, there are no other matters that need to be determined and no consequential matters arise.

It is not appropriate to make any orders as to costs.

2nd March 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
British Motor Sports Training Trust
 Motorsport UK, Bicester, OX27 8FY
 The British Motor Sports Training Trust is a UK Registered Charity (No. 273828)



Hi-Serve Mull Classic Rally

Craignure, 12th March

This 100-mile road event includes around 14 tests and three regularities on a variety of surfaces, travelling around the beautiful Isle of Mull. It will include tests at Glen Aros Forest and Aintuim Forest. For more information visit:

www.facebook.com/MullClassicRally



Thorns Cross

Chudleigh, 20th March

The Torbay 4x4 club heads to its winter site in Thorns Cross, just west of the A380, for a family-friendly Cross Country trial event, run in support of the Devon Air Ambulance Trust. For more information visit:

www.torbay4x4club.co.uk

Malcolm Wilson Rally

Cockermouth, 12th March

The Lake District plays host to the 45th running of this event, which includes 43 miles of rallying on classic stages including Comb, Hobcarton, Wythop, Greystoke and Grizedale North and South. The event is based at M-Sport, HQ of the Ford WRC Rally Team. For more information visit: <http://malcolmwilson.co.uk/>



Season Opening Race Meeting

Kirkistown, 26th March

Racing returns to Northern Ireland's Kirkistown circuit for this Interclub event run by the 500 MRCI. It will include Legends, FF1600, Superkarts, Saloons and GTs, Fiestas, Mazda MX5s, Roadsports and N.I. 7evens, and Formula Vees. For more information visit:

www.kirkistown.com



Maple Garage Autotest

Sproatley, 13th March

This North Humberside Motor Club run Autotest, at Maple Garage, is open to club members, plus members of the Beverley and District, York and Yorkshire Wolds Motor Clubs. For more information visit:

www.northhumbersidemotorclub.co.uk



Light Car and Edwardian Section Welsh Weekend Tour

Llandrindod Wells, 26th March

This Vintage Sports Car Club event is for light cars (unmodified vintage light car of less than 30bhp and not exceeding 1500cc) and Edwardians. It will run through the Welsh countryside, starting in Llandrindod Wells. For more information visit:

www.vsc.co.uk/page/events?eventID=1747

BRSCC Season Opener

Silverstone, 19th-20th March

The British Racing and Sports Car Club season begins on Silverstone's International circuit with the Fun Cup Endurance Championship, National Formula Fords, Modified Ford Series and three Mazda MX-5 rounds. For more information visit: <https://brsc.co.uk/events/brsc-silverstone-2022-season-opener>



DCC Stages

Ingliston, 26th-27th March

This popular event, run by the Dunfermle CC, is back following an enforced two-year break. Held at The Royal Highland Centre, it sees action in the Scottish Tarmac Championship on the first day with the F1000 Juniors taking on the challenge on the second. For more information visit: <https://dunfermlinecarclub.co.uk>





Blyton Rallycross

Gainsborough, 27th March

The opening round of the BTRDA Clubmans Rallycross, this event involves eight different categories including the Production 4X4s, SuperModifieds, BMW Minis, Modifieds, Production cars, Classics, Juniors and FIA Cross Cars. For more information visit:

www.clubmansrallycross.weebly.com/r1-march-27th-blyton

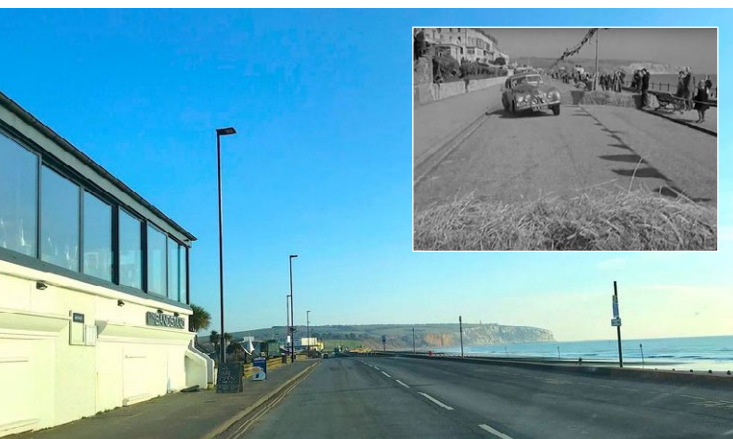
Anglesey Spring Sprints

Anglesey, 2nd-3rd April

The British Sprint Championship features some of the fastest racing cars on the UK circuits, opens with a double-header at Anglesey. Events include Roadgoing through to Modified classes, Sports Libre and Racing Cars. The Championship began in 1970 and this year visits 10 different venues from April to October. For more information visit: www.britishsprint.org/default.asp



Kim Broughton



Island Car Centre Sandown Sprint

Sandown, 2nd-3rd April

Sandown's Culver Parade will host the first of the Isle of Wight Speed Trials. The event hails back to the days before national speed limits, when regular speed trials and rallies were held on the island. For more information visit: www.isleofwightspeedtrials.co.uk

Clwyd Trial

Clwyd, Wales, 10th April

This event, run by Clywd Vale MC, is the second in the 11-round British Car Trial championship, which begins one day earlier with Bala & District MC's Derwydd Trial. Classes cover 2WD production cars, FWD production cars, RWD production and production kit cars and modified production cars and kit cars. For more information visit: www.cvmc.org.uk



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

Snetterton Stages Rally



This round of the Motorsport News Circuit Rally Championship was won by David Henderson and Sion Cunliffe in a Ford Fiesta. The pair finished just over a minute-and-a-half ahead of Neil Roskell and Andrew Roughead, with Andy Scott and Laura Connell third. The event was organised by Anglia MSC and included Ford Escorts, a Mini and even a Ford Anglia competing against modern cars of World Rally Championship specification. The stages utilised looser tracks on the outside of the circuit, offering mixed surfaces with about 10 percent gravel.

East Riding Stages



David Henderson and Chris Lees won Yorkshire's first closed road rally in their Ford Fiesta R5. They finished just 18 seconds ahead of Mark Kelly and Neil Colman, also in a Fiesta, and 29 seconds ahead of the Hyundai I20 R5 of James Williams and Dai Roberts. The event attracted a full entry of 100 cars taking on 50 competitive miles over two four-stage loops around East Yorkshire.

Result

| | |
|-----|------------------------------|
| 1st | David Henderson / Chris Lees |
| 2nd | Mark Kelly/ Neil Colman |
| 3rd | James Williams / Dai Roberts |

Sevenoaks and District MC Autosolo



This landmark Autosolo included the single biggest entry of Electric Vehicles (EVs) in national motorsport history in the UK, with 20 percent the 50-car field made up of fully electric Tesla or Nissan vehicles. Ben Greenfield took the overall victory in a Peugeot 106, with Paul Hebden second in a Mazda MX5. Three-time Autosolo champion Alan Wakeman, competing in an electric vehicle for the first time, the fastest of the 10 EVs in the field, finishing sixth overall in a Tesla Model 3.

Bath Festival Targa



John Davies and Nick Bloxham took the spoils in a Ford Puma at this event, which ran as the opening round of the BTRDA, CSMG and South Western Targa Championships. Using Castle Combe race circuit as its base, the nine tests included runs at Charlton Park and RAF Lyneham and covered 44 miles of competitive motorsport.

Result

| | | |
|-----|-------------------------------|-------------|
| 1st | John Davies / Nick Bloxham | Ford Puma |
| 2nd | Gavin Rogers / Georgina Clark | Ford Escort |
| 3rd | Gary White / Bradley White | BMW 318Ti |

TVKC Winter Series



The second round of the Trent Valley Kart Club winter series took place at the start of February, with eight different classes taking to the PF International Kart Circuit. The winning drivers are listed below.

Class Winners:

| | |
|--------------|--------------------|
| IAME Cadet: | Riley Cranham |
| Honda Cadet: | Jarrett Clark |
| Mini Max: | Joshua Graham |
| X30 Mini: | Noah Wolfe |
| Junior Max: | Jez Williams |
| X30 Junior: | Harry Burgoyne Jnr |
| Senior Max: | James Lowther |
| X30 Senior: | Gus Lawrence |

Geoff Taylor Sporting Trial



Richard Sharp and his son Joe won the Geoff Taylor Sporting Trial, beating reigning British champion Josh Veale over the final round of eight hills. Surprisingly, there was an even split between live axle and independent rear suspension cars, after a dominance of independent cars in recent years.

Result

| | | |
|-----|---------------------------|-----------|
| 1st | Richard Sharp, Cartwright | 33 points |
| 2nd | Josh Veale, Sherpa | 35 points |
| 3rd | Bob Packham, Kincraft | 42 points |

Automotive Destination



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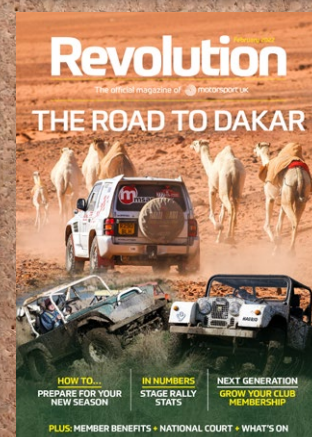
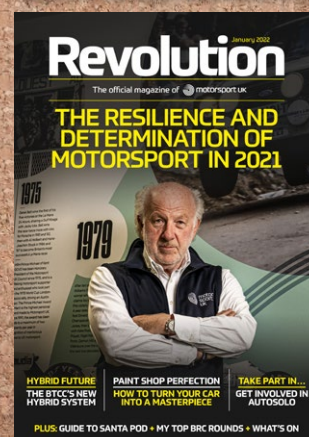
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The Parting Shot

The BTRDA Geoff Taylor Sporting Trial was run by the Hagley & District Light Car Club at the Apley Estate in Shropshire in challenging conditions last month. After lunch the weather worsened noticeably, but young photographer Ben Lawrence snapped this dramatic image before the light faded and the rain intensified.

