


# Revolution

April 2022

The official magazine of  motorsport uk

## HOW TO BUY A COMPETITION CAR



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START POSSIBLE

### TOP FIVE...

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STARTED AS A  
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One of the fascinating aspects of my role at Motorsport UK is dealing with the huge spectrum of motorsport in all its facets, from the global stage right down to our local motor clubs. Two consecutive weekends in March perfectly illustrated the contrast between viewing the sport on a macro scale one weekend, to be followed seven days later, observing a new concept for cadet-aged kids driving in high performance arrive-and-drive karts on the same track where I started racing as a teenager.

Last December a new team was elected to lead the FIA for the next four years, with Mohammed Ben Sulayem taking on the role of President and the UK's Robert Reid as the Deputy President for Sport. At the same time, the new members of the World Motor Sport Council (WMSC) were elected and included our own Chairman, David Richards. It is great to see Motorsport UK once again represented on the highest stage of decision making for motorsport, and I was grateful to be nominated as David's deputy on the same body. It was in that new role that David and I attended the first full WMSC meeting that was set to coincide with the start of the 2022 Formula 1 World Championship in Bahrain. Of course, it was great to be back in the F1 paddock and see so many friends and former colleagues, but the real business of the weekend was the WMSC, laying the foundation stones not just for the next four years, but hopefully for the next 20 years, for how motorsport will function and thrive around the world.

The new team has hit the ground running with major strategic reviews across all of the key pillars of the FIA, including governance, business systems and finance. The studies are being conducted by McKinsey and Deloitte and are very well planned, with a clear ambition to challenge the status quo and to provide a solid platform of evaluation, from which a new structure and constitution can be considered. This is designed to deliver the ambitions of the presidential team in their election manifesto, with their pledges for transparency, openness, and inclusivity. None of this is going to be straight forward. It will involve a significant cultural shift in the organisation following decades of leadership under a fully autonomous president, for an organisation which was built around this principle.

Why is this of such importance to Motorsport UK? The simple fact is that the challenges we face in this country are far from isolated by geography, and in most aspects are shared with our fellow ASNs around the world. The landscape is changing in so many ways for the automobile, of which the impact of climate change on our driving habits is the most obvious; but there are many other factors that reflect changing lifestyles, and consequently people's relationship with cars in general, not just with motorsport.

We need to present motorsport as an activity that is responding to those changes and the future expectations of society. It is vital to be an industry that is not only proud of its heritage, but also one that paves a clear and relevant pathway for its future in the world. We are keen to be part of finding the solutions to these massive challenges, and hope that our experience in the UK maybe of use to our colleagues around the world. Of these challenges, perhaps the greatest is maintaining our relevance to the generations of tomorrow, and this starts with ensuring our connection to the kids of today. A great deal of that involves our ability to make the sport fully inclusive and welcoming to newcomers and ensuring that it is accessible, not only in terms of the pathways into the sport, but also its affordability, as this continues to be a challenge for motorsport, especially when looking to attract youth audiences.



**The World Motor Sport Council convened for the first meeting of 2022 in Bahrain**

Courtesy of FIA



**TeamSport is opening up karting to new audiences**

It is precisely with this strategy in mind that Motorsport UK has forged links into areas of the karting world that were previously considered to be outside of its scope. Three years ago, we began by building a partnership with the indoor kart operator, TeamSport, that operate 35 indoor kart tracks across the UK, (now expanding into Germany). Their business could be categorised as operating in the leisure industry, with competition coming from other pastimes such as 10-pin bowling or the cinema. For the purist perhaps this is not motorsport as we know it, but it is an extraordinary beachhead into consumer groups who may well have no other touchpoints with motorsport in the way that we present it.

Run by the dynamic Dom Gaynor, he leads a team that has a fresh approach to customer service and has a clear vision that his operations can serve as the start point for new drivers who may wish to progress to other forms of motorsport. And with over 1.5 million happy customers every year, it is logical to think that there will be a proportion who are taken with the excitement and thrill of driving a kart, testing their limits, and will want to take it further. As an additional benefit, this is also of huge importance to reaching a new female audience, as 36 per cent of TeamSport customers are girls and women. A good proportion of customers go on to compete in championships and leagues within TeamSport tracks, and in so doing are now provided with a Motorsport UK indoor kart licence, (or K-I licence), resulting in over 5,000 new members of our community in 2021. This is also the licence basis for the British Indoor Kart Championship, an

official Motorsport UK championship, which is a thriving and exciting series of events held across the UK, and is producing some extremely talented drivers.

It is therefore important that we provide a pathway beyond indoor karting towards the full spectrum of Motorsport UK kart competition, and with this in mind we created the K-X licence, standing for 'kart crossover', for that intermediary step of non-owner karting that some may wish to take. There are two operators who are using this to attract their customers and drivers, one being The Daniel Ricciardo Series, and the other CLUB100 Racing. In 2021 we had over 1,500 new licence holders of the K-X licence.

I have known CLUB100 since its very early days of operation in 1993, when it was born out of PlayScape who ran an indoor kart track in Streatham. I am not sure that Martin Howell, who founded it, would ever have believed it would grow to the scale that it is now, with several thousand committed customers every year. They love the ease and accessibility of arrive-and-drive karting combined with the exemplary standards of equipment and preparation that the team at CLUB100 deliver, under the extraordinary leadership of John Vigor. John has owned CLUB100 for over 20 years now. He has built it into a role model of customer service, and provides an unbeatable mixture of close racing and community spirit at a reasonable price point, that allows thousands that would not contemplate buying their own equipment to get involved in the sport.

»»»»»





John Patterson

*Club100 provides an unbeatable mixture of close racing, community spirit and a reasonable price point*

For several years now I have been talking with John about expanding CLUB100 into the junior and kids' markets, encouraged by many others, who could see the obvious opportunities that this presents. Of course, the pandemic has not exactly helped in these ambitions, but also John's painstaking attention to detail and insistence on finding precisely the right equipment, in order to deliver the best customer experience for this new innovation, meant that the new category has only just launched in 2022. Kids are now able to race from the age of 8-years-old in Cadet and Super Cadet classes using Birel chassis and Rotax MicroMax engines. These provide a high-quality driving experience and prepare kids for a completely different world away from indoor kart racing. This is married together with new categories for junior racers starting at 13-years-old, driving in the full Rotax Max equipment used by the adults, but now in their own age categories accompanied with appropriate weight limits for their age. This is all run under Motorsport UK permit, with drivers holding our K-X licences.

This new enterprise kicked off at Sherington on 26th March, with what was deemed as an Academy Day, for drivers to begin to experience the new equipment, and also for the CLUB100 team to evaluate all of their systems and processes

to ensure that everything ran completely smoothly and safely. Suffice to say that there were a lot of very happy young kids smiling from ear to ear, not only because everything was run in such a friendly and approachable way, but also because the equipment ran faultlessly, and the competitiveness of the kids was a joy to watch. With performance that is comparable to owner-driver machinery, it really does represent a tremendous bridge into the sport for those who want to take it one step at a time.

There is no question that we are going to have to adapt and evolve our sport to meet the changing nature of society's requirements. We have to embrace innovations and changes and new ideas from wherever they come from. I am sure that if we manage to do this then the massive ingenuity, that is a hallmark of the motorsport community, will collectively and individually come up with solutions that will ensure the long-term health of the sport that we love. 🌀

Wishing everybody a very healthy and happy month of motorsport ahead.

Kind regards,  
**Hugh Chambers**  
CEO, Motorsport UK

# NE VER SEEN BEFORE



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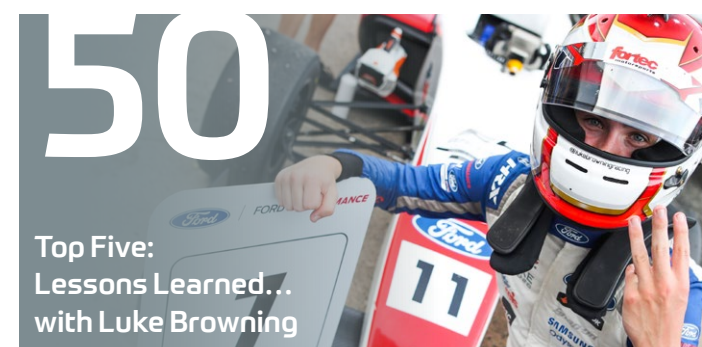
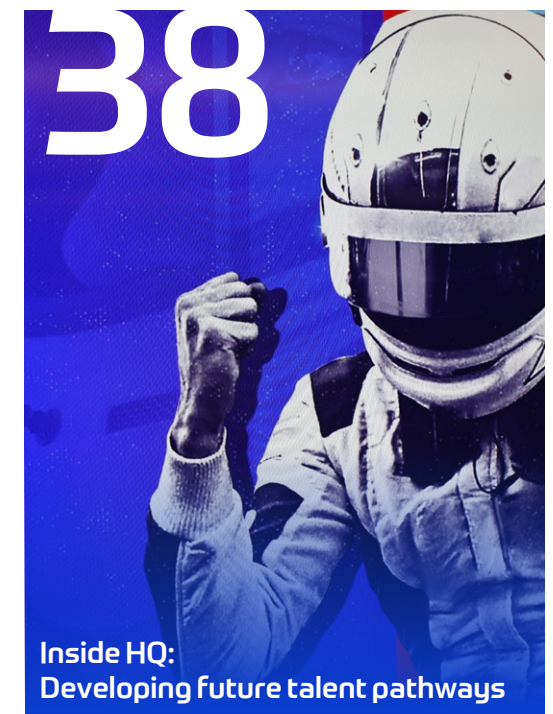
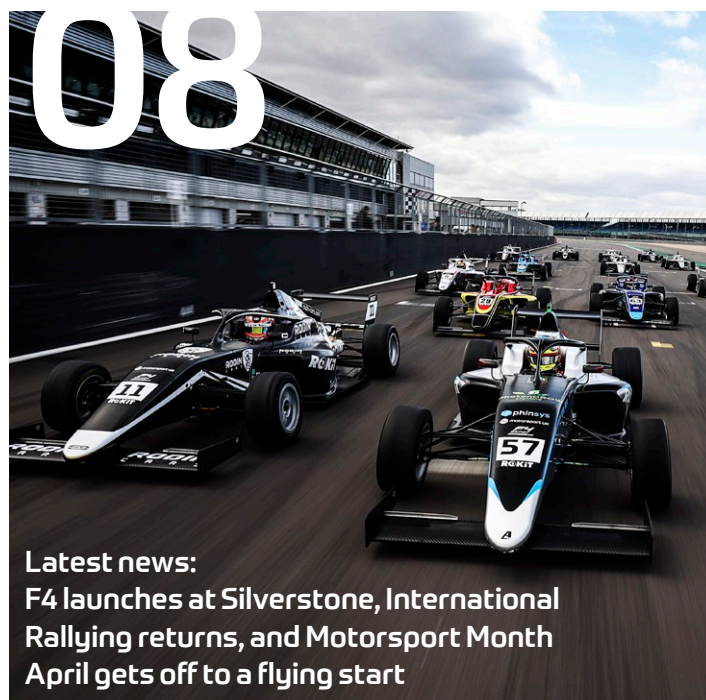


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**Wera**



In this month's *Revolution*: If you are looking for a new set of wheels check out the feature on **Buying a Competition Car** for different ways to approach it; maximise your physical and mental performance with Rosa Dakin in **Tuned to Compete**; get all the inside information on **Snetterton circuit**; and take your first steps into **Sprinting** with our introductory guide. Also, analyse the path to success as Luke Browning shares his **Top Five Lessons Learned** and meet the people inside the **Safety Car and Zero Car**.





# ROKiT BRITISH F4 BREAKS COVER FOR 2022



The countdown to the opening rounds of the 2022 ROKiT F4 British Championship certified by FIA continued at Silverstone with the official Season Launch

A host of Europe's leading single seater teams – and drivers – descended on the 1.6-mile National circuit to meet the media, showcase the liveries on their new-for-2022 Tatuus T-421 challengers, and complete over almost six hours of running as part of the latest official test day.

That followed a Marketing Day held at Motorsport UK's Bicester Heritage headquarters in the heart of 'Motorsport Valley' as the series continues to push to even greater heights on and off track.

## Rising stars and their cars

Early morning at Silverstone was the perfect opportunity for the 15 drivers already confirmed to be taking part in Britain's FIA Formula 4 series this season to lift the wraps on their newly liveried Tatuus T-421 challengers for the press and media.

Also revealed was the brand-new Wera Tools Technical Centre. This is a new facility designed to support the championship's technical infrastructure and, alongside engine partners Neil Brown Engineering, continue to help provide an equal, reliable, and race-proven package for the next generation of motorsport stars to test their mettle.

## Official testing

JHR Developments' Joseph Loake set the first benchmark after almost six hours of testing. The sophomore racer clocking a lap time of 54.032 seconds to beat team-mate Georgi Dimitrov by a tenth of a second.

Carlin's Ugo Ugochukwu and Oliver Gray sandwiched the Phinsys by Argenti pairing of Aiden Neate and Daniel Guinchard in third, fourth, fifth and sixth respectively. That group was blanketed by a mere two tenths, underlining the depth of the competition this season.

## The countdown to Donington Park

It is less than three weeks until the 2022 ROKiT British F4 season begins in front of trackside audiences and ITV4's television cameras at Donington Park on 23rd April. The series consists of 30 races across ten events, with further race meetings at Silverstone, Snetterton, Oulton Park, Knockhill, Croft, Thruxton, and Brands Hatch.

New drivers ready to meet the media



The F4 drivers and cars take to the track at Silverstone

# HILL CLIMB OPENER MARKS THE LIFE OF JOY RAINEY

The first Round of the British and Midland Championships, to be held at Prescott Hill Climb in April, will be a marker to celebrate Joy Rainey's life. There will be cars from her past on display and the team at Prescott invite all that knew Joy to come along and enjoy an excellent day of hill climbing.

Joy Rainey was very much a part of life at Prescott Hill and indeed the Bugatti Owners' Club. She competed at Prescott in several cars, often gaining fastest time of the day, and broke the Prescott Hill Climb Ladies record three times during the 1980 season. Her love of motorsport began with her father, who built his own 'Rainey Karts', and she went on to become a keen competitor both on and off The Hill. She raised thousands for charity, including over £40,000 for Cancer Research UK, with her long-distance drives which included the 2004 London to Sydney Marathon and the 2013 Carrera Sudamericana.

Joy was Competitions Committee Member and Competition Secretary for a time at Prescott, and wrote regular articles for The Club Newsletter, Bugattics, titled 'Pure Joy'. She was a keen supporter of Friends of Prescott and their fundraising activities, and often provided raffle prizes for passenger rides up The Hill in her McLaren 570S Spider.\*



Joy drove this Cooper at Prescott on the '50th Anniversary of the First Speed Hill Climb Meeting' in May 1988, and again at the 'Cooper Cars 60th Anniversary Meeting' in July 2006



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## INAUGURAL MOTORSPORT MONTH ANGLIA AND SOUTH EAST SET FOR APRIL

This April, the inaugural Motorsport Month Anglia and South East brings together their respective regions and celebrate all things motorsport.

Motorsport Month is designed to champion the range of motorsport disciplines available with the local celebration showcasing some of the best motorsport events and demonstrating the various pathways into the sport.

Set to be run in collaboration, Motorsport Month Anglia and South East will be

organised by the Association of South Eastern Motor Clubs and Association of Eastern Motor Clubs. A mixture of events will be held throughout the regions with a full list and further information available on the Motorsport UK website.

To kick-off Motorsport Month, the Anglia Motor Sport Club organised an evening to promote the grassroots of the sport at Horringer Community Centre in Bury St Edmunds. Club members talked about how they got involved in motorsport

and created flyers about the different disciplines to educate the community.



## FROM GRASSROOTS TO GRAND PRIX

The Motorsport UK Academy is sending young talent from it's DiSE programme to check out the fun and affordable scene of club motorsport by participating in Motorsport UK's South East Motorsport Month. Starting on Sunday the 10th at Debden Autosolo, four Sporting Excellence drivers will be competing in a dedicated Academy road car which has been prepared specifically to support their education and development as drivers, as well as supporting the promotion of grassroots motorsport.

Working with members of the motorsport community and creating long lasting relationships with the

Clubs and Associations is an important part of Motorsport UK's talent programmes' mission to give back to the wider sport.

The drivers will have the chance to develop their skills such as car control, discipline, and manoeuvrability, and they will also practice event preparation, debriefing, and peer coaching.

As well as driving and performance training, the drivers are responsible for preparing the car as part of their Motor Vehicle Technology lessons at Loughborough College – this included mechanically as well as the design and livery.

*Revolution* will check in with the drivers again after the events taking place in April and May to share their thoughts on the experience.



*The students preparing the car at Loughborough College*

### About Motorsport Month

The Motorsport Month concept derived from Cornwall Motorsport Month, during which we highlighted the range of motorsport events held across the region throughout September 2019 and 2020. From AutoSolos to Hill Climbs, the

spectrum of events that took place showcased opportunities to either compete, volunteer, or spectate.

In 2021, Cornwall Motorsport Month was replaced by Motorsport Month South West to amplify motorsport within the wider South West region.

In 2022 the campaign is growing. Motorsport Month Anglia and South East open up the year with Motorsport Month South West scheduled for September. New regional celebrations are set to be added throughout the year.





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LATEST NEWS

## MAC YOUNG DRIVERS' CHAMPIONSHIP

Launched for the 2022 season, the MAC Young Drivers' Championship is quite possibly the cheapest form of motorsport against the clock, writes **Paul Lawrence**

Run by the Midland Automobile Club from its base at Shelsley Walsh, the series is aimed at getting young drivers into hillclimbing for as little outlay as possible. Open to drivers aged 17 to 23, the competition is for standard 1.2-litre post-2000 Vauxhall Corsas, which must be bought for no more than £2000.

The only permitted modification from standard is to uprate the brake pad material. A season's running costs, once the car and driver equipment has been bought, should be around £1,000 for seven rounds.

Some of the class of 2022 recently took part in a driver coaching day at the Curborough sprint course, where the season opens in mid-April. Other rounds are at Shelsley Walsh, Loton Park and Prescott. The entry is capped at 15 cars and around a dozen places are likely to be taken this year.

James Gwilliam, a 21-year-old delivery driver from Sutton Coldfield, is back for a second season in his 96,000-mile Corsa, which cost him £930. "It's a good way to get into the sport," he said, "and it was within reach."

Marcus Lindsay (18) from Droitwich, is an apprentice engineer and is embarking on his motorsport debut in an £800 Corsa. "It has had a hard life, so we've given it a bit of love," said Marcus, who hopes to join his dad Hamish in single-seaters in future seasons.



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# FIA CELTIC RALLY TROPHY



The famous Wastewater Solutions UAC Circuit of Ireland Rally is back for the first time since 2016. This event will be the 91st edition of one of the oldest rallies in the world, first held in 1931.

The event begins on Good Friday when crews depart host town Ballymena and head for two days and 12 high-speed stages in the lanes of County Antrim. They will be chasing points on the opening round of the 2022 FIA Celtic Rally Trophy, part of the FIA European Rally Trophy.

The Trophy offers accessible international-level competition for drivers, focused on events in their local region and being aspirational for event organisers to promote an event to full international standard.

There are six separate Trophy competitions running across Europe in 2022. Alongside the FIA Celtic Rally Trophy are:

- Alps Rally Trophy
- Balkan Rally Trophy
- Central Rally Trophy
- Iberian Rally Trophy
- Scandinavian Rally Trophy

with drivers in each scoring points to qualify for the FIA European Rally Trophy Final.

Working within the FIA pyramid there are categories for FIA ERT (RC2) and ERT3 (RC3 four wheel-drive), ERT4 (RC4 & RC5 two-wheel drive) and Junior titles (RC4 & RC5) for Drivers aged 26 and under.

The top 10 in each class in each FIA European Rally Trophy will be eligible for the ERT Final, which is due to be held as part of the 25th Internationale ADMV-Lausitz Rallye in Germany from 3rd-5th November.

For further information see:  
[www.fia.com/events/european-rally-trophy/season-2022/european-rally-trophy](http://www.fia.com/events/european-rally-trophy/season-2022/european-rally-trophy)



2019 FIA Celtic Rally Trophy winner Callum Devine

## JOIN OUR TEAM

Three new vacancies here at Motorsport UK

### Community Activation Manager

**Closing Date: 15 April 2022**

An exciting opportunity has arisen to join our brand-new Club & Community Development team, here at Motorsport UK, as a Community Activation Manager. The successful candidate will support clubs and Regional Associations in increasing the participation of current members, as well as growing local motorsport and associated membership levels. The right person will also provide guidance and support to Regional Associations to ensure strong organisation structures.

### Safety Administrator

**Closing Date: 20 April 2022**

The Safety department aims to provide the safest possible environment for everyone who engages in motorsport through the governing body. This could be as a competitor, official, marshal or spectator. The successful candidate will provide accurate, efficient, and impactful administration support to the Safety team. Accurate and effective administration is fundamental to achieving the aims of the department.

### Club Support Assistant

**Closing Date: 15 April 2022**

The successful candidate will assist in the creation and delivery of resources to support the development and growth of our member clubs and regional associations. The right person will also be responsible for developing and managing the Club accreditation scheme and support clubs to achieve these accreditations.

For further information on these roles, as well as details on how to apply, please visit the careers page on the Motorsport UK website [HERE](#)

## FIA CELTIC RALLY TROPHY

1	15-16 APR	Wastewater Solutions Circuit of Ireland International Rally	GBR
2	13-14 MAY	Manx Rally	GBR
3	17-19 JUN	Joule Donegal International Rally	IRL
4	30-31 JUL	O'Connell Group Cork 20 Rally	IRL
5	19-20 AUG	Modern Tyres Ulster Rally	GBR
6	03-04 SEP	Get Connected Rali Bae Caru Ceredigion	GBR

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## MIKE SONES



Particularly skilled as a communicator when acting as a Competitor Liaison Officer on events, Mike Sones lived and breathed motorsport. He was a top rally navigator and co-driver, a rally organiser and sports administrator who was also proud of his achievements as a Quantity Surveyor, one of which was the building of a major Austin Rover factory in Lode Lane, Birmingham.

Mike excelled in Autotests and he became the outright MSA British Autotest Champion in 1992 and '93. Many may remember him from night rallying as a top line competitive navigator on *Motoring News* events for many drivers including Toney Cox and

Phil Darbyshire, but he also organised and ran the official BTRDA road rally championship until 1987. To further illustrate his organisational prowess, he took hold of the BTRDA Rallycross Championship, even though it wasn't necessarily his area of expertise, and stitched it all together.

Mike was Chairman of BTRDA from 1988-2014, still a serving BTRDA Board member as Honorary Treasurer, and headed up Autotests for the MSA for 14 years and BTRDA until recently. But of all his motorsport jobs, next to his favourite role as Competitor Liaison Officer, he loved being a Motorsport UK Steward at a variety of events. One minute he was at a BTCC race, the next he was at Silverstone or Weston Park.

He spent nine years as a Director of the MSA and worked on the board of the BTRDA for over 15 years.

He spent some time working with HERO-ERA Competition Director

Guy Woodcock to finesse rules and classification of vehicles in the world of regularity rallying and was Chief Steward on several HERO-ERA events. He was also due to head up the panel of stewards on the forthcoming Peking to Paris Motor Challenge.

So, this is a salute to the British Autotest champion, the night rally navigator and special stage co driver with a great record of success to back up his professional organisational and communication skills.

*With thanks to Tony Jardine and Mike Broad. The full tribute can be found [HERE](#).*



**Mike was MSA British Autotest Champion in 1992 and 1993**

## TIM JACKSON



Motorsport UK is sad to note that Renault UK's former PR Director and Motorsport Manager, Tim Jackson, has passed away at the age of 68.

Jackson oversaw the manufacturer's motorsport programmes from the mid-1980s and throughout the 1990s, overseeing the introduction of the likes of the Renault Clio Cup and Formula Renault, as well as the French manufacturer's graduation to the British Touring Car Championship in 1994.

Renault made a highly significant impact on the British motorsport

scene and Tim played a huge role in its success. The world-renowned marque claimed numerous honours under Jackson's stewardship, including Alain Menu's BTCC title in the famous Laguna back in 1997.

Jackson retired from Renault in 2011 but maintained his enthusiasm and passion for the sport as a non-executive director at the Motorsports Association.

Everyone at Motorsport UK, and the British Touring Car Championship, sends its condolences to Tim's family and friends.

## WILLY CAVE



There are many famous rally navigators, but not many could match Willy Cave's colourful career or match his record of still competing and consulting on the art of navigation in their 90's. He was synonymous with rally success over 70 active years in the sport a true rally legend. Willy was known for his wondrous navigational skills, his organisational brilliance and enthusiasm, qualities he took to all his teams whether works or private, he was genial yet competitive by nature.

Willy joined the RAF just after WWII. He did his national service and flew Spitfires, Meteor and Vampire jets. He enjoyed all his RAF experiences,

learning a huge amount, but the biggest result for the world of rallying was that his service in the forces gave him his love of navigation.

He enjoyed many career highlights but one of the results he was very proud of was winning an Alpine Cup with Paddy Hopkirk in 1956 in a Triumph TR3. That was the first of three Alpine Cup wins for Willy, he also won two together with Peter Barker, both events driven in Peter's Mini Cooper S.

Willy is survived by his two daughters Rosy and Vicky. Motorsports UK sends its condolences to all of Willy's family and friends.

## PHIL ROWLANDS

The world of marshalling has lost a very dedicated colleague and friend – Phil Rowlands from Walsall passed away in hospital on 18th February 2022, aged 74.

All the marshals felt a real loss when Rowlands retired a few years ago, unfortunately the young marshals coming along now will never know what a legend he was, and how much they could have learnt from him. He was the most genuine, loyal, down to earth, funny, selfless, and humble man.

Rowlands' involvement in motorsport started with his first pedal car in 1953 which was when the bug bit! Between 1968 and 1978 he became a mechanic and sometimes driver in Hot Rods at various ovals throughout the country. Between 1978 and 1999 he marshalled at various motor clubs and also 10 RAC and Welsh rallies, but gave this up as he got fed up with being hit by pine cones!

He marshalled at 10 London to Brighton [Veteran Car] runs in

this period as well as being Chief Spectator Marshal at the British Grand Prix between 1982 and 1999, then a Paddock Marshal, and later an Assembly Area Marshal at Silverstone.

Rowlands started kart marshalling in 1994 at Three Sisters in Wigan, and a few years later became a regular marshal at Shenington Kart Club and various kart circuits through the country. He was awarded Marshal of the Year at Shenington in 2003, and in 2015 Shenington presented him with the Norman Palmer Memorial Trophy Marshal Award. These awards are a fitting tribute to his contribution to karting. Kart Marshal, Starter, Chief Marshal – Rowlands undertook all these roles in the world of karting with such dedication and patience. You will never be forgotten Phil. Rest in Peace.







Vic Elford and Umberto Maglioli shared the Porsche 907-8 in 1968

## VIC ELFORD

It is with great sadness that Motorsport UK reports the passing of Vic Elford, one of the most versatile drivers of all time, at the age of 86.

Nicknamed "Quick Vic" by his peers, the London born racer was one of the fastest drivers of the 60s and 70s and was a Porsche hero.

In 1967 Vic won the European Rally Championship in a Porsche 911 but it was his 1968 season that cast him into the history books.

His year began with a win at the prestigious Monte Carlo Rally in a Porsche 911 T and just one week later he was victorious in the Daytona 24 Hours in a Porsche long-tailed 907. One month later he finished second at Sebring and followed up with a victory in a Porsche 907 at the Targa Florio in May. Two weeks on he won the Nürburgring 1,000km.

Elford turned his attention to Formula 1 in July 1968, and on his debut he scored a stunning fourth place in a Cooper T86B at a wet French Grand Prix.

Between 1968 and 1971, Elford took part in a further 12 Formula 1 races, scoring eight points in a variety of cars including a Cooper T86, McLaren M7B, and a BRM P160.

Elford raced at the 24 Hours of Le Mans eight times from 1967 to 1974 and in 1970, he was the first driver to lap at over 150mph in the Porsche long-tail 917.

One of the fastest drivers of his generation, Vic held lap records at Targa Florio, Nürburgring, Daytona, Sebring, Norisring, Monza, Buenos Aires, Road Atlanta, Laguna Seca and Riverside.

Vic will be sorely missed by the entire Motorsport UK community.

## NEWS IN BRIEF

### BTCC Hybrid Testing

The 2022 Kwik Fit BTCC official pre-season programme got underway with the first of three Hybrid Installation Tests at Donington Park. The test marked the first official outing of the TOCA Hybrid system – the first major touring car championship in the world to integrate hybrid power. Two further official test days are scheduled this month at Croft and Thruxton.

### First McRae Rally Challenge competitor

Six-time Olympic Champion, Sir Chris Hoy will be competing in the 2022 McRae Rally Challenge supported by Beatson's Building Supplies. This two-day single venue rally, held at Knockhill in July, celebrates former World Rally Champion Colin McRae's title win in 1995, and all the successes of the McRae family.

### Proposed Changes for Consultation

New or amended regulations proposed by the Specialist Committees are now available on the Motorsport UK website for consultation. The documents are listed by Specialist Committee – and propose regulation changes currently available for consultation. The closing dates for consultation on these proposals are specified in the documents, along with the relevant contact details. See [HERE](#) to participate and keep up to date with any changes.

### First timers win the Ecosse

Only passing his BARS test on the Wednesday before the event, Kalum Graffin, paired with co-driver Richard Crozier, showed no signs of nerves on his first ever rally. Leading the Ecosse crews from Stage 1 and battling for the overall lead with English driver David Burden. Four seconds down going into the final stage, they absolutely flew to grab the overall win by just one second at the finish.



# SUPPORTING WOMEN IN MOTORSPORT

Laura Cooledge and Laura Christmas from the Anglia Motorsport Club (AMSC) have joined forces to create the Better Together Initiative



The Better Together Initiative has allowed women across the UK to feel more comfortable and welcome in motorsport, and has received positive feedback from the community.

As only five per cent of Motorsport UK Licence holders are female, Laura Cooledge investigated why women are so underrepresented in motorsport. Her study involved more than 150 women from a range of roles and disciplines. The key findings included:

- 47 per cent of women have felt uncomfortable while competing, volunteering, or working within the motorsport environment.
- One in four women have felt excluded from competing, volunteering, or working in motorsport because of their gender.

This led to the creation of the **Better Together** initiative, which aims to knock down barriers and make club motorsport more inclusive and accessible for all. AMSC followed with a series of presentation evenings on Zoom, which provided information about Laura Cooledge's findings, that shared the Clubs vision and how it hoped to address the issues raised. Through the presentation evenings, attendees were able to gain a clear understanding of why AMSC was taking action, and most were very supportive.

To increase awareness further, AMSC launched a social media campaign **#WeAreBetterTogether**, which featured quotes from a range of women involved in motorsport across the UK. The response to the video was amazing and the Club received much support towards the initiative and its message that motorsport should be accessible to all. It then reached further than the East Anglian region, with motorsport clubs and high-profile competitors across the country and beyond, including Chris Ingram, supporting AMSC's message.

Since then, clubs have included the **Better Together** logo and adopted AMSC's Code of Conduct. Officials and event organisers from other clubs have contacted AMSC's working group to ask for feedback on to how inclusive their events are, and what they can do to improve things in the future. Inappropriate comments posted on social media that have been derogatory towards women in motorsport have been removed quickly or reflected upon after the key initiative messages have been shared in response. Awards structures have been reviewed and realigned to reflect a more inclusive approach.

Any clubs wishing to get involved in the **Better Together** initiative can contact Motorsport UK via **club-development@motorsportuk.org** to access materials, ask questions or for any guidance.



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# HOW TO BUY A COMPETITION CAR

If you're looking to buy a second-hand race or rally car, a classic or a road car to take racing, where exactly do you start?

Investing in a competition car is not something that can be done on a whim. It requires a lot of research, a lifestyle commitment and a significant financial outlay.

You can, of course, get on track easily in entry-level events that offer road legal categories or get your hands on your own competition car via an arrive and drive package in which the car included as part of the entry.

But if you are looking to source your own competition vehicle, prepare for an experience that can be exciting and daunting in equal measures. *Revolution* spoke to experts in the field to find out more.

## In the Paddock

It is often said, half-jokingly, that the best place to buy a racecar is in parc fermé after it has just won a race. For that, of course, you will be paying a premium, but it is true that the paddock is one of the first places you should look.

There are always people looking to change series or who have experienced lifestyle changes that mean they have to move on and are looking to sell – and not only do these cars

have competition history, there are also plenty of people around who can personally tell you whether it has been raced well or badly.

Indeed, directly targeting the championship you want to enter can be a good place to start. Paul Lawrence, Press Officer of the Historic Sports Car Club, explains: "It is often done by word of mouth, paddock conversations, and so on. People looking to get into a particular category will probably start by asking championship managers and coordinators."

The same goes for local motor clubs. Most will have some form of classifieds section on their websites or will happily share a post across their social channels if it could lead to mutual benefit. But if you are not in a club or a series, or are not comfortable taking that route, you can always tap into dealer networks.

Specialist dealers can be found all around the country, most of them typically placing a focus on a particular type of car or category. If they cannot help directly, their knowledge of the networks mean they can often point you in the right direction.

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Going Online

One of the most popular and easy routes, as with many things these days, is to go online. Specialist websites such as Racecars Direct, Motorsport Auctions, Race Trader and Collecting Cars to name a few, have a regular turnover of vehicles and spotting the right one is often a matter of right time, right place.

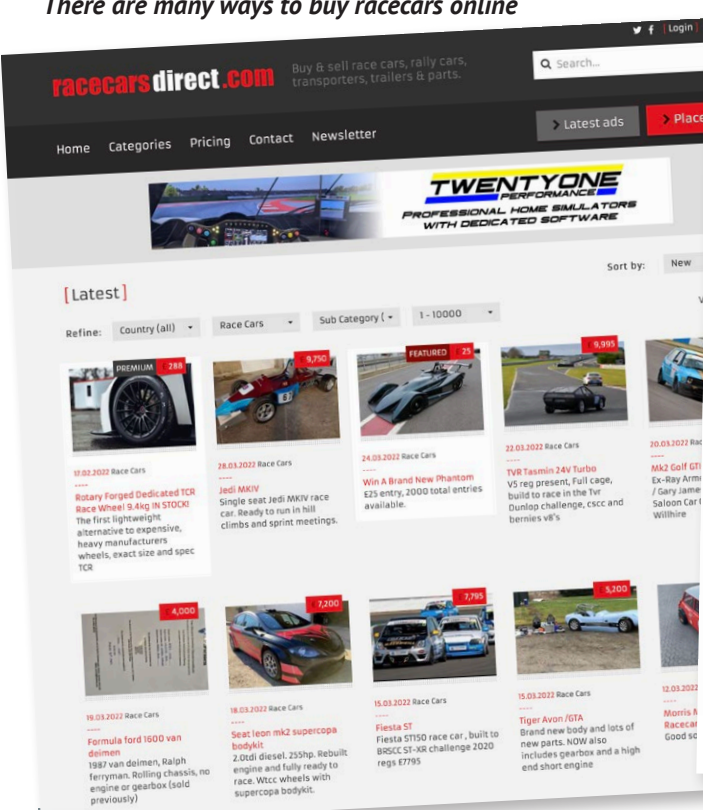
Mike Walters, the Managing Director and owner of Racecars Direct, says: “We are the equivalent of AutoTrader for the race car market. We provide the function for a peer-to-peer marketplace, and we have between four and five thousand competition cars advertised per year, with almost 70,000 registered buyers and sellers on the site.

“We cover everything from entry level circuit racing cars like Citroen Saxos for junior race series, through BMWs and old single seaters, right up to collectors’ cars that get listed for million pounds plus. There are all sorts of other websites out there and they all have varying degrees of success.”

Paul Matty, who runs a specialist Lotus dealership for both road and race cars, says there are plenty of cues to look out for when it comes to online sales. “If you look at a private Internet sale, a picture can tell you a lot,” he says. “The car might be outside a lovely house, or it could be sat on the side of a road, filthy dirty, and you might start to wonder.

“You hear all sorts of stories about people buying on Facebook and those kinds of sites. You have to be very careful there – sometimes I think it’s worth paying a little

There are many ways to buy racecars online



bit extra – but you can and should always pick the phone up and have a chat to the seller.”

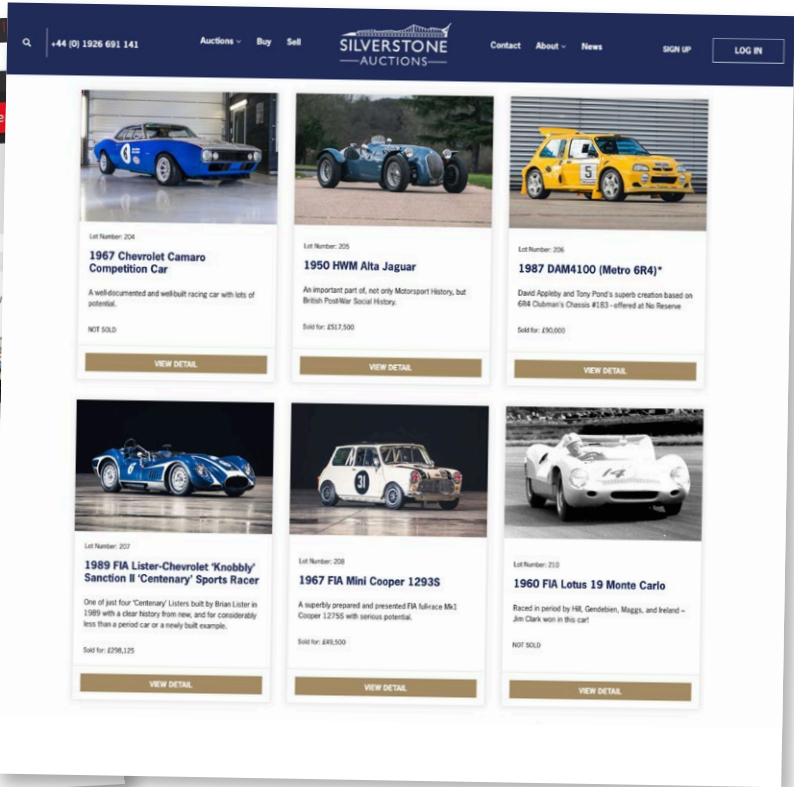
Racecars Direct has build up a good reputation over 20 years in the industry, and much of that is down to Walters’ efforts to monitor, literally, every single advert that goes up. “I have policed the site for years trying to keep fraudsters and scammers out,” he says. “It is something I really try to keep on top of.

“You do get instances where something slips through the net, sadly it’s just a fact of life, but I do go to great lengths to monitor the adverts. There is a lot out there on the Internet where there is no human input or support, but I feel it is really important to be able to provide customer support by email or phone.”

Under the Hammer

Live auctions offer another route to purchase and while they may be intimidating for those who have never experienced them, they can be a lot of fun. They are often seen as being more focused on classic vehicles, yet most auction houses actually cater for all ends of the market.

“We cover the complete spectrum, from dawn of motoring to present day,” says Rob Hubbard, the Sales Director at Silverstone Auctions. “It’s not just the multi-hundred-thousand-pound competition cars we do, it’s the grass roots stuff as well – for example, a few weeks ago we had a 10-year-old Ginetta and a mid-70s BMW that had done track events and autocross.



“We offer more competition cars than any other auctioneer in Europe and we are the UK market leaders. We have a sale at the Silverstone classic, which has a good dose of competition cars in there, and over the years we have had sales at Race Retro, which has a good competition slant.”

Auction lots typically offer an eclectic mix of cars and, while the development of live online auctions grew apace during the coronavirus pandemic, it is the thrill of the theatre at an in-person event that makes buying at auction so popular.

“A live auction gives that competitive bidding environment, so you can actually look across and see who you might be bidding against. You can also physically see, touch, feel and smell the car, you can hear it running.”

Physical auctions are certainly on a post-pandemic bounce-back now, with the company’s recent sale at the NEC attracting a massive 243 cars to its lots, and Hubbard adds: “It is in rude health. The owners’ clubs are there in their masses, the cars, and everyone is very happy and loving seeing each other again.”

“If you have your money safely invested in something and you can have fun with it too, that has to be a good thing”

>>>>>

Chat with owners in the paddock to find out who might be selling







View any potential purchase in the metal and inspect every aspect

## Build Your Own

You do not actually have to buy a second-hand competition car at all if you are handy with the tools and do not mind a bit of extra development work – or have the budget to pay someone who is. But if you take this route, it is important you select your donor car carefully.

Whether you are after a well-worn Vauxhall Corsa to fit with a roll cage ready for a grass roots rally championship or an old Porsche Boxster to enter into a Sprint, some of the most popular places to purchase road legal cars are online sites such as eBay, Facebook Marketplace, Gumtree, AutoTrader or Pistonheads.

Ben Lowden, Marketing and Community Manager at PistonHeads, says: “We have more than 200,000 cars for sale, from a Ford Ka to go budget racing in MSVR’s EnduroKa to a car for racing in Historic Group C events.” Its forums are claimed to be the UK’s largest motoring community and, Lowden says, are a great place to “get help and advice on buying a car or getting into club motorsport.”

Emma Norton, the leader of GB Met Motorsport, found a donor car to convert for racing in the Student Motorsport Challenge on AutoTrader. She explains: “We looked at Facebook and Gumtree but bought off AutoTrader as there was more choice and more information than the other sites.

“Cars are expensive at the moment and the current climate means it is hard to find something that is exceptional value for money. You need to do your research on the state of the market to understand if what you are paying is about right. Fortunately, there is a lot of guidance out there, such as Parkers, and once you know a registration plate you can find out a lot of things about a vehicle on the DVLA website and others.

“We found some suitable candidates that met our requirements, looked into who we were purchasing from to make sure they were a legitimate company and used the DVLA website and the Government’s insurance write-off page to check the car’s credit history to be sure it had not been wrecked and repaired. We then travelled quite a long way to physically inspect it.”

## Check It Out

That in-person inspection is a vital part of the procedure and if you are not mechanically savvy yourself you should try to take someone with you who is – even if you must pay for their time. Make sure you get to drive it but also get under the bonnet and check it carefully – because although you may be about to tear a lot of it apart, its existing condition can tell you a lot.

Norton adds: “We were not concerned by minor body damage but more looking for signs of any major accidents. Tyres did not matter as we had to replace them, but we did check for unusual wear that could point to suspension issues and while we were going to rip out the interior, we still checked its condition as it shows whether the owner has looked after it.

“When we drove it, we checked the usual things like smooth gear changes, brakes and clutch biting points and also did a straight-line driving test to check for bad traction or any misalignment that could also suggest there might be suspension issues.”

When buying a ready to race competition car, every vehicle is unique and there is often plenty of background information out there to find if you know where to look. Research who you are buying from and try to check any results – and DNFs! – from the series the car has raced in and also look through as much of the car’s maintenance history as you can possibly find.

“It’s good to buy someone from someone who knows what they are talking about, says Paul Matty. “You get a feeling about a person or a place and if it feels right, the car is normally right.

Mike Walters adds: “Ask lots of questions and check the documentation that comes with the car, from receipts for engine and gearbox builds right down to any servicing work that has been done. You tend to find people who have

been meticulous about keeping paperwork and records of what they have spent on a car are much more likely to have maintained it to the best of their ability.”

Rob Hubbard says attention to detail is crucial, particularly when it comes to classics, and adds: “You can get an idea of how well it’s been looked after looking at the little things. Lock wiring of sump plugs or split pinning bolts, little details like that show you to what detail a car has been maintained.”

Going racing is never cheap, and those looking to invest in a competition vehicle will often want to try to stretch their budgets as much as possible. But if you are looking for a bargain, Matty warns: “You have to be careful. Often, to make it a bargain you have to be prepared to put effort into the car once you have bought it. There are also cars out there that are incredibly highly priced and supposed to be brilliant but aren’t and they will bite you.

“You have to go into it with your eyes open and do as much research as you can. The car is worth as much as its history. Proper identities, papers, there aren’t many racing cars, if they have been raced for a few years, that have not had some form of argument. It’s just how well it’s been repaired. If it has been done properly it is not a concern.”

## Don’t Forget the Extras

It is important to remember the added costs involved in running a competition car – from racing overalls to spare parts and tyres. Even if you have already been competing in an existing car, you may be surprised how much of your current kit will not fit or work with your new vehicle.

“Getting started in racing frightens most people because it’s not just the purchase of the car, it’s everything else – the trailer, the support vehicle and all that goes with it,” says Robert Johnson, Managing Director at Classic and Sports Finance, which offers specialist financing to help aspiring racers afford the outlay.

One thing to look out for, or to ask the seller, when negotiating the purchase of a vehicle is what spares might be available to go with it. Often, the seller will have built up a collection of items, many of which will be no good to them once they sell the car, and would be far more useful in the hands of the buyer.

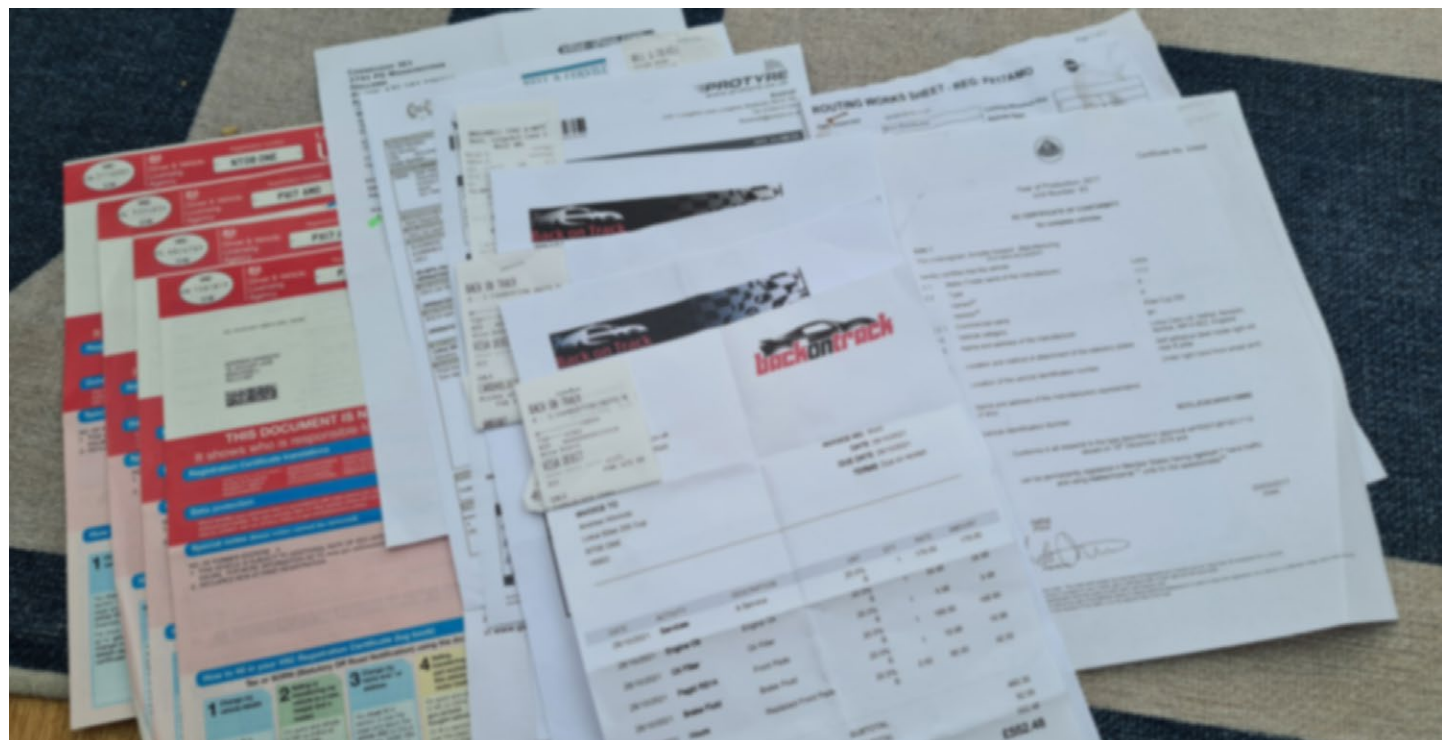
“If you can get a spares package it can be a huge bonus to help keep you going throughout the year,” says Hubbard. “A rally car, for example, may come with rally stage rubber as opposed to tarmac stage rubber, or you could get hard to find things like an original gearbox casing. Also, the more that comes with the car, probably the better it has been looked after over the years.”



Buying on a budget may mean working on the car yourself

>>>>>





**Make sure all the documentation is present and correct**

It is not just the equipment you need to look out for. No matter how many checks you perform on the car, how many questions you ask, and how deep you look into it, there will always be something you need to do to it before you get it out on track.

“I have never bought any racing car from anywhere in the world where they say it is race ready and it actually is,” says Matty. “There is always something to do, even if it’s changing tyres because they’ve gone hard from standing for a year. You just have to accept that.”

“It is certainly cheaper to buy a car that has history and has been used, because it may not be exactly what you want but the previous owner will have ironed out a lot of the problems that would cost you. It is easier to spend £10 forward than go back £15, and it is not bad to use someone else’s experience.”

There will still, no doubt, be more items you need and there are plenty of parts dealers out there, as well private sales on the online marketplaces mentioned earlier. But just like buying the car itself, doing due diligence on what you are buying and where it is coming from is just as important.

“Try to buy from someone who is a recognised dealer, and if you are buying at a distance make sure you are confident who you are doing business with,” advises Walters. “Also, always try to pay by credit card or PayPal. And remember, if it is too cheap, it is quite possibly not a genuine article and if it is too good to be true from a price point of view, it most likely is.”

### Financing the Investment

It used to be that you could only afford as much as your bank balance would allow when it comes to investing in a competition car, but that is not quite the case any longer. Of course, you should never push beyond your means, but buying on credit is now actually an option.

Classic and Sports Finance is one of a number of specialist companies that have developed a range of new hire-purchase solutions for investing in competition cars. This offers those with limited immediate cashflow the chance to spread the costs, not just of the vehicle, but of the upcoming racing season as well.

“You cannot borrow money to finance fuel, a race suit or a helmet, but you can offset the immediate capital expenditure with financing, and that helps you to release money to go racing,” explains Johnson.

“With a hire-purchase product, the car is security against the loan – the same as in any road car HP deal – and we can spread that [cost] up to five years. It is generally on an 80-20 loan-to-value, so you need 20 per cent deposit. You also need good credit and good insurance.”

Surprisingly, this approach can not only work for purchasing from dealers, but it can also work with auction houses and Hubbard adds: “Technically, you have seven days to pay for the Lot so if you tell us beforehand that a finance company will be giving you a loan on the car to buy it, that’s fine. We have prior knowledge.

“With money laundering regulations, we have to go through various jumps with the finance lender, but certainly more and more people are buying cars with finance. That is not because they cannot afford them, it is just use of cash elsewhere as money is so cheap to borrow.”

For higher-end purchases, such as £100,000 classics, a lender will typically ask for insurance – and while historically it has not been possible to cover a car on track, some specialist companies are changing their approach to that area too.

“There are a few in the marketplace,” says Johnson. “Different companies like different types of cars, but a lender will lend against a car if it is insured – and by financing the car, they can probably get more seasons and more access to motorsport.”

### Building A Future

Ultimately, investing in a competition car is a long-term commitment and can be a money-sapping adventure. Once you have purchased the car, the work is only just beginning and the important thing is to keep a record of everything you spend on it and know when to invest more and when to move on.

“If you are starting from a baseline, like a standard Elise or Elan, see if you enjoy it, start to develop the car and once you have got it to a certain level and you want to go more radical, then do not go more radical in that car, buy a new car at the next level,” advises Matty.

**“There are always people looking to change series, to move on, and are looking to sell”**

“When we sell competition cars it is very common to take a part exchange. It is not rare for someone to have a road Elise or Elan and, if they want to start doing some motorsport, to trade it in for something that is half the way there or all the way there. That helps to facilitate the next step.”

Having a well-kept car with a good racing record will help to maintain or add to its value, and whether it is a classic or an everyday racer, that could be money well spent if the car becomes more popular in a changing market.

“If someone is throwing 50k at buying a car, they want to know there is a good series they can go and use it in,” explains Hubbard. “If there is a race series, rally or Hillclimb that is coming in over the next couple of years where the car could be used more, that might then make it more valuable.”

“As with any market, be it money, jewellery, gold, there will be fluctuations and taste changes and that will always impact on pricing. None of us like to lose money, but if you feel like you have your money safely invested in something and you can have fun with it too, that has to be a good thing.”



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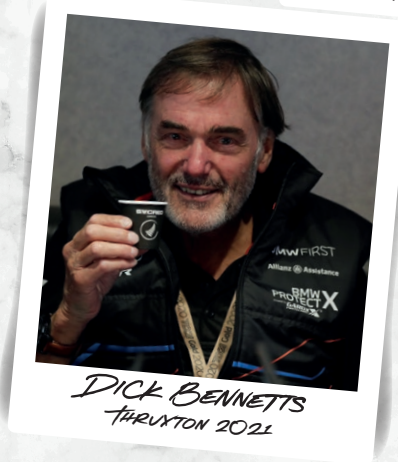
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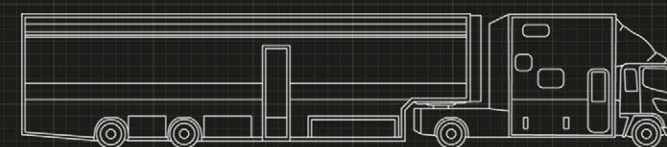
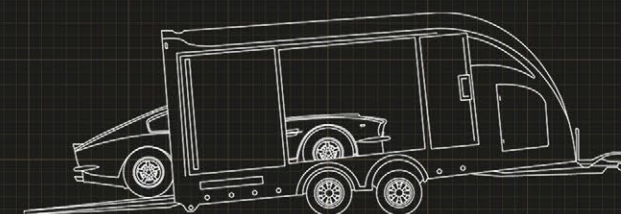
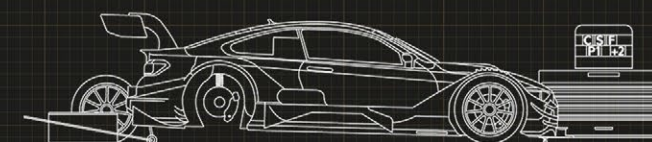
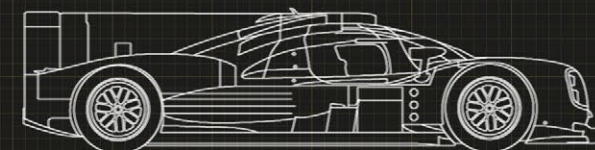
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# TUNED TO COMPETE

Discover the best ways to get yourself in tune for competition, from maintaining hydration to achieving better reaction time, by Will Gray

Motorsport is about two elements: human and machine. Whatever your level of competition, success will only be achieved if both these parts are well tuned and ready to go.

In a previous edition of Revolution (September 2021) we spoke to sports physiologist Rosa Dakin about physical fitness, but that is only one part of the picture. This time, we checked back in to get a full overview of the elements that can play a part in achieving your optimum performance.

“Physical fitness is one thing, but following other basic health rules are just as important,” says Dakin. “There are five areas you should be focusing on and for each one there are some easy wins that take minimal time and effort for the benefit they can give you.”

## Hydration

The human body is made up of 60 per cent water and some of that is lost as sweat whenever we exert ourselves. The rate at which that happens, however, can vary dramatically and you might not realise just how much of an effect it can have.

Dehydration reduces your brain's ability to process information. Not only can that lead to a slower reaction time, which in turn leads to a reduced performance on the track both off the start line and when trying to achieve precision driving, but it also increases the potential risk of injury.

“On busy race days it is easy to forget this important part of the picture,” says Dakin. “Your mind is often on the race and the performance of your vehicle, but you must never forget the fluids, particularly drivers that have to wear large amounts of PPE, such as a helmet, suit and gloves.”

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*Fine tune your mind and body for greater performance*





“For every 1kg of body weight lost during exercise people should aim to drink 1.5 litres of water. Some nutritionists even make athletes weigh in before and post exercise to work out their sweat rate. It may sound extreme, but hydration is an exact science and that really can help.”

Many different elements combine to make the racing environment one of the most sweat-inducing forms of sporting competition out there – just imagine going for a run wearing a helmet and racing overalls. All that Nomex and padding, while essentially breathable, is a huge heat trap.

Incidentally, as an aside you may be interested to read that F1 software developer George Crawford competed in the London Marathon last year wearing Aston Martin driver Lance Stroll’s helmet, overalls, and race boots. He set a new Guinness World Record, with a time of 3 hours and 58 minutes. But not all of us are that fit.

Adding layers of PPE is not the only amplifier of this effect. In many cases, the cockpit environment is an extremely enclosed and warm location to be in, and racing on hot summer days will also add to the increased propensity to sweat and therefore the loss of even more fluid via evaporation.

Dakin has a few simple tips to combat the issues, adding: “Take enough water with you wherever you go and make sure it is with you at all times, available throughout the day. It is easy to forget, and having it front and centre will give you the visual cue of seeing your water bottle to remember to drink.

“Avoid drinking large amounts of caffeinated and energy drinks, too. Remember, caffeine is a diuretic – meaning it will make you need the toilet more! This is counterproductive to staying hydrated! Instead, if the weather is hot, add a pinch of salt and sugar to your water to help replace the lost electrolytes from sweating.”



Replacing lost water helps both body and brain

## Nutrition

As a motorsport competitor, it is natural to fully focus on the one event you are there for, but when it comes to nutrition, it is important to think of the weekend as a whole. You need to take a more overall approach to what you consume, and that starts even before you arrive at the weekend meeting.

“There is a lot of effort put into the average motorsport weekend, and you need to be fuelled to perform throughout,” says Dakin. “If you focus your nutrition on just the single competitive event you will be under-fuelled when you come to the crucial moment you need your body to perform.

“A motorsport athlete needs to be adequately fuelled for multiple parts of the weekend – that could include practice, qualifying rounds, finals, not to mention the physical work on the vehicle between the track time and any commitments to be ‘on form’ for sponsors, visitors or even fans!”

Many participants will also often undertake extensive travel all around the country or even the world before and after the event, and while driving many hours to a different part of the country may be seen as standard fare, it is also important to plan the right nutrition for that, to minimise the toll it takes.

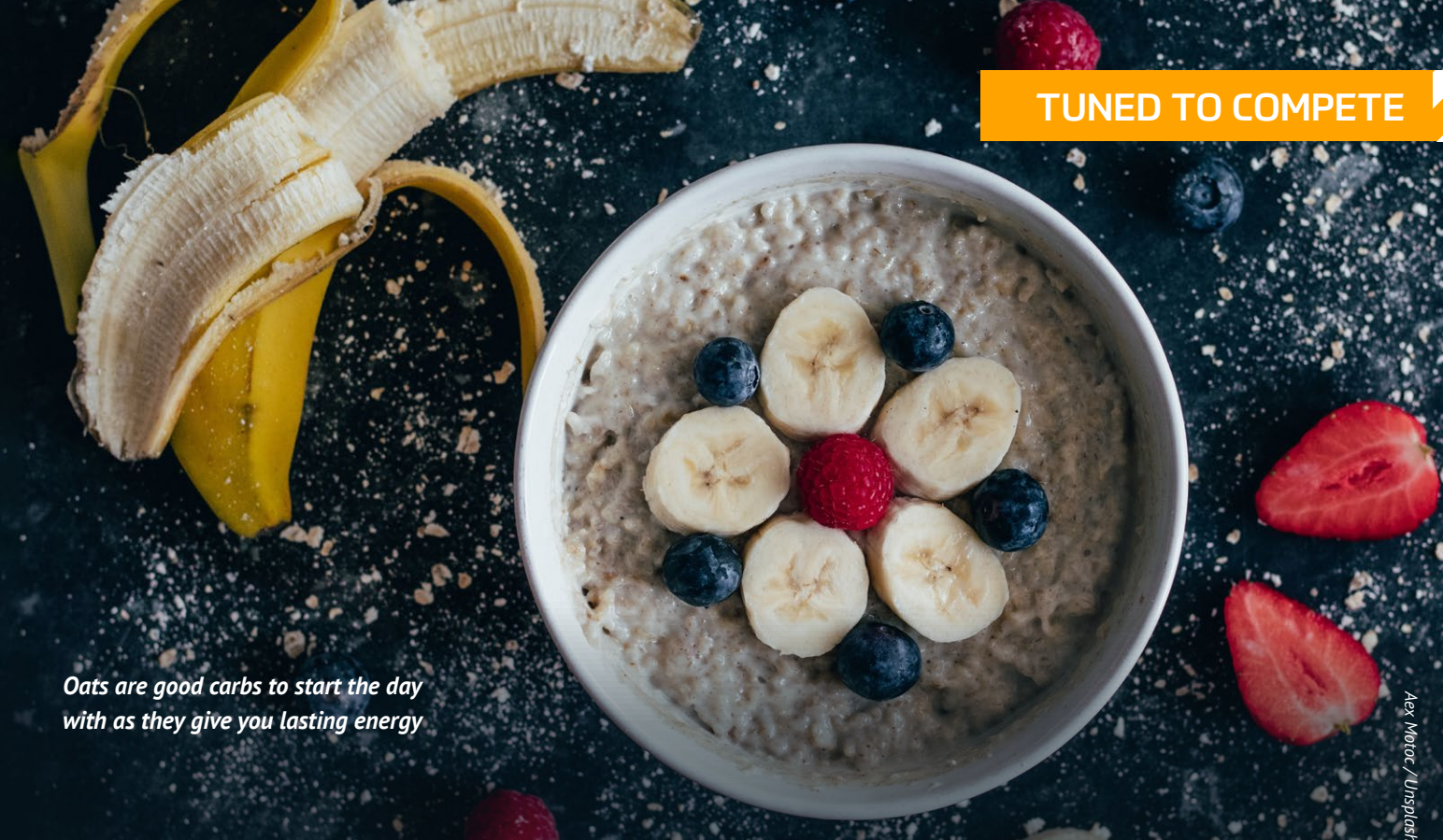
“A simple win is planning your food for the weekend and making the effort to take food rather than heading to the burger van,” begins Dakin. “Think about fuelling through each day and be organised with your schedule of what to eat when.

“Oats are good carbs to start the day as they give you lasting energy and there are loads of fantastic overnight oat recipes online. If you are staying in a hotel, avoid the full English breakfast (sorry!) and instead opt for eggs on toast or fruit and yoghurt. No pastries either – they are high in fat, which is harder for your body to digest. And avoid high fibre foods that the body would find hard to digest, like brown bread.

“Eat a decent meal between one and four hours before competition to give your body time to digest it and avoid getting discomfort in the stomach, then 30-60 minutes before the action give yourself a carbs boost with something like a banana, a cereal bar, energy drink or a jam and peanut butter sandwich. That will give you the energy to fuel performance.”

Conscious eating should not stop after the race either, as the exertion of competition uses a lot of glycogen and that takes its toll on the body. A typical competitor will need to recover with around 20-30gs of carbohydrates and protein post event to recover energy stocks and repair any muscle damage that may have occurred.

“Taking on post-race carbs and protein is really important,” advises Dakin. “There are so many ways you can do this – a lean meat sandwich like turkey or chicken; a yoghurt and



Oats are good carbs to start the day with as they give you lasting energy

cereal bar; or a chocolate milk and handful of nuts. You must also make sure you have a balanced diet for the following day too, with carbohydrate and protein, as that will give your body the best chance of recovering.”

## Sleep

Many people underestimate the importance of sleep. This is exacerbated when it comes to sports, and a lack of ongoing regular sleep (beyond just one broken night of nerves before a competition) can actually have a very significant and direct impact on sporting performance.

“Adults are encouraged to get between seven and nine hours of sleep per night, and that is core to both physical and mental wellbeing,” says Dakin. “When we sleep our bodies recover. Literally. Overnight, human growth hormone is secreted by the body and sleep is needed to allow it to physiologically recover from tasks completed in the day. It also helps to improve the effectiveness of the immune system.”

This sleep deprivation effect on performance and body strength is a proven fact. Studies in adolescent athletes have shown that those who sleep less than eight hours per night are 1.7 times more likely to experience injury in comparison to those that sleep more than that. But for a person participating in motorsport, there is something even more important that lack of sleep can compromise: memory.

“Sleep is a time where the brain consolidates newly formed memories,” says Dakin. “For a motorsport athlete, this may be driving technique or circuit familiarity. Sleep will allow these memories and skills to be recalled more effectively in the following days.”

Lower levels of sleep also run the risk of throwing away all the good work you may have done on other areas of competition, and Dakin adds: “One night’s sleep deprivation can result in a delayed memory or skill recall. That leads to an increase in reaction time and reduced alertness.

“Therefore, in a sport that puts a premium on decision making, where you need to know what speed to come into a turn, what line to take, where other drivers are positioned, and how the car or kart feels, you are highly likely to see a performance decrease as a result of poor sleep.”

The solutions for this are very well known, but often not well appreciated or given enough importance. Screen time is a definite no-no within 90 minutes of shutting your eyes, while the type of light that your body senses before and while you are asleep is also vitally important.

“The blue light emitted from screens stops the body releasing melatonin, the sleep hormone that makes your body temperature drop and makes us drowsy and ready for sleep,” explains Dakin. “On top of that, though, you should also sleep in a properly dark room.

“This may sound obvious, but our bodies need darkness to sleep. If you are staying away from home in a caravan or somewhere where natural light can get in, wearing a sleep mask is a simple, cheap and accessible solution to cut out the light and get good quality sleep.

“Also avoid caffeine after 2pm – yes, that’s two o’clock in the afternoon! Caffeine has a long half-life. This means it takes a long time for it to be cleared from the body. So, if you drink coffee or caffeinated drinks in the late afternoon, this will have a direct impact on your ability to sleep that evening.”



Sometimes, no matter what you do, it is impossible to get to sleep. We have all had it – it could be thinking about a mistake that cost you a qualifying spot, playing through the course in your head in preparation for a race, or worrying about an upcoming meeting with an important sponsor.

Whatever it is that is keeping you up (assuming it is not caffeine-related, because there's nothing you can do about that!) it may sound counter-intuitive but just embrace the fact that you are having difficulty sleeping and get up out of bed.

"If you lie awake in bed, the brain will associate the bed with not sleeping and that is not helpful at all," says Dakin. "So, try getting up and going into another room, or a different area of the room, and reading a book until you feel tired. And absolutely avoid reaching for your phone if you can't sleep!"

### General Fitness

All forms of motorsport are exhausting – even including marshall side of the track – so maintaining a general level of good fitness is important. This does not come without effort, but only with regular planned exercise can you be sure you will be in as optimum condition as possible to compete safely and with lower risk of injury.

"Take into consideration your training history before starting an exercise plan," says Dakin. "Do you have any injuries? Have you taken part in regular exercise as part of your lifestyle or is this something that is completely new? If you do take part in exercise what sort of frequency, intensity and type of exercise is it?"

That level of experience very much defines the types of exercise you should be considering, and Dakin has tips for novice, intermediate and advanced.

"If you are a novice athlete – someone who has never completed structured exercise or has not done it for a long time – you should start with small lifestyle changes and build a solid foundation of sustainable habits – like going for a lunchtime walk – and make them become part of your lifestyle.

"Do too much, too soon and you will increase your risk of injury, burnout or fatigue, and that is when motivation goes and you don't carry on. Strength wise, you should focus on whole body strength with bodyweight basic movement patterns like squats, planks, press-ups, and some simple banded exercises to improve neck strength.

"For an intermediate athlete – someone who goes to the gym or runs or cycles a couple of times a week – it is about developing a planned routine to ensure you put in two cardiovascular sessions a week, one a longer 5-10km run and one an interval-based session where you section your run and

do several sets at 30s faster than your normal pace to raise your heart rate, followed by 15s of recovery running.

"Getting your heart rate higher makes your heart grow in strength and size and enables the body to pump more blood, more efficiently around the body. That will really help you when you are in competition and is a really basic example of what we call high intensity interval training.

"In the gym, slowly increase the weights you lift week by week in a controlled manner (do not just jump up by 5kg!). This will force your body to increase muscle size and strength – and that will help it to withstand g-forces and keep the body controlled through turns, acceleration, and deceleration.

"Finally, if you are an advanced athlete – someone with a long history of training who exercises at least four times a week – you should make sure you nail down your training plan, so you have a good balance because to be a rounded motorsport athlete you need both aspects of strength and cardiovascular fitness.

"If you are only doing one form of exercise but doing it many times a week, maybe switch one session a week to the other type of fitness. For example, change one lifting session to using cardio equipment in the gym, or switch out one run for some simple strength exercises instead. Both go hand in hand, and one will help the other."

### Reaction Time

Having quick reactions when you are behind the wheel is extremely important for performance, and all the elements mentioned so far – hydration, good nutrition, sleep, and a general level of physical fitness – will all affect your response time.

The way your body performs, moves, responds, is all determined by the speed at which your brain and nervous system works. Your brain operates like a computer, processing every response to a stimulus before your body can start moving to react. And in the same way that a lower specification computer takes longer to process things, a sluggish brain will do the same.

If you followed F1 last season, you may have seen the drivers' reaction times shown up as statistics on the TV footage. They are lightning fast. And while there is limited research out there on how to train to improve reaction time, it is clear that athletes with higher skill levels have faster reaction times than those at a lower level.

It is important not to confuse reaction time with reflexes. Where reflexes are involuntary movements to stimuli, reaction time is related to conscious voluntary movements

that you choose to make, albeit often in a split second. And while reflexes happen naturally, reaction time can be affected by genetic and physical conditions but can also be honed and improved by training.

"Age, gender, distractions and alcohol all affect reaction time," says Dakin. "Spending time in a car is the best way to improve it, as it directly trains that specific response. It creates neural connections between your brain and your body and the more you do it, the stronger the connection.

"Most people do not have the time to get out in a competition car enough, so it is important to also gain benefit from alternatives like gaming simulators or light pods that require users to respond to a light stimulus. Including this in your training may enhance performance and give you that competitive edge."

It is all about sensory perception, with electrical signals sent through your body from the stimulus point (in the case of driving, often the eye spotting something ahead) through the brain to the central and peripheral nervous systems. The faster these can travel, the faster the response.

Simulated situations help the brain to create new neural paths to communicate with your central nervous system. Your body is a bit like a maze, with different routes going everywhere, and this training helps the electric signal find the shortest route to response, which your brain will then remember when you are behind the wheel.

When it comes to competition time, getting a balance of calmness and adrenaline is important too. Studies have indicated that a calm and focused mind can respond better to stimuli – and while you cannot meditate while driving, doing mindfulness exercises and focused breathing before you get in can work wonders.

You often see top drivers tuned into headphones on the grid and Dakin says: "Listening to music before an event or competition has been found to improve reaction time as it acts as a mental stimulant that increases adrenaline, heart rate and that feeling of anticipation."

### Rosa Dakin

Rosa Dakin is a sports physiologist with an MSc in Exercise Physiology. She has worked with athletes in grassroots motorsport and British Superbikes. To find out more, visit [empowersportscience](https://www.empowersportscience.co.uk) on Instagram or email [rosa@equestriansportscience.co.uk](mailto:rosa@equestriansportscience.co.uk)



Research has shown that elite racing drivers have a faster reaction time compared to people who are generally physically active and that is likely to be due to training, spending time in a car or kart and being exposed to the need to make constant cognitive decisions quickly throughout an entire race.

"In technical terms, reaction time is the time between the presentation of a stimulus and a response," explains Dakin. "This is crucial in any form of timed motorsport, not only in how you react to the start but also in the split-second steering inputs that you make all the time. And that can make a huge difference to your end result."

### Lower levels of sleep increase the risk of poor competition



Sander Meyer / Unsplash



# DEVELOPING FUTURE TALENT PATHWAYS

Motorsport UK has launched a collaborative study with Nottingham Trent University to improve the understanding of performance development in elite motorsport

Research into athlete expertise is well-established and has paved the way for the development of national talent development programmes. Research investigating British Olympic athletes has identified that those who won a medal had more diversified youth sport engagement, along with prolonged extensive time spent in sport-specific practice and competitions. However, pathways to elite performance in motorsport are yet to be investigated. This collaborative study will investigate the developmental and practice histories of elite racing drivers to support Motorsport UK in the development of future talent pathways.

*Revolution* caught up with Dr Nathan Cobb from Nottingham Trent University, to find out more.

## Why is this type of research important?

Currently, we do not know what the typical practice profile of an elite racing driver looks like, and without this information, we may be missing opportunities to maximise natural talent.

## What do we hope to learn from the research?

The aim of this study is to establish a practice and developmental activity profile of drivers – with the data and analysis being used by Motorsport UK to support the future development of the academy talent pathways.

## What will the benefits to the sport be?

By examining the practice histories of professional racing drivers, we can then help other young drivers channel their practice efforts in the right way, along with helping coaches develop evidence-based approaches to driver development.

## What do you need from the survey participants?

All drivers who want to be involved will complete an anonymous Participation History Questionnaire, with as much honesty as their memory will allow. Our questionnaire has been designed to gather data related to motorsport-specific practice activities, along with additional activities or sports that may contribute to their development – for example, fitness work, sim racing, etc. from the age you first started motorsport, through to age 25.

## Who should participate in the survey?

We are keen to hear from any professional drivers who want to help us develop talent pathways in motorsport – it does not matter what age, gender, or category you compete in. 🎧

If you are a professional driver who has advanced through the ranks within motorsport then we are 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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Luke Sedzikowski from Tegiwa, one of Garmin's official Catalyst suppliers and a driver with over 10 years' experience, has been putting the Garmin Catalyst through its paces. Here's what he thought:

"For me, the Garmin Catalyst is a game changer when it comes to improving driver performance. Gone are the days of complicated camera equipment and data monitoring devices, as this product takes all these elements and puts them into one handy device.

After using it over the course of the 2021 Time Attack season and various test days, I've been able to see my areas of improvement after each session. I simply take the device from the mount and watch the footage straight back to see which lines I've been taking and where there is scope to go even faster.

One of my favourite features of the Garmin Catalyst is how visual it is when you're out on track. When I am on the track, I have much to concentrate on, it's vital there are no distractions in the cockpit. However, the Catalyst has a bright and clear display so I'm quickly able to see whether I am up or down on my delta time. This means that I know when to push even harder or if I can take that particular lap easier. Plus, it already knows my optimal lap time so I can immediately see I have a target lap time to aim for.

Once I've put together a few laps, the Catalyst has already begun to learn my techniques and offers me areas to try differently to improve my time. When the on-track driving coach kicks in too, it offers audio cues such as 'brake a little later,' which means I don't even have to look at the device either!



What's more is that it's been a great tool to show other drivers where they can improve too. Rather than uploading complicated data files onto a laptop and having to break the data down and then analyse graphs, I can show them the video footage there and then offer relatable advice accordingly.

The quality of the camera footage is second to none as well, as it captures crisp high-definition video which is more than adequate to feature on our YouTube channel.

Another great advantage of using the Catalyst is that it already has a large database of tracks ready to go. This means that I can just turn the device on when I'm in the car and it's ready to go and recognises wherever I might be.

As a racer with over 10 years' experience, I can safely say this is a game changing piece of equipment and would not hesitate to recommend one to a club racer or a pro driver. I can't wait to use the Garmin Catalyst again in 2022, and I'm sure it'll help me go quicker than ever before!"

As well as being available to purchase via [Garmin.com](https://www.Garmin.com), the Garmin Catalyst is also available to purchase via Tegiwa [www.tegiwaimports.com](https://www.tegiwaimports.com) and Demon Tweeks [www.demon-tweeks.com/uk](https://www.demon-tweeks.com/uk).



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## Take part in Sprinting

Sprinting is a popular form of first-timer motorsport, with a wide range of classes to suit all budgets. It can also be combined with Hillclimbing to maximise the number of opportunities for competitive action using the same car and similar skills. *Revolution* spoke to three experts to learn all you need to know to prepare for your first Sprint event

### Competition

#### What is a Sprint competition?

It is a race against the clock held mostly on race circuits and specialised Sprint tracks. The length of courses can vary from as little as a quarter of a mile to 3.5 miles, with runs timed electronically to 100th of a second. Many courses are marked out with traffic cones, which may be penalty markers. Hitting one generally adds 5 or 10 seconds to the time while going all four wheels off course usually means no time is recorded.

#### What is the event format?

There will typically be one practice run followed by a minimum of two competitive runs, often more. Depending on the circuit, cars are released from the start at roughly 30-second intervals, but this varies, and the gaps are intended to avoid cars being on track

together. This is to ensure that each competitor can concentrate on their own run without having to worry about other cars on the track.

#### How does it differ from Hillclimbs?

The two disciplines are similar, and the same car can usually be used to compete in both. For example, the car that won the British Hillclimb title in 2003 and 2004 was used to win the British Sprint crown in 2006 and eight subsequent seasons. Sprints tend to be quicker than Hillclimbs and the venues tend to be more open and flowing, with Hillclimbs being more technical.

#### How tough is the competition?

It depends on who and what is in your class and that can vary each year as competitors progress to other classes.



*Hot hatches are a cost-effective place to start*

### Car / Equipment

#### What makes a good car?

There is a class for just about everything, from standard production cars to single seaters, so anything reliable, well maintained and that you enjoy driving. It will need to be sturdy, though, as some sprints are held on disused airfields where the surface may have potholes, cracks, and loose stones. Hot hatches (performance versions of Fiestas, Clios, Saxos, etc.) are relatively cheap for a beginner and can be driven to events. Kit cars (Westfields, Caterhams, etc.) are also very popular.

#### What modifications are required?

All vehicles must have a clearly marked ignition cut-off switch operable by the driver when seated with seat belts secured and yellow tape signifying the car's earth lead. To enable the run to be timed a timing strut – more commonly known as a beam breaker – must be fitted to the front of the car. This must be matt black and be located in a specific position based on Motorsport UK regulations.

#### Can you drive to events?

If you are participating in a road legal class, you can drive your car to the event – but remember it must be in a fit state after the event to drive it home again! If it is not road legal, it must be trailered.

#### What other kit do you need?

A crash helmet is mandatory but for road cars no roll cage is needed and standard seats with lap and diagonal belts are permitted (although many choose to upgrade their vehicle for personal safety). Requirements increase as you go up the classes, with roll cages, full fireproof kit, harnesses, etc.

>>>>>

*Sprinting attracts an eclectic mix of cars*



## Five Top Tips

- Get up to speed by entering some AutoSolos first
- Ask for help, both before you start and once you are competing
- Enter your road car for a low-cost way into the sport
- Develop a smooth, precise driving style to maintain momentum
- Take time to see what classes and cars best suit you and your budget



## Skills

### What makes a good driver in this discipline?

Good car control is more important than outright speed, especially for a beginner. You can build up speed with experience. Repeatability is key too and you need to maximise every practice to improve your time before the main runs. As there is only one vehicle on track, setting a competitive time is entirely dependant on the driver, the vehicle, and the weather.

### How can you learn the basics?

There are several Sprint schools where you can pick up the different skills and practice. There are also often test days at different Sprint-specific circuits around the UK.

### How do you improve and progress?

Keep competing and keep practising. Marshalling is also a good way to watch other people and learn. At an event, there is a lot of waiting time between runs, so use that to watch other competitors and speak to them – they are friendly and very willing to help someone starting out.

### How do you win and what are the prizes?

The fastest time of the day and fastest in each class usually get awards. In a large class, second or third may also get something. Generally, winners get small trophies, silver plates and plaques.

### How good do you have to be at the top level?

The pinnacle of the sport is the Motorsport UK British Sprint Championship ([www.hillclimbandsprint.co.uk](http://www.hillclimbandsprint.co.uk)) in which competitors drive highly developed single-seater racing cars with engines that push 600bhp. The Sprint Leaders Championship is a class-based championship that follows the BSC to all the mainland rounds and caters for all types of cars, from road cars to racing cars.

### Is it a stepping-stone towards other motorsport?

It can be, but as Sprinting is a very cost-effective motorsport it often attracts competitors from other disciplines for friendly, competitive fun.

## Get Involved

### What are the general costs of running a car?

Whatever you can afford. Events are low mileage, so fuel costs are low if you stay local. A set of tyres often last an entire season and the fact you are on track on your own means potential damage is limited. Entry fees range from £80 to £140, depending on the club and format, but cars can be double driven, and it greatly reduces the cost if you share.

### How far around the country do you have to go?

There are plenty of clubs throughout the UK, so it is easy to compete locally but there are plenty of opportunities to compete further afield if you wish.

### How many clubs are there around the country?

There is around half a dozen clubs organising events in each region of the country and there are Associations in 13 different regions in the UK. A full list can be found [HERE](#)

### How can I try it out?

Many clubs hold introduction days. Curborough's – which this year is on 15th May – usually attracts up to 70 people during the day and all attendees are taken through all aspects including information on licences, sign-on routines, paperwork, regulations, costs and scrutineering, as well as getting demonstration laps on track. There are also club members' track afternoons / track days organised at various circuits.

### How do I start competing?

The best way is to join a local car club and join a Sprint championship so you know what events are coming up and can choose which to enter. In recent years, Motorsport UK introduced the 'Intro Class' in which you can compete in standard production cars with some restrictions under an RS Clubman licence. This gives people a chance to experience sprints at low cost to see if they want to go further. Junior Sprint competitors aged 14 to 16 can compete in standard production cars up to 1400cc, subject to certain restrictions such as driving observed laps. 🌀

## Learn The Skills

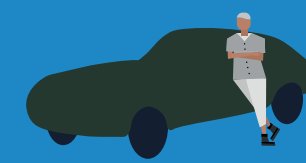
The Association of Hillclimb and Sprint schools (AHASS) includes six schools across England, providing instruction and introduction to the disciplines. Formed in conjunction with Motorsport UK in 1997, they cover a set syllabus, ensuring a common approach and standards.

The AHASS website has an excellent page providing a step-by-step guide on what you will experience as a beginner. It can be found by scrolling down beyond the 'About Us' section at <https://ahass.co.uk/how-we-do-it/>

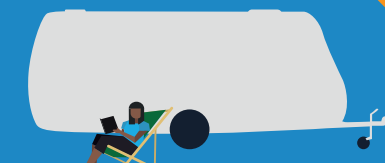
*Revolution would like to thank John Williams, Shenstone and DCC Chairman and Competition Secretary;  
Paul Parker, British Sprint Championship Co-ordinator; Alan Barnard, Herts County Auto and Aero Club Clerk of the Course*



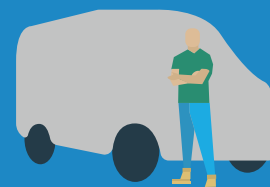
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# Snetterton

Snetterton blends an exciting and complex layout with fast straights to create a unique challenge for drivers. Much of it can be viewed from raised spectator areas, offering some of the best viewing areas in the country

**Venue:** Snetterton

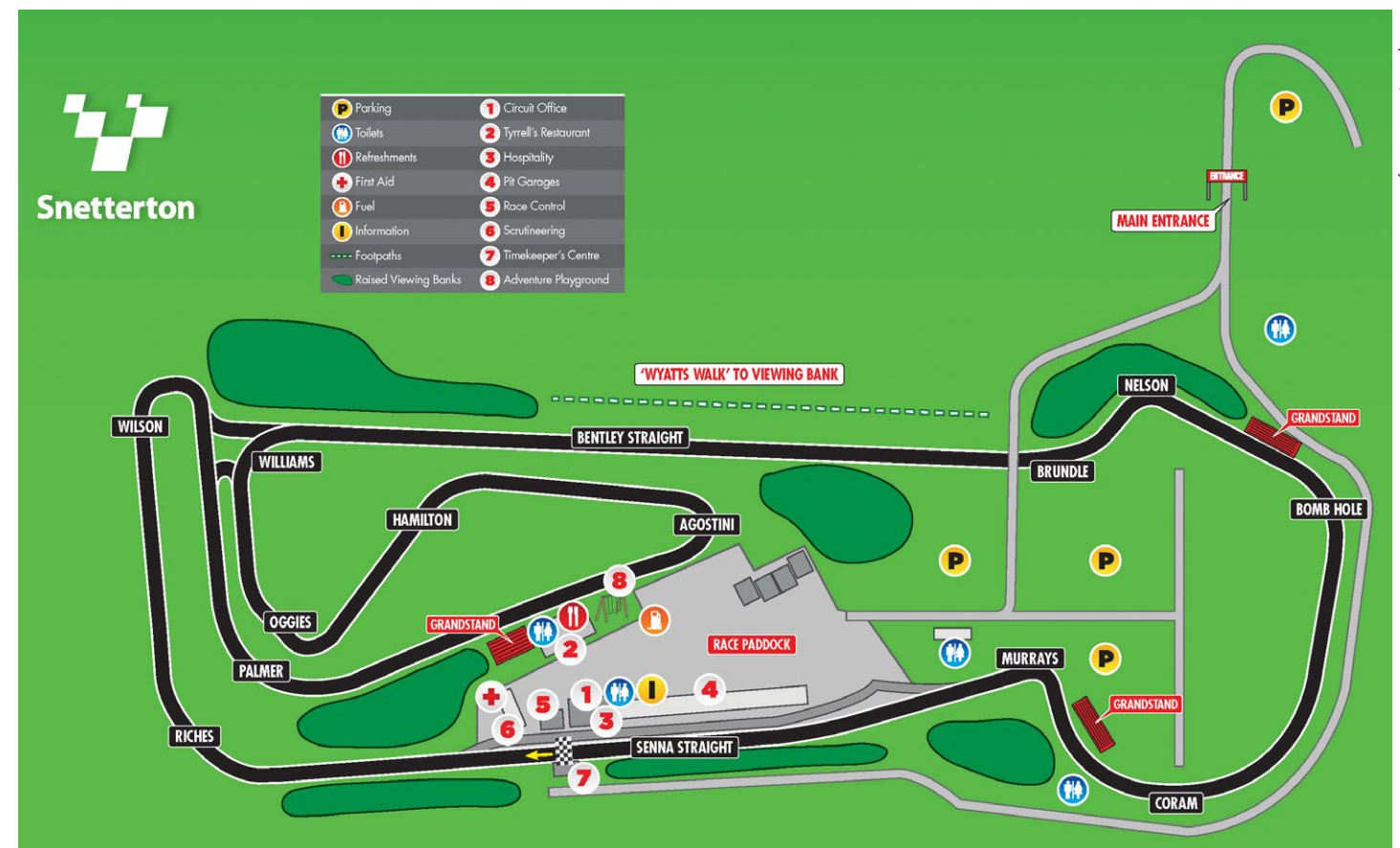
**Location:** Snetterton Circuit, Norwich, Norfolk, NR16 2JU

**Length:** Three variations of circuit covering 1, 2 and 3 miles

## History

Snetterton was built as an RAF airfield, designated for use by the 96th United States Air Force Bomber Group between May 1943 and November 1948. The circuit itself was created in 1951 from the network of remaining runways and its first race event was held in the same year by the Aston Martin Owner's Club. The circuit configuration has changed several

times across more than seven decades, with the most major development coming in 2011 when a new multi-configuration layout was created under MSV's stewardship. Snetterton has hosted many significant events over the years, including non-championship Formula 1 races and the UK's first 24-hour race, the Willhire 24 hour, which ran from 1980 until 1994.



## Track

The modern circuit can run in multiple layouts, including the three-mile 300 Circuit, which was designed from the ground up by MSV Chief Executive Jonathan Palmer ahead of the 2011 season. The longer layout can be split into the 200 Circuit, which more closely follows the shorter, retro layout, and the 100 Circuit, a compact infield route that has been used for sprints.

## Categories

Snetterton hosts all the UK's leading national championships on two and four wheels, including the Kwik Fit British Touring Car Championship and Bennetts British Superbike Championship. The venue also hosts British GT, British Truck Racing and countless club level events such as Autotests and stage rallies, plus historic racing and Superkarts. The packed club calendar includes the annual 2CV 24 Hour Race, while a major new addition for 2022 will be the Snetterton Historic 200 meeting, run in partnership with Motor Racing Legends.

## How to get on track

Track days run throughout the season for individuals on two or four wheels. These are available from a range of event organisers, and you can view a full list of upcoming dates on the official Snetterton website.

## Best viewpoint

The banks at Palmer and Agostini offer some of the best views you can get at any motorsport venue in the UK. You can't just see the corners after which the banks are named at those spots, but also much of the full 300 circuit, including the challenging infield section. Grandstand viewing is also available at three locations around the circuit.

## Best spot for photography

You can get great shots all around the venue, but for something a bit different head to the outfield viewing area by the Senna Straight. There aren't many places in the UK where you can snap a racing car with an old red telephone box in the frame.

## Best place to eat

Tyrrells restaurant is in a prime spot within the paddock. You can pick up a range of meals to eat in and take away.

## Family fun

The venue has its own adventure playground for children on the infield close to Tyrrells restaurant.

## How to get there

The circuit is 10 miles north east of Thetford on the A11 from London to Norwich.







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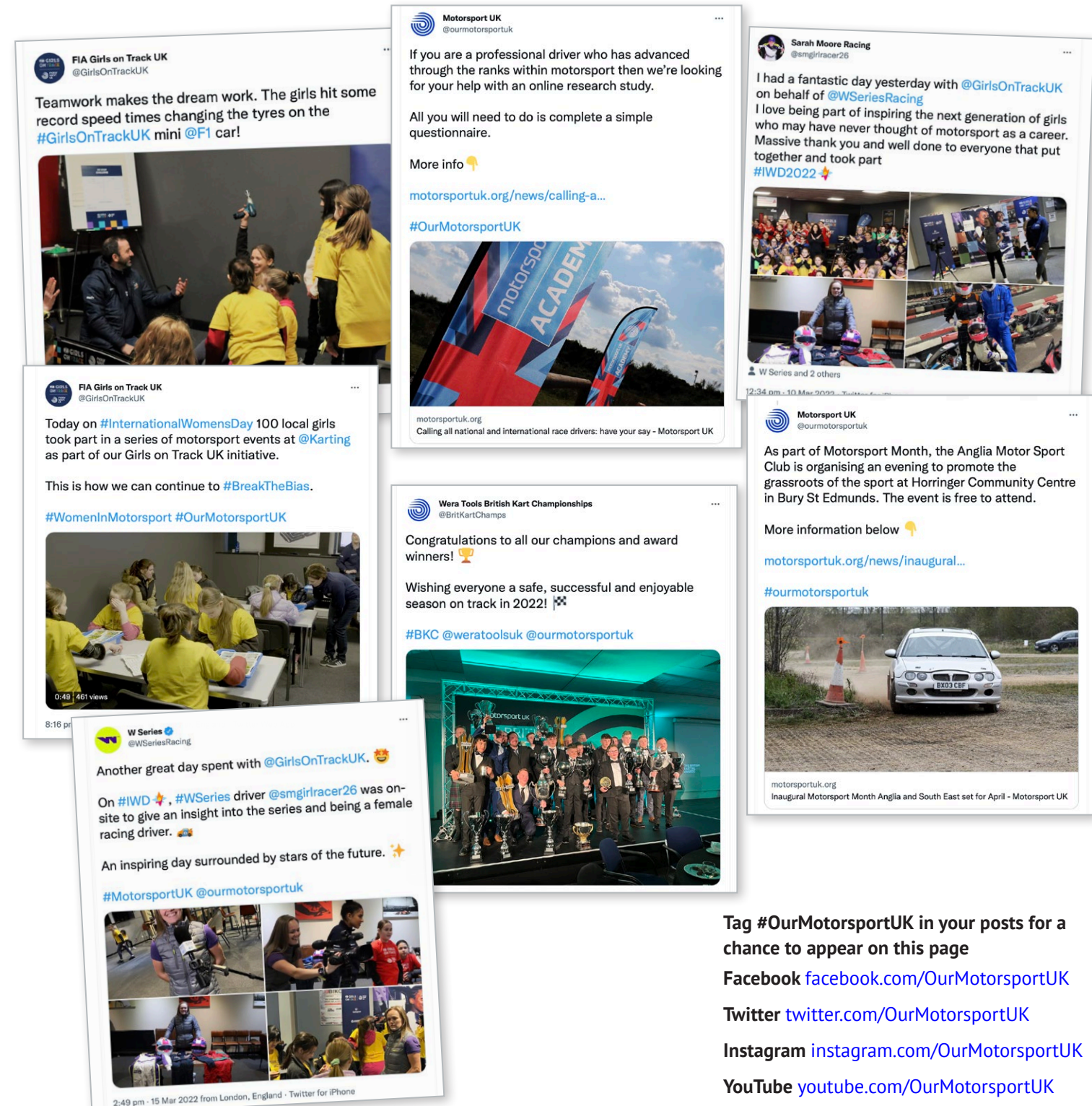
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# MOTORSPORT UK CONNECTED

## Online highlights from the past month on social

Many clubs, events and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the posts



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Celebrating incredible women  
and girls in UK motorsport



Turning point –  
taking the Triple at  
Oulton Park, 2020

## Lessons Learned... with Luke Browning

**Luke Browning** will race for Hitech GP in the GB3 Championship this year. He had a successful season in the ADAC F4 series in 2021, finishing third in his first year competing on the international stage. The 20-year-old from Kingsley in Cheshire began his single-seater career in 2019 and won the British F4 title in dramatic fashion in 2020, when he also made his GB3 debut at Oulton Park as a guest entry. *Revolution* caught up with him to discuss some of the biggest lessons he has learned during his journey up the motorsport ladder so far.

### 1 Keep a cool head, Juniors, Knockhill, 2018

It was my second year of juniors, and we were leading the championship by a reasonable margin. We started on the front row but the circuit was absolutely drenched and I got hit off in the first lap by one of my rivals' team-mates. I was gutted and I was thinking 'I'm in big trouble here, it will be a massive detriment to the championship' but for whatever reason wet driving always seems to save me. I remember thinking 'right, you have got to just reset, don't be angry' and I ended up making my way all the way back up from last by five or six seconds to fourth, setting the fastest lap of the race. Coming

into the last lap, my team-mate was just ahead in third and I caught him. It was that wet, you could not see anything and I remember going down to turn one and literally seeing nothing. He left the door open for me but I remember a split decision thinking 'no, I'm not going to go for it' because I was not sure if he had seen me and I didn't want to take a lunge up the inside. We ended up P3 and P4 and it was a huge lesson in keeping cool to come back through and not throw it away. It also helped me in the long run, because he really helped me out for the rest of the season.

### 2 Never lose belief in yourself, Brands Hatch, 2019

When I took the step up to F4 it was with a complete low card, the team had not won in F4 yet and it was just going to be a learning year for us all. The year before I had won the junior title on the road, but lost it in the stewards' office, so I was of the mindset where I just want to win. I knew it was going to be difficult with this team because we didn't have all the resources and I rocked up with four days in the car when other guys had done 30 in theirs. We had an engine issue in qualifying and started way at the back for race one, but the heavens opened, and we managed to go from last

to first within the first four or five laps. It was absolutely mental! It was one of those days, I was so confident getting in the car and everyone else was tiptoeing around a bit and that's when things really turned around for me, it changed the perception of me in the paddock.

It just showed that it is easy to knock yourself down and think it is not going to be possible – the resources I had, the lack of testing, what is the point in even driving? It showed that if you believe and you work hard enough at it, it is still there.

### 3 Learn when to be conservative, Thruxton, 2020

I was leading the championship by 60 points, and I remember seeing an article saying, 'there's no way he can possibly lose this now, there's no chance of catching him.' I remember feeling on top of the world, but I was just being way too confident and way too aggressive with my driving, when I should have been a little bit more conservative. We had a nightmare in qualifying, so I started with my two championship rivals in front of me. I crashed in the first race,

taking a couple out in turn one. I just made unnecessary moves and caused unnecessary crashes. It cost me a lot of points in just one round. When it would have been easy for me to just be cautious to maintain the lead, I threw away almost half the deficit for no cause. It was completely my fault, but it taught me maturity in leading, and learning when to be aggressive, and when just to chill out and put the pressure on your rivals to attack you, rather than the other way round.

### 4 Be prepared and relax, Oulton Park, 2020

It is very rare that you get to race five minutes away from your house. Oulton Park is a stone's throw away for me and when I was a kid I went there to watch races with my parents all the time.

I know that circuit like the back of my hand, and when we went there with British F4 it was the point that changed the balance, when I started to lead the championship. Before the first round I was behind, but we did the triple. We won both races and I managed to come from the back in the wet in the reverse grid race. I remember that feeling of it just coming naturally, and it being easy, and I think that in motorsport and professional sports, when you are well prepared, it is so natural. It is easy. It does not take so much concentration. Sometimes I think drivers and professionals sports people focus so hard on something they get too worked up about it. If it is not coming naturally, you just need to relax. I think I just found it easy to win there, on that day, because I was so well prepared.



>>>>

*Stick with it, and never give up!*



## 5 It's never over until it's over, Brands Hatch, 2020

This was my most chaotic race weekend ever! It was the championship decider, my rival Zac O'Sullivan and I came in equal on points, big tensions, big rivalries with Fortec against Carlin. There was a lot of pressure on me and on the team. We were ahead on points going into the last race and if he won, I had to finish sixth or higher to win the title.

I started on pole and he started P2, but he came on the outside at turn one and he ended up leading. As we went into the last corner and there was a slick oil patch left from the previous race that we had not seen on the warm-up lap because we did not go that way. We came around flat-out and all four of us at the front went off into the gravel. I remember thinking 'Holy s@t, this is chaos, everything is going wrong'. The two guys in front of me managed to get out across the gravel, but I thought I would get stuck, so I buried the throttle to keep out the gravel – but spun across the track. I ended up last by four or five seconds. Three laps into the race I had only just caught last place, four laps I was tenth and Zac was leading. Then the sky went completely black.

I had never seen anything like it. The rain that came down and it was completely ridiculous, absolutely torrential. We were out there on slicks, wheel spinning in fifth gear down the straight, and I was catching leaders by three to four seconds per lap. I had got to seventh place and Zac was still leading when it was red flagged. I came in thinking 'I've lost the title. I can't believe it.' I was catching them and I would have got the sixth I needed if it had gone another lap. I came in and I was crying in my helmet, thinking 'oh my God, how could this possibly happen' and I remember going past everyone celebrating in the winner's circle and feeling so low. I was thinking 'oh my God, I just want to stop racing now, I'm done with it' when I came into Parc Fermé and my driver coach came up to me and said 'mate, you've won it!' The race had been flagged at less than 50 per cent full distance, so it was half points! That feeling of complete and utter despair, the worst feeling I have ever felt, went to complete elation and the best feeling I have ever had in motorsport. It just showed, you need to stick with it, and you never know, things can always come right at the end of the day. 🌀



Coping with the pressure – P1 at Donington Park



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On track or on a rally stage, the Safety Car is a vital part of proceedings. *Revolution* met up with rally Zero Car co-driver **Phil Jones** and MSVR's track Safety Car driver **Ian Barnett**, to find out how their roles differ and what elements overlap

## Phil Jones – Zero Car driver

### What first got you interested in motorsport?

In the 1960's, my late father and I went to Monmouth one evening in the dark, stood by the bridge that crosses the River Wye and I always remember the noise of a Mini Cooper coming over the bridge and disappearing up the hill and him telling me it was Paddy Hopkirk. Since then, I have been interested in motorsport. Between 1970 and 1989 I competed on road and stage rallies always as a co-driver.

### What roles have you had before?

I have covered everything from Marshal to Clerk of the Course. In 1995 I became part of the Network Q Rally and Wales Rally GB Safety Car Team, and I was the Safety Car Co-ordinator from 2006 to 2019, when sadly the WRC event left these shores.

### Why be a Safety Car driver?

Helping to make events safer, being part of a professional dedicated team, being with friends and enjoying the 'craic'. I have made many friends in this role and hopefully contributed to motorsport in the UK.

### What is the one key skill you think most important?

I'd have to say more than one! Being calm, don't panic and be diplomatic but firm when required. Always let situations

develop – you are part of a team, so you support each other and share problem solving. There is always a solution.

### What is the biggest challenge?

Keeping to time on events, because resolving problems in stage takes longer than you first anticipate, and time slips away very quickly. You have a time schedule that if delayed can cause a stage to start late, which has a knock-on effect for the whole event and may lead to unwanted spectator movement, which then leads to additional problems.

### What one thing would you want to tell competitors that would help you in your role?

We are all human and we all make mistakes. We act in the best interests of the public, officials, and competitors to make events safer. Please be patient as we are doing our job to help you.

### How do you relax, or enjoy time outside of work?

I enjoy participating in classic car tours all over the UK and organise road trips for a group of friends across Europe and the UK. I also help out on Forest of Dean and Ross-on-Wye Motor Club events, being a member of both clubs, and when I am not involved in motorsport, I like to watch films, eat out and do some gardening when my wife allows.

Phil takes the lead role on Wales Rally GB



MSVR has a team of dedicated Safety Car drivers

## Ian Barnett – Safety Car driver

### What first got you interested in motorsport?

My earliest memories are of watching Rallycross and Car Trials on Grandstand with my parents. The first meeting I attended was a wet *Daily Express* Trophy meeting at Silverstone in the late 1970s, with many, many incidents. That got me interested in taking part.

### What roles have you had before?

I have startline marshalled for around 25 years, mainly at Silverstone but also other circuits including some European Grands Prix, in parallel with a short foray into circuit racing followed by 15 years 2-stroke karting.

### Why be a Safety Car driver?

I was involved with MSVR from its inception, and it became clear early on that it would be helpful to have some dedicated Safety Car drivers. Having already been a Safety Car Observer at a number of meetings, I was keen to do this to have a more involved role in the team.

### What is the one key skill you think most important in your role?

Aside from having some circuit driving experience, I would say the ability to be patient and remember the Safety Car is there to create a safer environment for the marshals and rescue crews attending an incident – however tempting

it may be to put your foot down! I would also say you need to form good relationships with your observers, on whom you are reliant on getting prompt, concise and clear instructions.

### What is the biggest challenge?

There can be some long periods of inactivity over the course of a weekend, so it is important to be able to stay focused and be ready to react if, and when, the call to scramble comes.

### What is the thing you enjoy most?

Without doubt the opportunity to drive many very nice cars, generally quite quickly, on a variety of race circuits. What's not to like!

### What one thing would you want to tell competitors that would help you in your role?

Don't blame the Safety Car. Everything we do is managed from race control.

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

I enjoy walking in the countryside and getting out in the fresh air. I also like taking my grandson karting – although not sure you can describe this as relaxing!



# NATIONAL COURT

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

## Motorsport UK v Lee Egmores National Competition Rule C.2.6.2 – suspension at Event – Assault – Further penalty

This is a synopsis of the proceedings before and Decision of the Independent Court;  
the full Findings of the Court will be published in due course

**Sitting 5th April 2022**

**National Court comprising: Guy Spollon, Barrister – Chair, David Scott, John Felix**

Motorsport UK represented by Jamie Champkin, Regulatory Counsel and Disciplinary Officer

Lee Egmores a PG Licence Holder appeared for consideration of further penalty having been convicted of a premeditated assault at Larkhall kart circuit on 20 March 2022.

Following an on-track incident involving his son, Mr Egmores had sought out the parent of the other competitor who was seated in the paddock outside his motorhome. The team principal of the team with whom Mr Egmores was associated had tried but failed to prevent the assault, and which occasioned actual bodily harm. No weapon was used. The incident was fully captured on circuit CCTV, and referred to the Stewards of the Meeting (CIK Judicial system). The Police were called and have preferred charges against Mr Egmores.

The Stewards investigated the matter and recorded interviews with a number of witnesses. Mr Egmores appeared, and apologised. He was Disqualified from the Meeting and his PG Licence was suspended for a period of 30 days (C.2.6.2) and the matter referred to the Disciplinary Officer who referred the case to the Court.

The Court heard from Mr Egmores, who was unrepresented. He repeated his apology and stated that he had also apologised to the victim (confirmed). In mitigation, while accepting that there was no excuse for his actions, Mr Egmores raised a number of matters concerning both on-track and in-paddock conduct.

The Decision of the independent National Court was:

Being concerned at matters mentioned, the Court recommends that Motorsport UK appoint an Observer to attend kart race meetings to report on general conduct both on and off track. Marking the severity of the assault but recognising the close bond with his son, the Court cannot overlook the seriousness of the case, therefore:

Mr Egmores's PG Licence is suspended for six years, the first 12 months shall be effective immediately but he may reapply on 5th April 2023 on two conditions:

3.1: That when applying he shall provide evidence to Motorsport UK that he has successfully completed an anger management course and

3.2: That the remaining period of suspension shall itself be suspended provided that no further offence is committed by him as PGL.

Mr Egmores is fined the sum of £1000 and Shall pay £500 towards the Costs of the Court.

**5th April 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.bmsstt.org](http://www.bmsstt.org)

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

Rod K Parkin, Chairman of the Trustees  
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## Wastewater Solutions UAC Easter Stages Rally

15th-16th April, Northern Ireland

Following a two-year break due to the global pandemic, the Circuit of Ireland International Rally is set to return with this event on Easter weekend. Last run in 2019, when won by Craig Breen and Paul Nagle, it involves 12 fast-flowing stages in the Northwest of Northern Ireland and will be the first round of the FIA Celtic Rally Trophy and the third round of the Irish Tarmac Rally Championship. For more information visit: <https://uaceasterstages.com>

## Motorsport UK British Drag Racing Championship

15th-17th April, Santa Pod

This action-packed Easter weekend event will feature the annual Jet Car Shootout along with Nitro Funny Cars, 300mph Top Fuel Dragsters and the National Drag Racing Championships including 200mph Pro Mods. There will also be monster trucks and stunt displays. For more information visit: <https://britishdragracing.org>



## Tour of Epynt

16th April, Epynt Ranges, Wales

This event, run by Port Talbot Motor Club, will cover more than 70 miles on the legendary roads of Epynt. It is part of the Pro-Tyre Motorsport UK Asphalt Rally Championship, the J D Tyres Welsh National Tarmacadam Championship, the Promotive Engineering Group King of Epynt Challenge, the IPS Paint Supplies rally challenge and the ANWCC Stage Rally Championship. For more information visit: [www.porttalbotmotorclub.co.uk/tour-of-epynt](http://www.porttalbotmotorclub.co.uk/tour-of-epynt)



## British Rallycross Championship 5 Nations Trophy

16th-18th April, Lydden Hill Rallycross

The battle for the 5 Nations Trophy commences at legendary Lydden Hill, with this double header. Six-time champion Julian Godfrey will be challenging for a record-breaking seventh crown, competing in his 11th successive campaign at the highest level in the series in his familiar Ford Fiesta Supercar. For more information visit: <https://www.rallycrossbrx.com/events/lydden-hill>



Kart Pix



## IAME Karting

22nd-24th April, Sherington kart circuit, Banbury, Oxfordshire

The IAME Championship is set for an exciting start at Sherington, affectionately known as 'Sheny', where a mix of fast straights and slow corners offer overtaking opportunities at every corner. Competing categories will include IAME Cadet, Mini X30, Junior X30 and Senior X30. For more information visit: [www.britishkartchampionships.org/championships/iame-2022/iame-round-1-sherington-2](http://www.britishkartchampionships.org/championships/iame-2022/iame-round-1-sherington-2)

## F4 British Championship certified by FIA

22nd-24th April, Donington Park Circuit

This is the first race in this 10-round Championship, running in support of the high-profile British Touring Car Championship. Once again, the field includes top teams and up-and-coming stars from the junior stables of many of the leading F1 teams. For more information visit: <https://www.fiaformula4.com/calendar>



## Speyside Stages

23rd April, Moray, Scotland

This gravel rally, based in Elgin, was first run in 1997 and joined the Scottish Rally Championship the following year. It is characterised by the fast and flowing smooth gravel stages around Elgin and Huntly and includes two spectator stages in the town's Cooper Park. For more information visit: [www.scottishrallychampionship.co.uk/events/speyside-stages-rally](http://www.scottishrallychampionship.co.uk/events/speyside-stages-rally)



## Corbeau Seats Rally Tendring & Clacton

23rd-24th April, Essex

The Corbeau Seats Rally Tendring & Clacton became the first rally in England to use the new 'closed roads' legislation in England in 2018. The rally joins the British Rally Championship for the first time in 2022, with Service, scrutineering, and Rally HQ all in Clacton. Sunday's action runs over three loops of four closed road stages, attracting a fantastic mix of BRC crews, local and clubman competitors. For more information visit: [www.corbeauseatsrally.co.uk](http://www.corbeauseatsrally.co.uk)





**Prescott Hillclimb**

23rd-24th April, Gotherington, Cheltenham

The British Hillclimb Championship begins with a visit to the legendary Prescott hill. This two-day event will see practice completed on Saturday followed by competition runs on Sunday. For more information visit:

<https://www.britishhillclimb.co.uk/calendar>

**Ivinghoe Spring Trial**

24th April, Buckinghamshire

Falcon Motor Club is running the Ivinghoe Spring Trial at Ivinghoe Aston, which is about five miles west of Dunstable on the A489. The venue is made up of grassy hills and is generally non-damaging to competitors' cars. It does however have sufficient gradient to present challenges to all levels of driver skill. For more details see:

[www.falconmotorclub.com/ivinghoe\\_spring\\_trial](http://www.falconmotorclub.com/ivinghoe_spring_trial)

**Lymm AutoSOLO / Autotest**

24th April, Lymm Truck Stop, Cheshire

This is part of a 10-event series run by the Boundless by CSMA, North West Motorsports Group, the Under 17 Motor Club North West and Accrington Motor Sport Club. Held at Lymm Truck stop on the M6 / M56 junction, it is open to drivers as young as 14 years of age and welcomes marshals for those who want to get involved but not behind the wheel. For more information visit:

<http://anwcc.co.uk> or [www.SD34MSG.org.uk](http://www.SD34MSG.org.uk)

**British Superkart**

1st-2nd May, Cadwell Park, Lincolnshire

The British Superkart Championship begins at Lincolnshire's twisty and undulating Cadwell Park circuit, winding through open parkland and woodland. This event includes the Division One, F250, F450 and Formula 125 Open categories. For more information visit:

<https://britishsuperkart.org/events/cadwell-park-2>



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Motorsport UK British Autotest Championship



There was a good battle for the top five, with some cone penalties mixing it up and a rare ‘Wrong Test’ by John Moffatt thrown in. Malcolm Livingston pipped Willie Keaning by 0.5 second in the end. Richard Pinkney kept Alastair Moffatt honest, despite three cone penalties. At the end of 16 Tests, Alastair Moffatt took the win by 17.2 seconds and dedicated his F.T.D. to the memory of Mike Sones.

Championship Standings

1st	Richard Pinkney	59 points
2nd	Alastair Moffatt	56 points
3rd	John Moffatt	52 points

Motorsport UK Pirelli Ravenol Welsh Rally Championship



Paul Mitchell Photography

Matthew Hirst made the perfect start to his bid for the title with victory at the season-opening WKD Trained Dogs Rally North Wales. The 2019 champion was dominant alongside co-driver Declan Dear, setting the benchmark on six of the eight stages in his Ford Fiesta R5+ to secure a 24-second winning margin.

Championship Standings

1st	Matthew Hirst	30 points
2nd	Dylan Davies	27 points
3rd	Tom Llewellyn	25 points

Maxxis Tyres English Rally Championship



Kevin Money

The Malcolm Wilson Rally was the first round of the championship in association with Seacon UK. Currently sharing the limelight include Stephen Petch, Richard Hill, David Crossen and Nick Dobson, Yaniv Bar and Alex Waterman. The English Rally Championship follows a six-round calendar culminating in the Grizedale Stages in early December. The next round is the Kielder Forest Stages in June.

Championship Standings

1st= Nick Dobson	25 points	1st= Yaniv Bar	25 points
1st= Alex Waterman	25 points	1st= Stephen Petch	25 points
1st= Richard Hill	25 points	1st= David Crossen	25 points

British Sporting Trials Championship



Thomas Bricknell won the Presidents sporting trial, his third event on the bounce, once again reading the ground superbly. Peter Fensom’s superb second round put him two points back in second overall, with Richard Sharp completing the podium. Drive of the day went to Arthur Carroll (pictured) in his live axle Sherpa in fifth overall, winning the red live class.

Championship Standings

1st	Andy Wilks	49 points
2nd	Thomas Bricknell	45 points
3rd	Richard Sharp	40 points

KNC Groundworks Scottish Rally Championship



The championship kicked off with the return of the Snowman Rally sponsored by AM Phillip Trucktech. Two years on and Michael Binnie and Claire Mole took a second consecutive win ahead of Jock Armstrong and Cammy Fair. Freddie Milne and Patrick Walsh were robbed of a podium when their engine cut out two miles from the end having led by five seconds going into the final stage.

Championship Standings

1st	Michael Binnie / Claire Mole	30 points
2nd	Jock Armstrong / Cameron Fair	28 points
3rd	David Bogie / Kevin Rae	27 points

McGrady Insurance Northern Ireland Rally Championship



Jonathan Greer and co-driver Darragh Mullen secured victory in round two, held at County Down’s Bishopscourt Race Circuit. The six-stage event was organised by Ballynahinch and District Motor Club and Greer dominated from start to finish. Derek McGarrity and Graham Henderson battled Aaron McLaughlin and Darren Curran for the runner-up spot, with McLaughlin edging it in his Fiesta WRC.

Championship Standings

1st	Jonathan Greer / Darragh Mullen	60 points
2nd	Aaron McLaughlin / Darren Curran	55 points
3rd	Derek McGarrity / Graham Henderson	53 points

SBD Motorsport HSA Motorsport UK British Sprint Championship



The 2022 SBD British Sprint Championship started at Anglesey in North Wales. The first run off was won by Pete Goulding and the second by Steve Miles, while series sponsor Steve Broughton registered a double second place. On Sunday Matt Hillam took both run off wins to reverse a more subdued day Saturday. Steve Broughton leads the Championship after Round 4.

Championship Standings

1st	Steve Broughton	94 points
2nd	Peter Goulding	90 points
3rd	Stephen Miles	90 points

Fuchs Lubricants Motorsport UK British Historic Rally Championship



Russ Otway / 90Right

Three-time British Rally champion Matt Edwards stamped his name in the history books with victory at round two of the championship, the WKD Trained Dogs Rally North Wales. Edwards continued his winning ways by taking the Rally Sport Developments FIAT 131 Abarth to its first ever championship victory, the series’ first non-Ford win since 2009.

Championship Standings

1st	Nick Elliott	53 points
2nd	Roger Chilman	47 points
3rd	Henri Grehan	43 points





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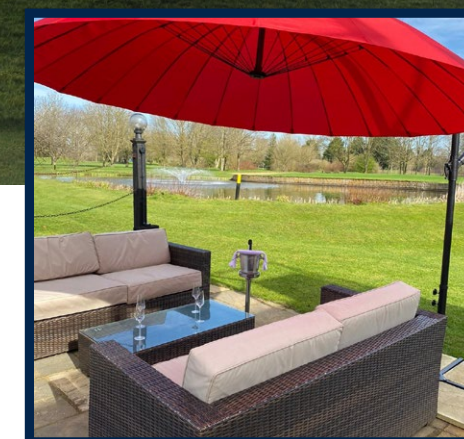
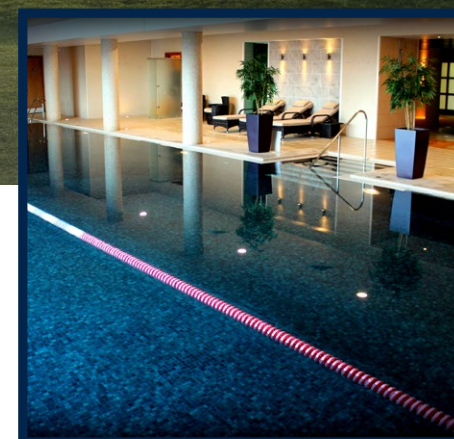
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# The Parting Shot

The Aston Martin Vantage claimed a glorious GTE-Am class one-two finish and a maiden Sebring success at the opening round of the 2022 FIA World Endurance Championship. In a dramatic, weather-shortened, 1000 Miles of Sebring on Friday 18th March, three Vantage GTEs finished inside the top six, with Motorsport UK Academy graduate Charlie Fagg onboard with D'station Racing.

