


Revolution

July 2022

The official magazine of  motorsport uk

HILL RALLY RETURNS

WELSH BORDERS EVENT SURPASSES EXPECTATIONS



TOP 5

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PLUS: PAUL MATTY HILL CLIMB + GO TO... TRAC MON + WHAT'S ON

The week before the British Grand Prix is always intensely busy for Motorsport UK, with months of preparation coming to fruition, as firstly the volunteers and officials descend on the Northamptonshire circuit, in preparation for the waves of fans that begin arriving from Thursday, culminating in the pinnacle of the British sporting calendar on Sunday for the Grand Prix. But this year we decided to make things just a little bit more difficult for ourselves, and packed the days leading up to the Grand Prix with a number of other important and high-profile events.

A couple of months ago I received an email from James Sunderland MP, a member of the All-Party Parliamentary Group (APPG) for Motorsport, that is made up of Members

of Parliament and Members of the House of Lords. This is an important lobbying body and has helped us in a range of matters such as the threat of EU legislation around insurance that would have affected motorsport quite dramatically; and draft legislation that would have prevented road vehicles from being modified in any way, which would have had obvious repercussions for motorsport preparation in many disciplines. It transpired that the Speaker of the House, Sir Lindsay Hoyle, had agreed to allow us access to the Houses of Parliament on the Monday preceding the Grand Prix to represent the sport to the members of the two Houses with the aim of raising pertinent issues that motorsport faces and to engage in dialogue for potential solutions that the national legislators can assist us with.

Grabbing this opportunity with both arms, we immediately focused on the need to better engage Parliament in how motorsport can assist society to find solutions for transportation that meet the challenges of climate change. At the heart of this lies a crossroads between our own future, that is likely to remain focused on the internal combustion engine, and the broader imperatives for society. While we fully embrace the role of battery electric vehicles (BEV) as part of this solution, and in particular for inner cities where zero emissions at point of use is essential, there is also no doubt they have limitations in terms of recharging and range, but more fundamentally their environmental credentials are not quite as immaculate as the headlines would suggest. The reality is the production of a battery electric vehicle is

an extremely energy intense exercise and in itself produces a high output of damaging pollution, and according to the scientists a battery electric vehicle has to cover some 60,000 miles before it becomes genuinely 'net zero' in terms of its impact on the environment.

That is not to say that BEVs do not have a crucial role in the future, but we felt it was important to explain to politicians that they are one part of the jigsaw puzzle and not the entire solution. With this in mind we encapsulated the proposition under the headline of British Motorsport Day: The Future is Eclectic Not Just Electric. To support this notion, we assembled a collection of cars that were placed into the Speaker's Courtyard in the centre of the Palace of Westminster, including hybrid Formula 1 cars, a battery electric Extreme E car, a hybrid British Touring Car, electric karts, the Prodrive Hunter Dakar car, which is fuelled by sustainable fuels, as well as examples of typical British motorsport vehicles represented by a Caterham and a 1963 E-Type. These last three vehicles represent a very important strategic element in our argument, namely that the internal combustion engine can and should continue to play a role in powering transportation worldwide, not just our own focus on high performance machinery and motorsport itself. There are around 1.5 billion ICE cars worldwide, and a sustainable solution for their continued use is probably as valuable as anything.

On hand in Westminster were sector experts, Steve Sapsford and Paddy Lowe, who are leading the charge for the development of low emission sustainable and net zero synthetic fuels, that can run in conventional internal combustion engines, producing almost identical performance using a variety of sources to provide liquid hydrocarbons that resemble our existing pumped fuel. A reception in the Speaker's House provided the opportunity for hundreds of MPs to hear this messaging as delivered by David Richards and Stefano Domenicali, CEO of Formula 1, with support from expert speakers in the field. The follow up media coverage indicates that this type of political lobbying, when exposed to journalists who are able to magnify the debate, is of crucial importance not only from a motorsport perspective, but also in demonstrating how motorsport can deliver as the testbed for new technologies that can benefit society more broadly.

Moving to Tuesday morning, we held our Annual General Meeting of Motorsport UK, with representations of our membership for the presentation of our 2021 accounts. I am delighted to report that our audited accounts for last year

British Motorsport Day: The Future is Eclectic Not Just Electric at the Palace of Westminster



Jack Clayton



Nadine Lewis, Silverstone Marshal and Chair of the British Motorsport Marshals Club, presents Sergio Perez with his trophy

showed the organisation has emerged from the pandemic in good financial health, with a 2021 breakeven performance at an operating budget level, and has retained a healthy balance sheet, despite the challenges of the pandemic and the provision of funding to our clubs through the Club Continuity Fund in 2022. The past two years have of course had an impact, with diminished revenues through a reduction in licence and permit numbers, but we have managed our costs carefully and been extremely prudent in order to ensure the organisation emerges in good health. This period also coincided with our decision to relocate Motorsport UK from its home for some 30 years near Slough to a far more relevant and accessible spot in the heritage centre at Bicester. All of the feedback has been extremely positive about this move, and we certainly see on a day to day basis enormous benefits both to our workforce and our ability to serve our membership much more effectively. Again, this relocation has been well managed, and the costs associated with the exercise matched the approved budget, leaving us in a much stronger state moving forwards.

That afternoon David Richards and I travelled to Paris to meet with other members of the FIA World Motor Sport Council (WMSC), with a session taking place that evening to discuss the strategic direction for the FIA, followed by a full Council meeting on Wednesday. The meeting on Tuesday was focused on reports from the consultants, McKinsey and Deloitte, who have been engaged by the new leadership team at the FIA to conduct a thorough review of the governance, financial health, management structure and processes of the FIA. They have identified some fundamental structural changes that will be needed at the FIA, not least to address what had become a growing budget deficit, with expenses accelerating far faster than revenue growth, leading to significant losses for the last couple of years. Mohammed Ben Sulayem was elected as the FIA President, along with his team, in December last year, and has set about the task with fresh energy and a desire to really change things for the better. This is not going to be an easy exercise, as with any large organisation it has the manoeuvrability of an oil tanker, and I'm sure we are all

conscious it will take quite some time before the benefits of their approach trickles through to the national ASN club level, but their ambition is certainly one that we share. The WMSC meeting was productive, and it is good that once again Motorsport UK has a representative on the Council and especially to have David Richards representing us, with his incredible knowledge and experience. It does put the country firmly back onto the world stage of governance and decision making for the sport worldwide.

All of this led into the Grand Prix weekend, with the Formula 1 circus descending on Northamptonshire, continuing what has to be one of the most thrilling Formula 1 seasons for a very long time. As the national governing body, Motorsport UK, is officially nominated by the FIA as the organiser of the British Grand Prix, and as such works in conjunction with Silverstone Circuits Ltd who are the promoter of the event, and the host circuit for the Grand Prix. There is an entire team in our office that work for many months on assembling all of the moving parts to make the Grand Prix possible, and this culminates in some 863 volunteer officials and marshals working through the weekend to ensure that the event is both safe and fair in every respect. As with every occasion such as this, if their job is well executed, we do not really notice the complexity of what goes on behind the scenes. I really commend the professionalism of all of those who worked so tirelessly leading up to and during the Grand Prix as it is quite simply one of the most complex sporting organisational feats that springs up out of nowhere each year and delivers time and time again.

As we now know, two disasters were so narrowly averted, in the shape of the horrific accident for Alfa Romeo's driver Zhou Guanyu, and the track invasion that took place by members of Just Stop Oil. As it transpired the extreme misfortune of Guanyu led to a fortunate escape for the rest of the field, as the Formula 1 leaders, who had just emerged onto the Wellington Straight, were served with a red flag just at the point they were accelerating towards the protestors who had taken up their seats across the track. It really doesn't bear thinking about what may have happened without that red flag with five or six of the leading cars jostling for position at full speed as they battled for the lead of the race.

I am sure we are all conscious of the work that the FIA have done in recent years to further enhance every aspect of safety for motorsport, and once again the value of the halo device was proven without a shadow of doubt, but also so many other aspects of safety protection came into

"The volunteer officials' community is UK motorsport's greatest asset"

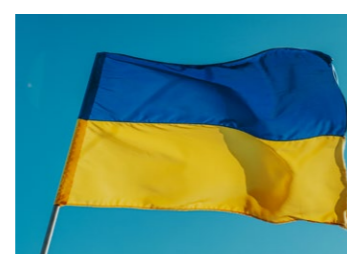
force including the barriers, the catch fencing, and the various protection cells within the car itself. Nonetheless, the failure of the rear roll hoop will be a subject of intense investigation and shows how we cannot become complacent for a second as we are dealing with a sport which has inherent potential danger, and in many ways, that danger remains unpredictable. As for the protestors, while I think everyone was shocked by their act, there is no doubt that the underlying message that they are trying to highlight, namely we are collectively facing existential threats from climate change, is one that motorsport has to face up to and address fully. In order for motorsport to continue to enjoy its incredible success, with over 400,000 people attending the Grand Prix at the weekend, we must ensure we do not become the pariahs of society and in order to do that, we must be part of the solution. And that brings me back to the beginning of this piece and the start of last week, with our Westminster event. I hope we successfully opened the eyes of at least some of the Members to the fact that motorsport is leading the way with new technologies that can provide a broader and more eclectic set of solutions to address the various needs of transportation on a global basis. It is only with actions like this, and with positive engagement, that we will all collectively solve the challenges ahead.

I would like to leave you with a big thank you to all of our volunteers, all year and at all events, not just the Grand Prix. The volunteer officials' community is UK motorsport's greatest asset, and they provide a benchmark that others aspire to. History was made this year as Nadine Lewis, Chair of the British Marshals Motorsport Club, presented the P2 trophy to Sergio Perez. Nadine proudly represented the volunteer community that are so dedicated to motorsport. In front of thousands in the stands and millions around the world, there was no grander stage to highlight the importance of those so committed to our sport. 🏁

Wishing everybody a safe and happy month ahead in motorsport.

Best regards,
Hugh Chambers
CEO, Motorsport UK

In *Revolution* this month, we explore the past, present and potentially exciting future for **Hill Rallying** in the UK, and investigate **race simulators**, and how they can help boost your performance at any level of motorsport – from Clubmans, Caterhams, to Classics. Meet ARDS instructor Alex Tait to discuss disability in motorsport, we talk hill climbing with Lotus legend **Paul Matty** and pick-up some lessons from **Arvid Lindblad** – a fast young karter racing in Europe. Plus learn **How to go Circuit Racing**, and take a trip to **Trac Mon at Anglesey**



Hill Rally returns

It is almost 20 years since the last multi-venue Hill Rally was run in the UK, but a recent event in Wales should revive these Cross Country events. By Will Gray



Kicking up the dust in a modern purpose-built rally machine

This is off-road motorsport at its most extreme; a '3D Rally' where competitors take on multiple stages on rough terrain, travelling 90 degrees vertically as well as on the horizontal. Hill Rallying is as close as you get in this country to the Dakar Rally – and a comeback is underway.

Back in the 1970s, Britain was one of the international players in this form of motorsport, running a number of multi-day events with off-road stages in different locations, all inter-connected by road routes. During this heyday, these events attracted competitors from far afield.

Cross Country then evolved, and Hill Rallies disappeared, or became single venue-based, such as an event in the Scottish Borders. But in Welshpool, at the end of May, a team from That's Motorsport, including some original UK-based pioneers of the sport, successfully held the first multi-stage event in almost two decades.

David Mitchell, one of the original Hill Rally competitors in the 1970s, was a member of the four-person event committee alongside Jon Aston, Neil Rogers, and Sian Rogers. Mitchell explains: "These events differ to a typical Cross Country event in that they are a lot more about endurance.

"Most Cross Country events involve very short dash stages, after which the competitors can go back and repair any damage, so the vehicles they use have been developed for short sprint stages. On a Hill Rally, although there are services during the day, you really have to make sure the vehicle can last."

The first Hill Rally events were created after World War Two and originated in France, participated in by farmers with ex-military Jeeps. The scene soon boomed internationally, and the Rallye Des Cimes in France remains one of the longest standing and most popular events still running.

The reasons for the decline of the long format in the UK, however, are far from insurmountable and Mitchell continues: "When I started in the sport, back in the sixties, nearly every vehicle taking part was road legal, but as the sport developed for shorter events it became difficult to make those vehicles road legal.

"When we started to look at bringing the format back, we were not sure whether we would get enough road taxed vehicles – but we had 59 entries within the first day! So, we were absolutely made up that there was that quantity of vehicles and that amount of interest to take part."

The Rise of Hill Rallies

The first UK Hill Rally took place in 1971. It was the brainchild of Roger Fell, whose passion for off-road adventure was nurtured at school. This blossomed in 1965, when he and two friends, drove a Series 1 Land Rover to

Istanbul via the newly opened borders from Yugoslavia into Romania and Bulgaria.

Having experienced off-road point-to-point and endurance events of various kinds in the Army, Fell set up the three-discipline single venue Proteus Trial that ran from 1968 to 1971. In 1970, he was approached by a sponsor, via a PR firm, to explore the potential of setting up a new Hill Rally event.

The Cambrian Mountains in Wales were chosen as the venue, and two events were planned under the auspices of the Peak & Dukeries Motor Club for the following year. The first, a two-day pilot covering 200 miles of rugged terrain, would be run in May for members of four-wheel drive clubs, with a fully-fledged international event planned for six months later.

A field of 45 took on that May event, with 27 Land Rovers, four Range Rovers, a mix of Jeeps, one Toyota, four Haflingers and three specials. Of these, 34 made it to the finish, with



A cheery wave from Ben Farmer as Chris Bayliss takes them in to the trees

long-term Land Rover legend Roger Crathorne and Vyrnwy Evans taking the spoils in a first edition Range Rover hot off the factory floor.

Despite the initial success, Tony Ambrose replaced Fell as Clerk of the Course for the International event. The event proved challenging to run and was arguably less successful, with the sponsor choosing not to continue the following year. Fell and Michael Frostick, however, did organise a third Hill Rally in October 1972.

At that time, however, it had become clear that the numbers did not stack up and, speaking to *Land Rover Monthly* in a retrospective interview, Fell explained: "Without substantial sponsorship it seemed to me that such large off-road competitive events were financially doomed."

Despite these apparent concerns, the discipline did continue to attract interest and after those first events in Wales, two Hill Rallies were held by the AWDC at MOD Training Areas along the A3 / M3 corridor in 1976 and 1977. By the beginning of the following decade, however, they had ceased.

That was it, until a decade later in 1990, when Ian Davis, former Motorsport UK's Rallies Executive and now a consultant, was a young Competitions Manager at Colnbrook. "I was approached by the now sadly passed Selwyn Kendrick, who had a couple of hotels in the Welsh Marches requiring promotion," recalls Davis.

"At that time there were a number of Cross Country competitors and organisers who hankered for a return of the Hill Rally and my discussions with Selwyn led to forming a new club." Together with Mitchell, Dave Simmonite and John Williams, they formed the Hill Rally Club, and a rebooted Hill Rally ran in 1992.

"The rebooted Hill Rally inspired others and in 1995 the AWDC ran the first of three editions of The Southern Hill Rally. That year was based on the South Downs and is perhaps best remembered for protestors from Brighton University attempting to block where one of the stages crossed the South Downs way.

"As a result, the running order was re-jigged, so the first car was crewed by some off-duty officers of the Met Police with warrant cards at the ready, lest life got exciting. In the end, a less confrontational approach saw the stage foreshortened and rerouted, leaving the protesters waiting for 4x4s that never arrived!

"The two subsequent years saw the Southern move to Salisbury Plain and the starting signal for the first car away was given by the event director firing a 105mm light field gun. Then, in 1996, the Scottish Hill Rally – the idea of Ian Sykes and clerked by Jonathan Lord – was run by RSAC Motorsport."



Feedback from the paddock on the Welsh Borders Hill Rally was excellent

It was during the 1990s that Jon Aston, one of the organisers of the recent Hill Rally, first got involved in the sport as a competitor. "Hill Rallies used to be National A events, so you had to go through the grading scheme for your license," he recalls. "I raced at club level, and I always aspired to enter them."

"They were a big do. There would typically be around 120 competitors in National A and 20 or so in the Clubman category, which did fewer stages. As soon as I started I got the bug. I went to the Perthshire Hill Rally and that was just incredible – the scenery, the event, 20 stages over two days."

Sadly, the Foot and Mouth outbreak at the turn of the Millennium curtailed much of the enthusiasm for Hill Rallies and Competitive Safaris in general. Coupled with the legalities and cost of maintaining such vehicles in compliance with MOTs and Construction and Use Regulations, it looked like the end of the road.

The Hill Rally Club saw division and out of it was borne Marches 4x4 Motorsport Management, a club which ran the Marches Hill Rally and the only BAJA events to FIA specification in 2007. They also ran the British Cross Country Championship for many years.

The Scottish Hill Rally Club then set to, organising the single venue Scottish Borders Hill Rally. That event used a large private forest with liaison sections all on private land and has enjoyed continued success but remained the only UK Hill Rally until the return to Wales this year.

Rally Return

The idea to bring back Hill Rallies in the UK was slowly incubated among a set of individuals that have been prominent in sport for decades. Aston takes up the story: "Myself and Andy Mills had been challenged by members of the previous generation with taking Hill Rallies forward, so we formed That's Motorsport and invited Neil Rogers as Vice Chairman and his wife Sian as Treasurer."

"In 2018 we organised a single venue, multi-stage event at Walters Arena in Wales and the key was that did not need road legal cars. We thought that was a barrier to entry, because the last Hill Rally on public roads was in 2006 and we expected a lot of people to have sold their cars or let them lapse."

Meanwhile, Rogers had taken on the Rallye Des Cimes in France that same year and came back with the idea of mimicking that event around where he lives in Wales. Heads were put together and three years and one pandemic later, with support from the local mayor, it came to fruition with resounding success.

The new Welsh event echoed the format of the first Hill Rallies in Wales, as it was based around the Welshpool and Newtown area, with the service area at the local livestock market, allowing visitors to drop in and talk to the service crews. It also formed one round of the newly created Bowler Defender Challenge.

"The whole ethos was to make it like a French event," explains Rogers. "A lot of British competitors are going over to do the French events nowadays because they are more of an event than doing a standard Comp Safari. I wanted to bring that back to this country."

"So, I banded the idea about on Facebook during the Goodwood weekend. I put out a post saying, 'what about doing a Hill Rally where we use sections of closed road' and lots of people said 'oh, it will never happen.' That was a bit like a red rag to a bull for me."

"The mayor really got onboard with the event. She could see the benefits to the local economy to the point where she got some very high ranking people involved and managed to get the motor race order pushed through. So it was the first time a UK Hill Rally has ever used public roads as part of a stage."

Having spent several years with the event in the back of their minds, keeping their eyes out for stages around the area, a plan was formed, and the team submitted draft regulations and a draft safety plan to Motorsport UK in June last year, which had to be presented at least 11 months before the event.

Aston, who is semi-retired and took the lead in planning, continues: "I started off with nearly 420 items on my event planning list! There is quite a particular methodology in setting one of these up and the first plan was to nail down the stages and HQs. That was done on 1st January 2021 and then it was non-stop."

"It took around six weeks to put the road books together, test them and make some tweaks, then we met with the council's Safety Advisory Group (SAG) to create the traffic management plan. Getting verbal agreement for the motor race order and the road closures was a big stake in the ground."

Alongside that, there were marshal instructions, recruitment, dealing with forestry, CROW notices, footpath closure notices, putting up all the signs and doing all the PR, which required the team to visit around 100 properties on or around the route to inform each individual about the event.

"Some people were concerned about spectators because during Rally GB lots of cars were just parked everywhere," adds Aston. "But Cross Country does not attract a lot of spectators and we gave every person our direct contact number and said if there are any problems, just call us. That helped a lot."

A near-to-capacity field of 58 cars took the start and Dave Barker, the Driving Standards Observer, was on the ground to experience the reaction first hand. "I came into contact with drivers, locals, spectators, all sorts of people along the route, and everyone was so enthusiastic," he says.

"At one point, I was standing at a road section and the local bus driver stopped his bus and got out. He said 'oh, we love rallies around here' and we chatted for about 10 minutes, watched a few cars go past, then he got back onto his bus, with his passengers still patiently sat there, told them all about it and drove off again!"

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Safety crews on the Welsh Borders Hill Rally



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"I also spoke to a couple of locals who were highly delighted to see the event taking place and their road being used for the event – because it meant they did not have to come out at 3am like they normally did to watch a Road Rally go past! This one was in daylight!"

The field included everything from Discovery 1s and original Freelanders to Tomcats, Defenders and Defender-based vehicles, as well as side-by-side (SSV) racers and 'prototypes' built solely for racing. All were fitted with the required safety equipment, including roll cages, harnesses, and fire extinguishers.

The winners were Justin Birchall and Kevin Clark, who led home Richard and Mason Kershaw in a pair of Lofthouse Freelanders. Ian Gregg and Adam Evans were third in a Polaris RZR XP Pro. But for Mitchell, the 00 car driver and also a Deputy Clerk of the Course on the event, the most impressive thing was that almost everyone made the finish.

"When we put the Hill Rally on in 1992, we told people to build their vehicles well but around a third failed to last the first day," he recalls. "This time, you could see almost all competitors had prepared their vehicles to last. There were also quite few production vehicles fitted with all the safety elements, so that proved that you can actually do it in a fairly standard vehicle."

The event was received positively by the locals too, and Aston adds: "Across the entire time, we only received one phone call from a resident. It was a voicemail saying 'I was really concerned but having seen it I have to say what a brilliant event' but unfortunately it was a withheld number, and they left no name!"

"We sent out a competitor survey too, and in 80 responses everyone was waxing lyrical about it – the stages, the service park, the organisation. Two people said the road book was the best they've ever seen, and multiple people said it's the best UK event they have ever done. So, we can hang our hat on that!"

To the future

Cross Country is one of the disciplines involved in the new StreetCar initiative, which aims to help increase the appetite for entry-level forms of motorsport. And with the ability to take on a Hill Rally with relatively simple modifications to a standard vehicle, the potential for future growth is there.

The return of the Welsh event was delayed due to COVID-19, but its staging just before the Jubilee bank holiday weekend was perfect timing, enabling it to run without clashing with other big events run by the many different Cross Country clubs up and down the country.

Despite the hard work involved, there is hope the event will continue next year and Mitchell says: "There is certainly appetite. The weekend after the Hill Rally, I went to the Association of Land Rover Clubs' national event, and it was a big talking point. Most people had heard a lot of positive things on the grapevine."

"It took a lot of work to put this one on – around five or six times what it took to do it in the 1990s – so we plan to put a newsletter out to see what the appetite is for next year and to see who might be happy to get involved in helping to organise it, marshal it and so on."

"To make it financially viable, though, it needs to be a bigger field. In the 1990s we had 120-180 competitors. Given the format and modern regulations, I do not think we could run that amount, but we could do with increasing to around 100. I hope we can continue it. I think the people who were there would agree."

Barker concurs, adding: "It was a massive success, the stages and service was well managed, and the closed roads were superb. The competitors thoroughly loved it and there were not a lot of retirements, even though the stages were fast, technical, twisty, and difficult."

"It can only grow on this. Next year it could be a much higher profile and have the 'French' feel to it – a communal event

where everyone comes in and gives a big benefit to the local economy. It would be nice to be international too – in fact technically, this year we had one Iclander and one Norwegian competitor..."

The event also drew praise from the local mayor, Cllr Alison Davies, who said: "Welshpool was the focus of the rally and teams came from all over. Several participants arrived much earlier in the week and stayed locally, enjoying the hospitality. We look forward to welcoming the Rally again."

For Aston, it was satisfying to prove the doubters wrong, and he adds: "A lot of people said it couldn't be done, that there wouldn't be enough road legal cars, we wouldn't get the road closures and so on. But we showed that with the right people around the table and a smidge of tenacity, it can be done!"

"Hopefully this will remove the concerns that other potential organisers have and inspire them to organise their own events in their own area. In the 90's there were three hill rallies per year and a hill rally championship! It was awesome. It would be great if we could return to that again."

Indeed, it is not just Wales that is getting the bug for Hill Rallying. The challenge is finding suitable land within a suitable distance from a central hub, but conversations have already begun and two locations – Lincolnshire and one other further north – are now looking at setting up new Hill Rally events.

Rogers says he hopes the recent Hill Rally can be used "as a lever to get people more behind Cross Country events in this country" and believes that the way Hill Rallies can be run to limit land damage could make them an interesting opportunity for the future.

"The buzzword now is sustainability, and we have to look at ways of not making such a big impact on the ground that we use," he says. "If 40 competitors do a Comp Safari they do the same stage, say, 10 times. That's 400 passes over that bit of ground."

"If you do a Hill Rally with 60 competitors and run the stage twice, that's only 120 passes over that bit of ground, so 70 percent less damage. If you could get a Hill Rally championship up and running and then call that the British Championship, I definitely think that would work."

"A lot of people have said it. You only have to look at the French Toutes Terrain Championship and that is a series of Hill Rallies, where cars are on public roads as well. Personally, I think that is the way forward and the fact that we ran this event, and it was such a success proves that people want it."

There is clearly the appetite for this form of motorsport across the nation, from the rolling terrain of the Scottish Borders to the rugged trails of central Wales. And if venues can be found and events can be staged, the hills could soon be alive again with the sound of a different type of Cross Country music. 🎵



The Superwinch Hill Rally in 1994 and 1995



The winner of the 1971 Hill Rally completes the final stage



British Motorsport Day at Westminster

Motorsport UK held a vehicle display in Speaker's Court within the Palace of Westminster, and a reception in Speaker's House

Motorsport UK and the All-Party Parliamentary Group for Motorsport presented *Our Eclectic Future* at British Motorsport Day in the Palace of Westminster to showcase the vision of a world powered by a range of use-appropriate systems and fuels.

Fossil-fuels will continue to power existing vehicles around the world for quite some time, and therefore solutions are needed to shift to alternative net zero fuels, as well as new technologies that promise a cleaner and more sustainable future.

At the start of British Grand Prix week, Motorsport UK held a vehicle display in Speaker's Court within the Palace of Westminster, and a reception in Speaker's House with key motorsport officials and parliamentarians in conjunction with Mr Speaker, The Rt Hon Sir Lindsay Hoyle MP.

The vehicle display demonstrated the innovations of motorsport engineers who are pioneering new forms of propulsion to meet the challenges of climate change by creating an eclectic range of solutions. It forms part of Motorsport UK's wider sustainability strategy which emphasises the need to utilise technology to accelerate the development and demonstration of low carbon solutions within the sport. Click here to view Motorsport UK's Sustainability Strategy.

Hybrid technology and battery electric technology are already a presence on UK roads, while others such as sustainable fuels and hydrogen are yet to be made more widely viable for consumers. However, all four technologies feature prominently in the

world of motorsport and are being developed at pace. The continued innovation of these technologies can ultimately benefit the wider automotive sector, as motorsport technology transfers to road cars.

The vehicles on display showcased the technology in action at various levels of motorsport. They included:

- Formula 1 cars from Red Bull and Mercedes-AMG that feature the most efficient hybrid power units in the world
- A British Touring Car from Motorbase Performance – with this year's Touring Cars featuring hybrid technology
- Fully electric vehicles including Mahindra Racing's Formula E car, Extreme E's 2022 SUV, and Bambino karts developed by Total Karting Zero
- A 1963 Jaguar E-Type and Caterham Seven Roadsport that can run on sustainable fuels
- The Prodrive Hunter that won a stage in the famous Dakar Rally powered by sustainable fuels

Alongside learning about the vehicles, parliamentarians had an opportunity to meet Steve Sapsford, Managing Director at SCE, an automotive industry expert on future propulsion systems and the role sustainable fuels can play in powering the large number of existing international combustion engine vehicles that are already on the road. He was joined by Paddy Lowe who, following technical roles within Williams, McLaren, and the Mercedes-AMG PETRONAS F1 Team, founded and is now CEO of Zero Petroleum.

Speaker of the House, The Rt Hon Sir Lindsay Hoyle, welcomed Motorsport UK to Westminster

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Sapsford presented the scientific data behind *Our Eclectic Future* explaining that life-cycle analysis shows that battery electric vehicles are part of the solution. They are ideal for inner city urban environments that require zero emissions at point of use, but they are not in fact zero emissions either in terms of lifetime impact, or daily use unless the electricity sourced is itself 100 per cent renewable. This is outlined in the graph below.

Sir Lindsay formally welcomed MPs, Lords, and members of the motorsport community in Speaker's House at the Motorsport UK and APPG Motorsport reception.

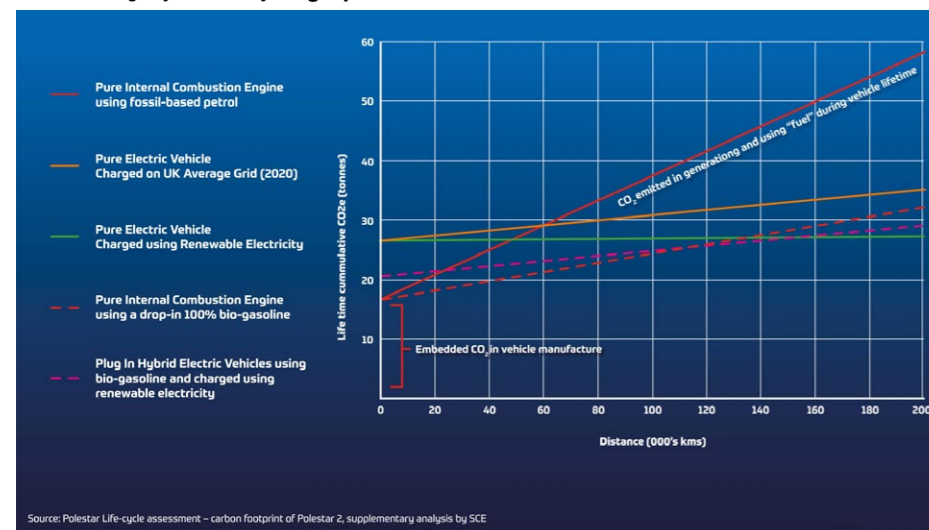
Karun Chandhok, Sky Sports F1 pundit and Motorsport UK Board Member, hosted a Q&A with David Richards CBE, Motorsport UK Chair, Stefano Domenicali, Formula 1 CEO as well as James Allison, Mercedes AMG-PETRONAS F1 Team Chief Technical Officer, and Paddy Lowe.

Richards emphasised the power of motorsport to influence consumer purchasing and therefore the role that the sport has to play in encouraging consumers towards more sustainable technologies. He noted that few industries contain so many highly-skilled engineers who are all motivated to continue innovating and pushing boundaries when it comes to creating sustainable solutions.

Lowe demonstrated how he puts this into practice, as the widely renowned former Formula 1 engineer explained that synthetic fuels are going to become ever more widely available with cost and scale becoming concerns of the past.

Domenicali noted the significant progress Formula 1 has already made in utilising sustainable fuels, including the announcement today that Formula 1 has developed a synthetic sustainable fuel to be introduced in 2026 as part of its programme to be net-zero carbon by 2030.

Polestar Lifecycle Analysis graph



The Formula 1 boss then emphasised that the series has created the world's most efficient hybrid power units – technology which can only benefit consumers in the wider automotive sector as the best elements are extracted from Formula 1 and into road cars.

Allison reinforced Domenicali's point, noting that the Mercedes-AMG High Performance Powertrain featured in the team's Formula 1 car is the first to reach 50 per cent thermal efficiency – meaning it extracts more power from gasoline than ever before. Allison confirmed this technology will transfer to the company's road car with the Mercedes-AMG Project One featuring a version of this engine.

David Richards CBE, Chair of Motorsport UK, said:

"If the world is to avoid the serious effects of climate change, then we must consider what the future of mobility looks like for the automotive industry.

"Motorsport has the power to influence the hearts and minds of consumers. Time and time again motorsport has seized the opportunity when it comes to innovating new technologies that transcend into the wider automotive industry, delivering benefits to consumers globally.

"Motorsport engineers are pioneering both new and existing forms of propulsion to meet the challenges of climate change by creating an eclectic range of solutions.

"Fossil fuels will continue to power existing vehicles around the world for quite some time. As the long-term reliance on hydrocarbons begins to shift, hybrid technology, sustainable fuels, battery electric technology and hydrogen technology can provide a solution to a variety of transportation needs.

"The future of mobility relies on these methods of propulsion being promoted equally to showcase that our future is not solely one form, it is all of them working together to provide a sustainable future for the mobility and the motorsport community."

The Rt Hon Sir Lindsay Hoyle MP, The Speaker of the House of Commons, said:

"I am sure British fans will be focused on this weekend's legendary Silverstone Grand Prix to see if Hamilton's podium finish in Canada is a sign of more to come from him and his Mercedes team.

"It was interesting to hear how motorsport engineers are introducing new technology to help the wider automotive world tackle climate change."

Silverstone Success Stories

Nadine Lewis, a Motorsport UK Marshal and Chair of the British Motorsport Marshals Club, presented Sergio Perez with his P2 trophy after a scintillating FORMULA 1 LENOVO BRITISH GRAND PRIX at Silverstone.

Lewis took on the honour in representation of all the marshals who volunteer their time for the benefit of motorsport. She said, "It was a humbling experience. This is just fantastic recognition for the volunteers who work so hard in all weathers – Silverstone has chucked a lot at us this weekend and we do it because we all love motorsport.

"It is a positive that the volunteers are being recognised because they are so important to motorsport. Without them it wouldn't function. And everything they do, even if it's just turning up for a day at Oulton Park, or Donington, or it's for F1, then every day that they do matters."

Lewis has volunteered and dedicated her time to marshalling at motorsport circuits in the UK since 1997. As a qualified Motorsport UK trainer Nadine delivers training to new recruits and is active in recruiting new members.

Alongside her work at the circuit, Nadine is involved within the committee structure of Motorsport UK. She has held numerous voluntary positions



Silverstone Marshal Nadine Lewis presents Sergio Perez with his P2 trophy

within the organisation and started her journey in 2010 as a member of the Marshals Working Group. In 2016 she was appointed to Motorsport UK's Race Committee and as Chair of the Marshals Advisory Group Chair, two roles she continues to hold to date. In 2021 as she

became a member of Motorsport UK's Women in Motorsport Sub-committee. Her involvement grew further in 2022 as she was appointed to Motorsport UK's Council, Chair of the Volunteer Officials Committee, and a member of the Rules Committee.



Hamilton sets new record

Sir Lewis Hamilton has been presented with the Hawthorn Memorial Trophy for an 11th time, extending his record-breaking run in the history of the prestigious award.

The Hawthorn Memorial Trophy is awarded annually by Motorsport UK to the most successful British or Commonwealth driver in the FIA Formula 1 World Championship. It was first presented by the Hawthorn family in memory of Mike Hawthorn, who became Britain's first Formula 1 World Champion in 1958 but tragically died in a road accident a year later.

Women in Motorsport Day

To recognise and showcase the success of women in all areas of motorsport, Motorsport UK, W Series and Silverstone supported by the FIA dedicated Friday 1st July as Women in Motorsport Day

The British Grand Prix featured high-profile drivers competing in the W Series, women dedicating their time as volunteers and women delivering at the top end of the sport in high-profile engineering and strategic roles.

Women in Motorsport Day celebrated this success and gave Motorsport UK, W Series and Silverstone an opportunity to highlight how more women can get involved in motorsport.

Helen Bashford-Malkie, Motorsport UK Board member, FIA Women in Motorsport Commission member and Chair of Motorsport UK's Women in Motorsport Sub-committee, commented, "Motorsport UK has a crucial part to play in celebrating and encouraging women to participate in our sport including competitors, volunteers, team professionals, engineers, racemakers, officials and fans.

"Everyone is important in motorsport but being able to open our arms wide and say, 'Welcome to our Family', at the British Grand Prix is an inspiring opportunity. We hope to showcase the routes women can take in our sport in our bid to increase participation at all levels."

Motorsport UK, W Series and Silverstone utilised social media channels throughout the day – and the Formula 1 weekend – to profile women within the motorsport community.

The motorsport community was encouraged to use #womeninmotorsport across social media to share their journey, role, and experiences in the sport to encourage and inspire more women to get involved and that motorsport is a place for them to succeed and enjoy.

Women in Motorsport Day is part of Motorsport UK's wider inclusion strategy which targets a 25 per cent increase in women's participation across the sport by 2025.

Catherine Bond Muir, Chief Executive Officer of W Series, said, "There's space for everyone in motorsport, so I'd tell any young girl who has a dream of getting involved in the sport to continue doing what they're really good at and enjoy it

because motorsport covers so many areas and there is certainly a path open to you here. Our belief at W Series is 'if you can see it, you can be it', and we're delighted to be celebrating these incredible women who will act as role models for future generations of women in motorsport."

Stuart Pringle, Managing Director, Silverstone added, "I admire the work being undertaken by Motorsport UK and W Series to increase the number of women participating in motorsport. Every girl and woman should feel welcomed through the doors of Silverstone, and all circuits.

"There are a huge number of ways that women can get involved in motorsport, from competing, volunteering, the technical side of the sport and enjoying the racing as a fan. It's great to have seen so many women taking part this weekend as Silverstone Racemakers and Marshals too. I know that they will act as an inspiration to the many female fans in attendance, some of whom may want to follow in their footsteps and enter the world of motorsport."

The day concluded with a panel discussion hosted by TV reporter Amy Reynolds that took place within the W Series Paddock in Silverstone. It featured Catherine Bond Muir and Helen Bashford-Malkie, alongside Stephane Bazire, Head of Business Sustainability at Silverstone, and Gail Millward-Jackson, Events and Entries Secretary of Under-17 Motor Club North West

The group discussed the barriers and solutions to encouraging more women to enter the world of motorsport. 50 women attended the event, representing competitors, volunteers, team professionals, engineers, racemakers, officials and fans to hear the conversation, as well as join in and talk to the panellists.



Jack Clayton

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Girls on Track UK wins funding grant

Motorsport UK's FIA Girls on Track UK has been announced as an inaugural recipient of a charitable grant from Ignite Partnership, a joint charitable initiative between Sir Lewis Hamilton and the Mercedes-AMG PETRONAS F1 Team.

Motorsport UK is joined by the Royal Academy of Engineering as the inaugural recipients, to support programmes focused respectively on increasing female participation in grass roots motorsport, and on Masters-level motorsport engineering scholarships for Black students.

The grant will see the Ignite Partnership collaborating with Motorsport UK's FIA Girls on Track UK programme, who will expand the reach to 8,000 girls and young women from ages 8 to 24 through the support of Ignite. The Girls on Track UK programme has been running since 2016 and aims to inspire, connect, and showcase underrepresented groups in motorsport, with a special focus on female representation.

With a priority on increasing participation from pupils from ethnic minorities and economically disadvantaged backgrounds, Girls on Track UK will be developing new partnerships to reach more communities with high representation from low-income and minority ethnic groups.

Motorsport UK aims to increase the Girls on Track UK community by introducing new schools to the programme, with at least 50 per cent of the participants qualifying for free school meals to inspire, connect and showcase the career opportunities available in motorsport to young females.



Removal of Competition Licences when disqualified from holding or obtaining a Road Traffic Act driving licence

The Board of Motorsport UK confirms that disqualification from holding or obtaining a driving licence under the Road Traffic Acts (RTA) following conviction for offences under that legislation is incompatible with the holding of an ASN Competition Licence.

This incompatibility is a combination of the regulatory requirements of the sport in respect of the highest standards of conduct and behaviour, potentially bringing motorsport into disrepute and the alignment of the ASN with and support of the FIA programmes for action on road safety in a global context.

The Board confirms that the following applies to any person disqualified from holding or obtaining a RTA driving Licence following conviction under that legislation:

1. The licences of all persons so disqualified under the RTA are hereby withdrawn pursuant to NCR Chapter H. Art. 3.1.2 and
2. The fact of RTA disqualification must be voluntarily immediately reported to the Licensing Department of the ASN and
3. Failure to self-report is a breach of the National Competition Rules (NCR) under Chapter C Articles 1.1.2 (b) and 1.1.3 and 1.1.4 and will result in an automatic referral to the independent National Court by the Disciplinary Officer with interim suspension under Chapter A. Arts. 2.2.1.3 and 2.2.1.4 and the penalty may be to double the period of suspension and
4. The consequence of the RTA disqualification is that the right to be granted and or to hold a Competition Licence under the NCR shall be automatically suspended from the date of that disqualification and that suspension shall expire on the same date as the entitlement to hold an RTA Licence is restored.

Therefore, all Competition Licence holders currently disqualified from holding a RTA Licence must immediately report this to the Licensing Department and surrender the physical licence. The ASN reserves the right to call for evidence of the date of expiry of any RTA disqualification.



Notice Regarding Privately Chartered Air Flights

This advice to community is published following a direct request to all sports NGBs from the Dorset Coroner who has made a Prevention of Future Deaths Order on 17 March 2022 under Regulation 28 following the facts established in the case of Emiliano Sala (a footballer) who perished during a privately chartered flight from France to the UK. The fact that monies were paid for the service rendered it a commercial flight.

Advice

1. When making private charter flight arrangements it is the responsibility of the charterer to take proper precautions regarding their safety. Such arrangements are not afforded insurance cover under the Motorsport UK Master Insurance Policies.
2. The charterer should make all diligent inquiries regarding and demand evidence of the certificates of airworthiness of the plane chartered including conformity with maintenance schedules for *commercial* flights.
3. The charterer should make all diligent inquiries regarding and demand evidence of the current valid certificates of qualification / licences of the pilot(s) chartered / supplied to fly the chartered aircraft for a commercial flight.
4. The charterer should demand a copy of a current valid certificate of insurance for the carriage of passengers on a commercial flight.
5. In the event of any doubt as to the veracity of items at 2-4 above, the charterer should immediately refer the matter to the CAA on a so-urgent basis (risk to life).

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NEWS IN BRIEF



Jack Clayton

Thank you to UK motorsport's volunteer community

At the heart of UK motorsport sits our passionate volunteers who deliver the sport week in, week out. The volunteer officials' community is UK motorsport's greatest asset and many of you proudly represent that community nationally and internationally, providing a benchmark that others aspire to. You put everything into delivering your roles and we cannot thank you enough. Your contribution has been invaluable, ensuring a highly successful and historic British Grand Prix that will live long in the memories of thousands. You were at the forefront of it all and we are immensely grateful for your hard work, service, and commitment to motorsport.

Tender Process

Motorsport UK is now inviting tenders from interested and qualified parties for the right to promote and organise several Championships:

- British Sprint Championship
- British Asphalt Rally Championship
- British Historic Rally Championship
- English Rally Championship
- Scottish Rally Championship
- Welsh Rally Championship
- Northern Ireland Rally Championship

The closing date for proposals is midday on Friday 19th August 2022.

All documents are available on the Motorsport UK website [HERE](#)

Nominations for Committee and Advisory Group members

Motorsport UK creates and enforces rules and regulations to minimise risk and ensure a level playing field in UK motorsport. These regulations are developed, evaluated, and amended throughout the year by a number of Specialist Committees representing various branches of the sport. These Committees also play a part in assisting the Council and the Board with strategic planning of the development and future of motorsport.

The Committees are supported by an Executive Function in Motorsport UK, that will be jointly responsible, with the Chair of Committee, for the strategic direction of Committee work and the successful realisation of work by the Committees.

Some of the Committees have Sub Committees and Advisory Groups, all of which may be applied for as well.

Depending on the Committees, the roles may be as a member of the Committee or as a Chair. Please indicate your interest as such. These roles are entirely voluntary; however, expenses will be paid to cover travel to and from Committee meetings which are held 2-3 times per year and typically at the offices of Motorsport UK in Bicester, with one meeting in person and the other meetings being held online via Teams. The appointments are for up to three years, with new members initially serving a 2-year 'probationary' term.

Applications are sought for the following Committees and Advisory Groups

- | | |
|----------------------------------|--|
| ▪ Autotest Committee | ▪ Speed Events Committee |
| ▪ Cross Country Committee | – Autocross & Rallycross Sub Committee |
| ▪ Historic Committee | – Dragster Sub Committee |
| ▪ Judicial Committee | – Sprint and Hill Climb Sub Committee |
| ▪ Kart Committee | |
| – Kart Technical Sub Committee | ▪ Technical Committee |
| ▪ Medical Committee | – Timekeeping Advisory Group |
| – Medical Expert Group | ▪ Trials Committee |
| ▪ Race Committee | ▪ Volunteer Officials Committee |
| ▪ Rallies Committee | – Clerks' and Stewards' Advisory Group |
| ▪ Safety Committee | – Marshals' Advisory Group |
| | – Training Advisory Group |

How to apply?

If you have the relevant experience of the specialist areas, and feel you can make a significant contribution, we would welcome your application. All we need is your CV which should outline your relevant areas of specialist expertise, together with a covering letter on how you can contribute to the Committee.

Applications should be submitted by 19 September 2022. Please send your CV and covering letter to: committeeinterest@motorsportuk.org

Motorsport insurance specialists

When you are involved in motorsports, you want to be confident that you have the right insurance in place.

Solutions include:

- Motorsport vehicles, including support and ancillary.
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- Personal accident and repatriation cover.
- Liability insurance for annual or standalone events.
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NEWS IN BRIEF

**Financial Challenge**

A team of team of undergraduate engineers at Oxford Brookes University hopes to run a race car in The BRSCC Student Challenge and City Car Cup next season to give them an edge when competing for work after university. The team managed three second-place podium finishes at Anglesey in June and are aiming for a top three finish in the championship if they can secure sponsorship for the remaining four rounds. To learn more, see www.crowdfunder.co.uk/p/obu-student-challenge-team#start

Wolff honoured

Toto Wolff has received the Motorsport Industry Association's (MIA) Outstanding Contribution to the Motorsport Industry award. This Award, from the motorsport and high-performance engineering industry's international trade body, recognises outstanding personal contribution to the industry. Previous winners include Ross Brawn OBE, Sir Stirling Moss, Sir Jackie Stewart, Sir Frank Williams, and Adrian Newey OBE.



Motorsport UK is seeking applications for the Board

Motorsport UK is now accepting applications for up to five Independent Non-executive Board Director (INED) positions, four of which are current INED positions that will be coming to the end of their initial three year term in November 2022. Motorsport UK encourage new applicants to apply and those that wish to re-apply for their expiring positions. The positions will form a Board consisting of up to twelve Directors, that also includes representation from the Council membership, the CEO and led by an independent Chair, that is currently David Richards.

The role of the Board is to provide strategic leadership as well as the setting and measurement of goals for the organisation. It is now the ultimate decision-making body for the approval of rules and regulations. Directors are drawn both from the sport and external expert disciplines e.g. Finance, HR etc. The Board meets four to five times per year. There will also be additional task force / working group engagement for Directors on an ad hoc basis. Altogether it will require a commitment of around ten to fifteen days per annum; it is for a term of no more than three years (with potential re-election on two further occasions). The engagement is on a purely voluntary basis, with reimbursement of expenses associated with the role. Directors will benefit from access to unique events and engagement with the sport.

Applications are sought for independent candidates with expertise in areas such as:

- Finance
- Legal
- HR
- Communications / Media
- Insurance
- Governance
- Commercial

An interest in motorsport is naturally beneficial, but it is not a requirement to have detailed knowledge or previous engagement with the sport.

How to apply – if you are highly motivated to be engaged with the leadership of motorsport and feel you can make a contribution to the Board; we would like to hear from you. All we need is your CV, highlighting the specific expertise you would bring to the Board, together with a covering letter outlining your ideas for development and future of UK motorsport.

Deadline

All applications must be emailed to Alison.Dowsett@motorsportuk.org and be received by 23 September 2022. All applications will be acknowledged.

Clubforce partners with Motorsport UK

The partnership will provide motorsports clubs with access to Clubforce's innovative club management platform

Motorsport UK is delighted to announce that it has partnered with sports technology specialists, Clubforce. The Clubforce platform provides an all-in-one solution for taking the administration of a motorsports club online.

Rob Taylor, Clubforce UK Sales Director, commented, "There are so many passionate volunteers helping run their motorsport clubs and, as a sports club volunteer myself, I know just how much time they are putting in. I'm excited to get our tools into the hands of volunteers so they get out from behind the paperwork and get back on the road or track."

Martin Fallon, Head of Commercial Partnerships at Motorsport UK, was

confident that motorsports clubs would benefit from the partnership, "Clubforce has a fantastic track record of supporting clubs to get online and so we're delighted to be able to provide our recognised clubs access to the platform at a special rate. We look forward to working with Clubforce to help lessen the administrative burden on our clubs and help them keep their data safe and secure."

To celebrate the launch of the partnership, Motorsport UK and Clubforce have agreed a special discount for member clubs. For a limited time, clubs will be given 25% off their first three months with Clubforce – click [HERE](#) to find out more and to get started.



Clubforce UK Sales Director Robert Taylor and Martin Fallon, Head of Commercial Partnerships, seal the deal for UK clubs







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How to avoid being underinsured as inflation continues to rise

As well as increased running and maintenance costs, inflation presents an easily overlooked risk to motorsports businesses – underinsurance. But how can you avoid this and remain protected, on and off the track? By Elliott Mounsey



The global automotive industry has faced rising prices in recent years, from cars, to parts and repairs, and significantly fuel. Various factors have contributed to the rise in prices: the COVID-19 pandemic, the global semiconductor shortage that led to microchip production challenges, and most recently restricted supplies of critical raw materials mainly procured from Russia and Ukraine due to the conflict between those nations. This has exacerbated further supply chain interruptions and driven up raw material prices.¹

Repair and parts inflation, and delays

In addition to paying higher prices for new and used vehicles, motor racing teams and drivers could face higher costs to repair their cars, especially as the prices of parts, and in many cases labour charges, go up due to inflation.

They may also experience longer wait times for any repairs, given ongoing supply chain issues that extend to parts and the labour shortages across manufacturing and services sectors.

According to research by the National Body Repair Association, before the pandemic a bodyshop could expect to receive over 70 per cent of needed parts within two days. In January 2022, however, a bodyshop was only likely to receive just over 50 per cent of parts within two days². According to the association, the 'new normal' is to have up to a quarter of all jobs waiting over seven days for all parts to arrive. Some parts can be delayed for months, a very rare occurrence until recently.

The impact of these significant delays can be catastrophic and add to the inflation challenges that have made buying and repairing vehicles, or simply buying fuel, financially stressful for clubs, motor traders, and race teams. Being underinsured can further compound these financial stresses.

To persevere under these circumstances, now is the time to carefully review your insurance, making sure that it's up to date and, importantly, checking that your vehicles and assets are not underinsured as a result of the inflationary environment.

How can high inflation impact your insurance?

Suppose the value of your insured racing car has increased since you took out your policy. In that case, current limits might be too low, and if you need to make a claim after the car is declared a write-off, your insurance may not cover the total loss value. Further, if you don't declare the increase in the value of your vehicle to your insurer, your claim may be rejected.

For any clubs, racing circuits, or manufacturers that own property, there are several insurance impacts to consider, including:

- **Property reinstatement values:** Rising building costs and inaccurate property valuations bring underinsurance risk
- **Business interruption:** Labour, materials, and supply chain constraints have made it harder to recover from significant asset losses

Act now to secure adequate protection

In the first instance, you will want to review your insurance policies and declared values for vehicles and other assets to properly account for inflation.

It would be advisable to tell your insurer or broker about any changes to the risks you and your business are exposed to and to your assets' values. You may even need to update your declared values before your next renewal to maintain the right level of cover.

It's worth considering extending your indemnity periods (the time your insurer is obliged to make payments to cover losses insured under your policy) for business interruption coverage. This will provide greater protection against the impact of labour shortages and supply chain constraints that increase the challenge of recovering from significant losses.

You also may want to discuss with your insurer and broker any specialist motorsports coverage that can better protect you and your business during these inflationary times.

About the author

Elliott Mounsey works within Marsh | Bluefin Sport's dedicated team of motorsport insurance and risk management specialists. If you would like to learn more about how to improve your business resilience, please visit www.bluefinsport.co.uk/motorsport

Sources:

¹ www.marsh.com/uk/risks/geopolitical-risk-russia-ukraine-conflict/insights/building-resilience-in-time-of-crisis.html & ² www.nbra.org.uk/repairer-market-comment-january-2022
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Northern Ireland clubs support Ukraine fundraising campaign

The Northern Ireland motorsport community has shown its support towards Motorsport UK's Ukraine fundraising campaign, providing donations and messages of support.

On behalf of the UK motorsport community, Motorsport UK launched a fundraising campaign in May to purchase an armoured ambulance in solidarity and support of the Federation Automobile d'Ukraine (FAU).

Motorsport UK Clubs and Members are invited to donate to the campaign [HERE](#).

The Association of Northern Ireland Car Clubs (ANICC) has kindly donated £2,000, with Ballynahinch & District Motor Club and Ulster Rally both putting forward £1,000 each. Ulster Automobile Club contributed £500 with £250 provided by Dungannon Motor Club. £1,000 has been donated by Enniskillen Motor Club and £500 from Ulster Automobile Club.

Wilson Carson, Chairman of the ANICC, commented, "I am delighted that the motorsport clubs of Northern Ireland are supporting the Motorsport UK campaign to purchase an armoured ambulance which supports the Ukrainian ASN and is endorsed by the Ukrainian Ambassador. ANICC set the standard and individual car clubs are encouraged to donate as they feel appropriate."

Grace King, Dungannon Motor Club Secretary, said, "Dungannon Motor Club (DMC) is proud to support the Motorsport UK Ukraine Appeal to purchase an Armoured Ambulance in support of our Ukrainian motorsport colleagues. The club is also planning a fundraising event in August with all funds raised being handed over to the fundraising campaign."

Robert Harkness, President of Northern Ireland Car Clubs, said, "The Ulster Rally, and all motorsport, relies on our ambulances to mitigate against the risks in our sport. In Ukraine their

ambulances and their crews are at risk and everyone in motorsport here should help them through the Motorsport UK scheme. The NIMC are pleased to have been able to do so."

With a target of £100,000, Motorsport UK will donate the money raised to the Ukrainian Embassy, who have agreed to use it to purchase a Pinzgauer Ambulance, a 6x6 vehicle with the highest levels of armour to deflect sniper attacks, IED's and artillery shrapnel.

The vehicle will be produced by the UK based Venari Group, a manufacturer of special vehicles, and delivered to Ukraine.

How can you get involved

Up and down the UK, motorsport events are coming thick and fast. From Trials and AutoSOLO's to Navigational Rallies and Touring Assemblies, there's plenty coming up with Motorsport UK's 700+ clubs actively preparing and delivering great motorsport for competition and RS Clubman licence holders.

Clubs and individuals are invited to contribute to Motorsport UK's fundraising campaign in support of Ukraine. There are so many ways to raise money for this campaign and help likeminded motorsport enthusiasts in Ukraine.

- At your next club social, organise a Charity Race Night or a Quiz Night and take the bragging rights
- Hold a Sweepstake for your club racing event or for any motor racing event whether that's BTCC, F1 or W Series
- Hold a Charity Auction at your next club event

Whether you want to swap your four-wheels to run, cycle and skydive or knit, sing, and bake, it's all for a great cause.

Click [HERE](#) to donate.

Clubs are encouraged to run events in support of this fundraising programme

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INSTRUMENTS

SUSTAINABILITY REPORT

Advances in sustainable fuels

Goodwood has proved to be a great showcase for sustainable fuel, with two very different vehicles showing how well they can perform on second generation biofuels.

For the first time members of the public were able to see the Prodrive Hunter which claimed second place at Dakar 2022, and which was fuelled by sustainable fuel from Sustain by Coryton. Three Prodrive Hunters ran on the fuel at Dakar this year, saving an estimated 28 tonnes of CO₂. The cars ran on a second-generation biofuel, produced by the catalytic transformation of bioethanol derived from agricultural waste, combined with efuels created using CO₂ captured directly from the atmosphere. This bespoke blend could be used as a direct replacement for unleaded petrol in almost any vehicle.

Also present at Goodwood the week before, was a Jaguar Racing E Type from CKL Developments which, working with the Historic and Classic Vehicles Alliance (HCVA), completed a test circuit run on a 50/50 bespoke blend of sustainable fuel by Sustain by Coryton and standard racing fuel. The car also travelled to Parliament to the Motorsports UK event to be part of the display showcasing technologies necessary to help cut emissions in the sector.

David Richardson, director at Coryton, said: "It was great to see our sustainable fuel represented twice at Goodwood over the last week. With the E Type we believe this may be the first time a classic car has run on sustainable fuel under race conditions. It's a balance, as we needed to maintain the performance characteristics of racing fuel, but also obviously bring in the sustainable element and make sure the car's engine is protected. There was no bio-ethanol in the fuel, with the sustainable element sourced from agricultural waste.

"It was also fantastic to see the Hunter at the Festival of Speed in action on the Hill Climb, as very few people had been able to see it racing live at Dakar. It's a very special vehicle, and the fact it ran so successfully on sustainable fuel is testament to the fact there doesn't need to be any compromise on performance. Creating the original fuel for the vehicle was a tricky task, as it was during the changes to the New Appendage J Regulations. But working closely with Prodrive and the FIA, we were able to take those changes into account and come up with a fuel which balanced performance with the regulations and the need for sustainability.

"Hopefully this is just the start of things to come – it's hard to deny the success of sustainable fuel when the evidence is right in front of you. It could be an exciting year ahead."



Flavien Duhamel

Revolution - July 2022

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news.msv.com/brands-hatch-launches-bus-service-for-selected-headline-events.aspx

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Ford's first electrified Supervan was unveiled at the 2022 Goodwood Festival of Speed. The Ford Pro Electric SuperVan is the highest performer of any Ford van ever and underscores the company's commitment to electrification.



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VIRTUAL ASSISTANT

Spending time in a simulator is now almost a must for any competitive racer, from the club scene to the cutting edge. *Revolution* spoke to the experts to discover how they work and how they can help. By Will Gray

Simulators are no longer just tools for the elite. Even in grassroots racing, teams and drivers are increasingly getting behind a 'virtual' wheel as they seek the extra edge to help them achieve success on the racetrack. Many find they work better than they had ever imagined.

While a basic console game can help a driver learn the lines at different tracks, the wider availability of higher tech specialist simulator technology has the capability to take a back of the grid racer and put them on the podium.

"Nowadays, it is almost a requirement," says Ben Leach, whose company Pro Racing Simulators manufactures machines in the UK. "Even at club level, everyone has some kind of Sim at home – whether they will tell you about it or not! We've built machines for many professional drivers, but we also do them for people racing everything from hot hatches through to Ferrari Challenge."

Andy Meyrick, Motorsport UK's Academy Performance Manager and a United Autosports LMP2 Driver, has seen the rapid evolution of simulators first hand through his career. When he was a member of the Team UK driver group back in 2007, virtual assistants were not yet in the mainstream, whereas now they are a crucial part of the young driver programme.

"You see a huge difference in the level of knowledge young drivers have with simulators compared to when I was on Team UK," says Meyrick. "Back then, simulators were starting to come in, but they were not a big factor. Now all the drivers that are at that level are just exceptional on them because they have grown up around it."

The beauty of a simulator is that it takes out all the variables – and with it all the excuses. "In real life there is a constantly changing environment," says Neil Riddiford, Commercial Director at iZone Driver Performance. "Sometimes you're clutching at straws. Is it the driver? Is it the tyres? Has the wind changed direction? Is it air temperature? Track conditions?"

"In a simulator, if you don't change the settings, nothing changes. So, it is very much driver versus driver all the time. It is all about being able to operate in a controlled environment. Whatever a driver can deliver on day one, in theory if they are consistent, they should be able to arrive at nine o'clock the next morning and re-deliver that exact same performance."

The Evolution of Simulation

The history of simulator development for motorsport is a little vague, but one of the earliest innovators was – perhaps unsurprisingly – the pioneering Lotus boss Colin Chapman.

Chapman never stood still when it came to seeking a competitive edge, but in that original simulator, born in the mid-1970s, was a marketing tool to inspire fans and give them a taste of the action, rather than a device to give Lotus drivers an advantage over the competition.

One of those original machines is now at the World of Speed Museum in the USA. In the original manual, it promised to give users a 'faithful static reproduction' of the Lotus 31. It had the same controls and instruments as the real car and worked by projecting an image onto a screen of a small model car on a rotating disc, going through the same movements as the driver.

>>>>>

Simulator seat time can pay dividends to all levels of racing driver



Sixty years later, and simulators are rather different. Modern technology has turned them into incredible machines based on full-motion-rigs, with adaptable models to mimic any different vehicle and wrap-around screens that put the driver right at the centre of the action.

Some can even take you back in time. Classic Race Simulators, run by Jim Hill, applies this modern technology to classic cars, creating rigs with gear sticks and clutch-lag built in. While most of the company's clients use them to dial in their racecraft ahead of a real life event, it's hard to resist the ability to load up a track from the past.

"We have some of the historic tracks so you can actually put people in a car of the era and take people back there," says Hill with a smile. "We have the 1976 version of Silverstone, and we have historic Spa from 1966, with marshals stood behind trestle tables and no barriers! You can even race on the Crystal Palace track which closed in 1974.

"We have a client in America who owned Stirling Moss' 250F Maserati and raced it at the historic Monaco Grand Prix. He loved the experience so much he wanted to replicate it, so we built a replica car that sits on a motion base with wind blowing at you at the speed you are driving."

While the latter is a bit of a fun, all simulators – whether classic or modern – are serious piece of kit, not toys. Yes, there are some places where ten people can sit side-by-side and race each other on rigs running racing games on a home games console, but that is the realm of arcades and stag dos, not serious driver training.

The complexity of a real racing simulator truly takes things to another level and Pro Racing's Leach explains: "Before I go and slate console-based systems, they are still good for learning a track because most of these software titles have tracks that are laser scanned, so you still get a very good idea of where the track goes, where the bumps might be and how certain kerbs behave.

"But the vehicle physics model is muddled by the equipment you are using and the interface between the console and the hardware. The control gear is intrinsically lagged on a console. It shouldn't be, but it is. So, you can't catch a slide because you don't have the feedback quick enough.

"A true simulator is PC based and utilises professional control sets with direct drive steering and hydraulically damped, load cell based pedal systems. That makes the experience far more realistic because it provides the right torque and feedback through the steering wheel and it measures your braking input through pressure rather than position, so it is completely intuitive and drivable, just like the real thing."

Sim Construction

No simulator design is the same, but typically they combine high-end software with adapted hardware such as electronic motors and pressure sensors, which are used to generate and transmit feedback to a driver in the exact same way they would feel it in the real world.

There are many different factors involved in creating a realistic simulation, one of which is field of view – the physical viewing position relative to the virtual representation of the car's interior. Steering and brake pedal feel are also very important and if any of these factors are out, even the most expensive simulator will be no more realistic than the home console games.

Leach, who is a trained electronic engineer and an active club racer himself, explains: "The software outputs telemetry – huge numbers of data points like you would have on a professional race car such as tyre slip angles, g-forces, and so on – and it uses these to generate how the tyre and chassis will behave and feed that back to the user.

"The software vehicle models are often based on accurate real life data and vary in accuracy depending on how they have been produced – the best ones are developed directly

with the car manufacturer. Whatever the car, there is usually a model available, and we can adjust factors like the mass, horsepower, roll centre and weight balance to get a good comparison then use real life video data and data logs to corroborate the model as close as possible.

"The hardware – whether that is a basic pedals and wheel feedback or a full six-degree of freedom motion rig – is built up using different components and linked together. The expertise is in the set-up and configuration because only when it is calibrated correctly will it drive like the real car, turn in the same lap times, have the right minimum apex speed and braking points, and give the driver a real benefit."

For example, Pro Racing recently developed a simulator for a Ferrari Challenge driver and used real life data logs from the real car for calibration, matching them up to the simulator throughout a lap across several circuits then using the driver to feed back on steering weight, how much pressure they put through a pedal and so on. That is how the model ends up being so realistic.

"The motion software translates data on g-force, suspension travel, tyre slip, etc into physical movement" adds Leach. "For example, if the data indicates the car is pitching forward it will drive the motors to push that rig forward. That can work

in a number of axes – pitch, roll, heave, longitudinal, lateral and yaw. We do not try to recreate actual g-force because it is impossible to do that accurately. Instead, we focus on suspension movement, which delivers far more accurate motion cues. Some advanced simulators use helmet pulling devices and belt tensioners. The more feedback we can give the driver, the more immersive the experience."

Just like any type of technology, there are varying levels of quality and performance, and a lot of the difference is in the hardware. "In steering systems, for example, higher torque delivers better feedback due to having more resolution in steering weight, this allows you to feel more nuanced and subtle feedback cues," explains Leach. "Lower end systems have belt drive systems and are limited on how much torque they can deliver while top end systems use direct drive and can simulate the same amount of force found in any race car in the world."

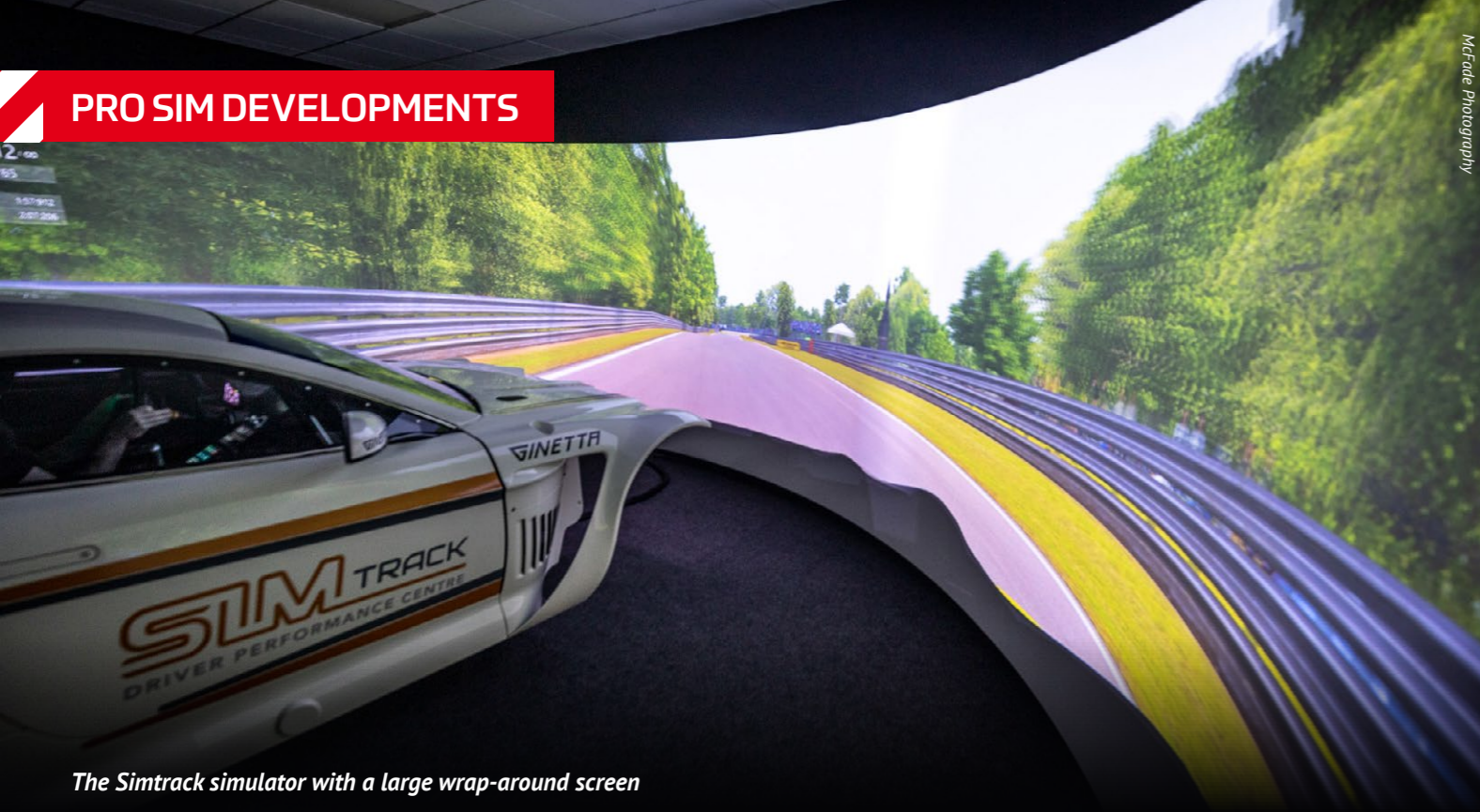
There are very few manufacturers of these specialist products, one of them is Base Performance Simulators, which was set up by ex-McLaren F1 test driver and former Le Mans winner Darren Turner. The company builds simulators for top end drivers in F2, WEC and other world championships as well as drivers in Caterham and Radicals racing at club level.

>>>>>



Pro Racing has developed custom installations for many racing drivers

James Metham



The Simtrack simulator with a large wrap-around screen

The company's simulator engineer Robin Bailes explains: "A good motorsport simulator needs to have a high level of immersion. That includes the obvious steering motors and pedals, but also sound, visuals and driving position play a big part in giving the driver the feeling of being in the real world. In motorsport its key to be highly focussed for long periods of time, and without a high level of immersion it will be very easy to get distracted."

At Classic Race Simulators, Hill creates modern masterpieces with an historic feel. His specialist rigs include unique parts that those focused on the current era do not typically offer. The manual gear sticks, squishy brakes and accurate gear ratios mean that, just like the rigs developed for the modern era, these classic simulators feel very close to the real thing too.

"There aren't many simulator gear shifters on the market, so we spent four years designing our own," says Hill. "We can have that in all the different patterns you could get in an historic car, and we can also adjust the floppiness. For example, one client's gear shift has an odd pattern and flops about all over the place so we can actually adjust the shifter so it feels like that!"

"We put clutches on, which a lot of simulator makers don't have, and then there is the brakes. In modern cars, you touch the brake and get 120kg of force straight away. In a classic, there's far more movement on the pedal so we can adjust our pedals to replicate that. You can actually feel the hydraulics of the brake and we now put a vibrating motor on the pedal so you can feel vibrations too."

Adrian Russell, who bought a rig from Classic Race Simulators to replicate his Formula Junior car, adds: "You can change a lot of the configuration in the software, right down to gear ratios.

That means that if I have the car set up for a track I have just driven on and I know what the ratio was, I can keep the same settings and drive a different track to see if that will be okay there. That can save a lot of set-up time."

All this technology does not come cheap, however. A 'basic' static simulator with PC software and a professional control pack will cost around £10,000. If you want to add motion to that, it is roughly double the price for a three-degrees of freedom system and double again and more if you want a six-degree system with all the bells and whistles.

Russell, however, believes that when equated to track testing the numbers soon add up. "It can be £400 just on track fees, then there is the fuel, and you are also tearing the car to pieces and wearing the tyres out," he says. "Real life testing can easily cost £1,000 for a day so it is not long before it adds up. If a simulator cuts the amount of [real world] testing you do, you save quite a lot of money in the long run."

Simulator Training

Fortunately, for those who simply do not have that kind of budget or who want some professional coaching to go with their simulator time, there is another way. A handful of places around the UK, such as Simtrack, Base Performance and iZone, offer drivers the opportunity to turn up and get their 'virtual' track time on a pay-per-hour basis for a fraction of the cost.

At iZone, many drivers take up a monthly membership – a bit like an exercise gym. It gives them access to a monthly development programme and enables the Silverstone-based company to bring drivers together and offer collaborative training. Similarly, Leeds-based Simtrack services the north of the country with simulator coaching packages, tailored to a driver's race season.

"We offer a range of multi-hour packages and drivers will often use those to mirror their real-life race season," says Simtrack co-founder and CEO Adam Croft. "If they've got a six-round race championship, they will typically come and do a couple of hours of simulator preparation before each round. Similarly, race teams or driver coaches will make a block booking of hours for the year, to work with individual or multiple drivers on race prep and car set up work."

"We do also get a lot of ad-hoc requests, though, typically where people want to learn one of the less frequented racetracks – such as Knockhill, Spa, or Zandvoort. These are generally one-off sessions. We also have track day enthusiasts who simply want to use the simulator to learn a track they've not driven at before. We work with drivers from junior level, through grassroots club racing all the way to professional championships such as Touring Cars, British GT and WEC"

One of the key benefits of visiting a dedicated simulator centre is the support that comes with the seat time. Most venues provide professional driver coaches and develop personalised programmes that are tailored to the needs of each individual driver. The aim is to ensure every minute spent behind the wheel results in a genuine improvement of knowledge, skill and, ultimately, speed.

"You don't just turn up, pay your money and blast around for a couple of hours hoping to get quicker," says Croft. "With new drivers, our race coaches spend a lot of time helping them to learn tracks and develop racecraft with two simulators linked up – coach on one, driver on the other – to practice attacking and defending, qualifying, safety car restarts and so on."

"More experienced or pro-level drivers do not require that same level of 'hand-holding' but will use a simulator programme to further hone their skills, work on car set ups or practice changeable conditions, all of which can be simulated



Classic Racing Sims can transport you back in time, and give you an authentic racing experience from that era

at the click of a button. The underlying theme for all customers is a focus on using simulation to deliver real world performance and improvement, through a combination of accurate simulations, data analysis and professional coaching."

It is a similar approach at iZone and Riddiford adds: "Everybody is on a different stage of their journey. Initially, in that controlled environment, our job is to try to identify where we feel the biggest area of performance opportunity lies for that individual, because then depending on the time and budget available we can then prioritise their training to make sure they are not creating a false economy."

"The simulator allows us to very carefully monitor performance trends. We can see things a driver is doing very well and areas where they are struggling. By carefully assessing each run, we can start to introduce a correction. What wins championships is not necessarily a driver's fastest lap, it is making sure the driver's poor laps are quicker than everybody else's poor laps."

"Once the core performance is there, we can start to move things around and start to change things – maybe put them on a 10-lap old tyre or a qualifying run, or change the set up to dial in more understeer or oversteer. We can also start to introduce pressure-induced exercises and try to disrupt them in some way, so they develop that mental resilience to deliver lap time, no matter what."

If a driver is using a simulator to learn a track, coaching can change the approach completely. Rather than worrying about lap time or what the data shows, the focus will be more about getting fully comfortable with the shape of each corner on the approach and helping drivers build that natural feel and muscle memory to guide them through the corners without thinking.

"We can certainly look at the data, but one of the things I've established over the years is that that data is good and bad," says Riddiford. "I am amazed how many times I ask drivers if they felt they were quick and they turn around and say, 'I don't know, I haven't looked at the data yet.' But you need to forget the data because ultimately, we are developing feelings."

"When we think about the lap mechanically, it is a lot more of a conscious process. Feelings are subconscious and that part of your brain processes massively faster than the conscious part. So, I need a driver to say 'it's because I did this, this, and this' because if you know that from feel, you can just go back out onto the track and recreate that feeling."

"We sometimes get drivers to close their eyes and visualise the lap after coming out of the simulator. If you turn up to a track having been on a simulator, you are starting off on, say, lap 301, when your nearest rival is just on lap one. Who would you rather be? It's a no brainer, really!"

>>>>>



A professional session includes engineer support and telemetry data to work with

Reaping the Rewards

Ask any driver who has done some preparation on a simulator whether it was worthwhile, and you will almost always get a resounding “yes!” Those feelings that Riddiford mentions soon manifest themselves in real life lap time gains, and in some of the most extreme cases can turn drivers from back-of-the-grid also-rans into title contenders.

“We actually see the biggest gains with club level drivers, because they have the most progress to make,” says Simtrack’s Croft. “The pro drivers generally come into the simulator and they’re on it, lapping within one or two tenths of what they would do in real life. In contrast, some club level drivers can literally improve by seconds a lap in one session alone.”

Just like a footballer practicing a particular set piece in a training session or a bowler drilling a specific type of spin in the nets, drivers often find the benefit of simulators in the detail rather than the bigger picture. This is something that Meyrick pays particular attention to when working with his Motorsport UK Academy drivers.

“In any training program, you don’t just go out and play the game, you break it down and work on the specific parts you need to improve on,” he explains. “We actively involve engineers as well, because by sitting alongside they can see how the driver reacts, they can see the body language, and you can work on scenarios where that driver has to deal with difficulties.

“Also, in endurance racing there are a couple of drivers at least per car, so using a simulator is a good way of learning

the circuit together, bouncing ideas off your teammate.

Consistency is definitely one of the things we like to work on and leading up to a 24-Hour event, for example, we focus a lot on concentration, not making mistakes, repeating the same lap time and delta again and again.”

Riddiford proudly tells a fascinating success story – not of a professional, but of a Caterham driver who came to iZone for a bit of advice. “He was literally the guy that made up the back of a 30-car grid,” he recalls. “The first session we did he said, ‘if you can help me not be the slowest guy out there, that would put a big smile on my face.’ The very first outing after doing a few hours in the simulator he got a podium! And two years later he was British champion!”

Historic racer Russell had never been in a simulator before this year, but he has already reaped the rewards of owning his own. Competing in the Formula Junior Lurani Trophy has meant a need to learn lots of circuits very quickly, and time spent in his simulator back home has actually made him a match for the series regulars, both through track familiarity and car set-up.

“Before Hockenheim, I was on the simulator and the car was flat out for a long time on the long straight,” says Russell. “I decided to put a longer gear in and when I got there people were running out of puff, and I was catching them quite quickly. I only had five laps before qualifying because of a red flag but I managed to get fifth on the grid behind four drivers who were veterans of that circuit.

“I was back in the simulator before the following race at the Red Bull Ring and I saw that although the straight there was slightly shorter it was not enough to warrant a change in gear ratio. I left it as it was, and it worked out quite well... I finished on the podium in third! It really was all down to simulator. It has certainly helped me turn a bit of a corner, even at my late years.”

Leach had a similar personal experience a few years ago, when he was racing in the SEAT Leon Supercopa on the Silverstone Grand Prix circuit. Although he had completed around 300 laps on the Pro Racing simulator before the event, he had not done any in simulated wet conditions. As a result, he finished the wet qualifying in 14th position. But on race day that practice came into its own.

“It was dry as a bone on the grid and everyone else was still adapting to the different grip levels and was very tentative off the start,” he says. “I drove exactly the same as I had done on the simulator and went from 14th to second in the first lap! I then set a new lap record on the second lap! That just shows the power a simulator can give you!”

As technology continues to develop, track scans and car models are becoming more accurate and hardware solutions are improving. Not only are simulators becoming more advanced, drivers and trainers are becoming better at using them, and costs are reducing enabling these valuable tools to be accessed by more competitors.

One innovation being pioneered by iZone is not part of the simulator itself but has made big strides in the way it is used. Their amazing eye-tracking technology uses what Riddiford terms as “effectively a £10,000 pair of sunglasses” to help drivers learn where they are looking and enable the coaches

to direct them to – quite literally – use their eyes correctly.

He explains: “Using your eyes in such a way that they take in the right information at the right time can trigger what we call automaticity, which is the ability to do something without the need to think how to do it. We have to re-train a lot of drivers to do this and seen impressive results.

“The Caterham guy I mentioned before, for example, his [track] vision was poor, but once we had trained it, he effectively went from driving on a dipped beam to a full beam. It upped his rolling speed by a quarter of a mile an hour and across the whole lap, suddenly the one and a half seconds he was shy of was there and he was challenging at the sharp end.”

There are plenty of other advances still to be made, and at Base Performance Simulators, Bailes believes this is just the tip of the iceberg: “The industry has been making incremental steps in hardware at the top end over the last 10-15 years and the main area where there has been a big leap in the last three is in the consumer market,” he says. “It has made simulators – and good ones at that – much more accessible.

“Software is constantly moving too, both at an industry and consumer level. The saying in motorsport is that you are only as good as your last race, and with software you can almost say you are only as good as your last software release. For the future, VR and AR is certainly gaining traction and could have a big impact on the simulator industry in the next 5-10 years for sure.”

Things have come a long way since Chapman’s spinning toy car, but my how he would be impressed by the modern way of driver training. 🌀

Simulator sessions at HQ

Here at Motorsport UK headquarters, Academy students and other programme drivers can benefit from simulator sessions using the two Base Performance Blade rigs. Motorsport UK has invested in these now that the technology and hardware has progressed far enough for it to be close enough to real life to help drivers, co-drivers, and coaches’ progression in the real-world, and to help develop sim drivers of the future. These rigs are also available for Clubs and companies to hire – contact Esports Manager Paul Crawford on paul.crawford@motorsportuk.org for more details.



CLUB AND COMMUNITY DEVELOPMENT TEAM

Grassroots motorsport and the Clubs that deliver this are the foundations of motorsport in the UK. Assistance is now on hand to help them thrive

During the COVID pandemic, there was a complete drop off in motorsport events across the country. Once events and Club activities restarted, the pent-up demand was huge. Motorsport UK knows it needs to support its Clubs through this bounce-back period, to maintain momentum and convert this interest into a growth in memberships. New challenges are always on the horizon, but the Club & Community Development Team (CCDT) are now in place to respond.

The origins of the Club Development Team can be traced back to before 2019. Prior to this, interaction between Motorsport UK and the motorsport Clubs was primarily focused on issuing permits, paperwork for events, and providing affiliation to UK's governing body for motorsport.

In 2020 the Sport Development Team, which Claire Kirkpatrick had recently joined, moved to become part of Learning and Development. Shortly after this move, Kirkpatrick became Club Development Manager, working with the 700 motorsport UK affiliated Clubs to create and deliver the Club Toolkit concept and develop a plan for the further support and enhancement of Motorsport Clubs in the UK.

From early on Kirkpatrick says she could see that the Clubs needed some level of support from Motorsport UK – to help with things like managing Club finances, GDPR compliance, and self-promotion, and more importantly that they wanted it too. In 2021 she began a series of webinars designed to cover some of these reoccurring topics and they were very well received.

“The first step was the webinars,” says Kirkpatrick, “in providing support to the Clubs. At the end of each webinar was a short email-based survey for the participants to complete. This asked them what other support they [the Clubs] needed and what other topics they wanted the Motorsport UK webinars to cover. And this list just grew and grew...”

In 2020 Motorsport UK ran a Club Consultation as part of its Sport Development Plan. The results from this survey helped build the case and prepare the way for a dedicated Club Development Team. A similar process was repeated in 2021, and that survey reinforced the need and set the foundations for building the team in place today.

By the end of 2021, Kirkpatrick could see this great need for supporting the Clubs was mounting. Following discussions with Motorsport UK CEO Hugh Chambers, Kirkpatrick outlined what the needs were and how the governing body could respond to them. Fortunately, this plan dovetailed with Chambers' belief that Clubs are key to UK motorsport and he swiftly added his backing to her plans

“From what the Clubs had told us,” reveals Kirkpatrick, “either in the Club Consultation documents, in the feedback from the webinars, or via email, the consistent answers that came back were ‘how can we get more volunteers to run events?’ and ‘how can we grow our club membership?’ So, we formulated a response to these needs.”

Initially this was in the form of a webinar specific to helping clubs recruit and retain more volunteers during Volunteer Week in June 2021. Having identified that recruiting volunteers is a key element for Clubs, and one that they wanted more guidance and assistance with, the first new member to join the CCDT was Sofia Macbeth, who had been a Volunteer Development Officer at Motorsport UK since 2021.

“I had been communicating with the marshals a lot,” says Macbeth, “I understood what they needed and what they didn't. This new role allows me to action that support, and to deliver what is needed.”

There are 700 Motorsport UK Clubs, so one person cannot support these alone. Listening to Clubs and listening to its members is something that Motorsport UK is still working hard at. The formation of the Club & Community Development Team is a step towards this.

“Clubs still have a perception”, discloses Kirkpatrick, “of Motorsport UK as an ivory tower. I heard that phrase a lot in 2021. Breaking down that perception, that is one of our biggest challenges”.

>>>>

Meet the Team



Claire Kirkpatrick
Head of Club & Community Development



Jenny Tcherniak
Girls On Track UK Manager



Ben Lancaster
Community Activation Manager



Sofia Macbeth
Club Support Assistant

Structured support

Within Motorsport UK there are General Motor Clubs providing the grassroots activities, Kart Clubs focusing on their specific discipline, the Racing and more commercially-focused Clubs, and then large Clubs that own and operate venues such as race circuits.

Initially, and through the StreetCar programme, the CCDT will focus on the Motor Clubs and supporting their activities, however Motorsport UK has long term aims to extend its support to Clubs across all the other tiers.

The current team, led by Kirkpatrick, includes Macbeth as Club Support Assistant. Her role includes helping Clubs utilise the Club Toolkit and online resources to boost membership and tackle other immediate challenges. She and Kirkpatrick have recently been joined by Ben Lancaster, who takes on the role of Community Activation Manager. His focus is rolling out the StreetCar programme, and broadening the Motorsport Month initiative, helping Clubs and regional associations develop and grow together.

“I joined two weeks before the StreetCar launch”, says Lancaster. “Now with that done, we need to work on maintain the momentum and not letting it slip.”

“There has been a lot of work on establishing processes, to help us deal with all the enquiries, and making sure they get passed on the relevant Clubs. We are also looking to bring more Clubs in to the campaign, going to events and supporting them in person. We are trying to create an ecosystem,” he adds. “The Facebook page is very active.



Our members are very proactive on social media, there are lots of opinions and healthy discussions going on around StreetCar already. There are lots of people who are very passionate about grassroots motorsport. It's a good sign!”

The fourth member of this new team is Jenny Tcherniak, who also heads up the Girls on Track UK Programme at Motorsport UK. Tcherniak joined Motorsport UK and the Sport Development Team in 2020 and she and Kirkpatrick established the Girls on Track UK programme. She previously led the Dare to be Different programme and they worked together to find a way to continue the programme in a world of COVID, which meant running a lot of webinars together.

Both Kirkpatrick and Tcherniak are passionate about aligning the Motorsport UK clubs and Girls on Track closer together and want to see more female students volunteering with clubs to gain experience. Motorsport UK wants to support its clubs, to help them be inclusive to all, and to look at how they can promote their club and events to new audiences. There are tentative plans to run a Girls on Track UK StreetCar AutoSOLO, to promote grassroots motorsport to the Girls on Track community.

To get involved, and join the discussion, email the team at streetcar@motorsportuk.org

Future growth

With StreetCar successfully launched, Kirkpatrick and the team are not sitting still. The Club Toolkit will be continually developed, with new resources added on a monthly basis over a two-year period, and part of the focus will now shift to development at a more regional level.

“That's about assisting the Motorsport UK Regional Associations. To better prepare them to support and nurture their own Clubs,” adds Kirkpatrick. “Whether that's giving them the ability to field enquiries directly or helping them identify and consolidate Clubs needs to receive targeted support.”

The Motorsport Month series is a good example of this regional support in action. Motorsport Month South East and Anglia was run through the Regional Associations. A working group was formed representing the local Clubs, and Kirkpatrick was able to meet with them every couple of weeks to help with planning and promotion of the diverse motorsport on offer within their local area.

“It was a local campaign,” she notes, “they set up various activities to encourage new members in Anglia, including a ‘Getting into Motorsport’ evening. The working group was able to hire a village hall and prepare leaflets, videos, and other materials.”

“We are also looking to bring more Clubs in to the campaign, going to events and supporting them in person. We are trying to create an ecosystem”

“In the South East, they arranged a Autotest Taster Event, and encouraged people who had never competed in motorsport to come along and try it free of charge. This attracted around 30 people to come and try it for the first time.”

“In this instance it was a case of Motorsport UK, through the Club Development Team, supporting the regional Association, in its delivery of Motorsport Month.”

In September Lancaster will take on a similar role supporting the running of Motorsport Month South West. This will build on the original Cornwall Motorsport Month that was an initiative setup by Motorsport UK Chair David Richards in 2019/2020, and further developed by Kirkpatrick in 2021.

Using these pilot events as guides, the Club & Community Development Team has been able to offer similar support services to other Regional Associations. The feedback has been positive, and many Regions are choosing to coincide their own Motorsport Month with an existing ‘hero’ or cornerstone event. This helps build momentum around smaller events and share social exposure.

“It is about showing the other Regions what is possible,” confirms Lancaster. “As the Club & Community Development Team, we are here to support and facilitate them in coming together – Clubs and their Regional Associations. Then, spreading success stories as case studies to inspire others for the benefit of the motorsport community.”

“Clubs are the backbone of British motorsport”, Macbeth reminds us.

“We are still listening,” reiterates Kirkpatrick. “If Clubs have feedback, or need direct support from us, they need to get in touch.”

“While we, as a team, may not have all the answers, we do work closely with the other teams and committees here at Motorsport UK. We can help Clubs find the answers they need, and much of this experience will feed into the Club Toolkit as that continues its development.”

Motorsport UK Club Development Fund

The Motorsport UK Club Development Fund exists to help support Motorsport UK affiliated clubs and organisations. Funding is available to help grow motorsport and to improve the quality of delivery and experiences for new and existing participants. There are different funding streams available and different levels of grants available depending on the funding stream. Any funding granted must also be matched by the club / organisation applying for funding.

Since 2016, the fund has granted Clubs over £64,000.

Suggested themes for Funding Applications

Club Promotion

Supporting events to bring new people into the club environment and motorsport – printing assistance / leaflet creation and design, flags and banners (branding materials), website design and creation, club promotional stands at a motorsport event, in a town centre or at a country show targeted at all potential new participants.

Volunteer recruitment / development

Projects or initiatives to support the recruitment of volunteers and their development – volunteer recruitment stands or “try it” evenings (to try different volunteering opportunities in motorsport), volunteer development for existing club volunteers (which could be tied in with a club night).

Development and delivery of motorsport events and activities

Support for the development and delivery of new grassroots permitted events to engage new and existing participants and volunteers – venue hire for new taster events, Equipment costs such as cones and stopwatches to support clubs in running new events.

For further information on the Club Development Fund, see www.motorsportuk.org/clubs-organisers/club-development or contact the Club Development team on 01753 765000 or email club-development@motorsportuk.org



Alex proving disability is no barrier for competing in motorsport

OVERCOMING DISABILITY IN MOTORSPORT

Alex Tait is a professional racing driver and trainer with Myotonic Dystrophy, a hereditary muscle wasting condition. In 2013 he won a scholarship for disabled drivers to compete for a season in Autosolos and Autotests. After progressing through several UK championships, he became the youngest recognised instructor with the Association of Racing Drivers Schools (ARDS)

“ If you believe in something and work hard enough to achieve it, you will always find ways to get around obstacles. However, it is really important to have a support network that provides the information and inspiration to help.

My condition causes me physical fatigue and mobility issues trying to get in and out of a car, so although I loved motorsport, I never believed I could physically do it at a competitive level. It was never really a viable option. I stumbled across the Loughborough Car Club scholarship at a Motability event (www.motability.co.uk) and saw they had a Taster Day, so I applied with the thought of 'have a day out, see how it goes, and if I am lucky, I might walk away winning it.' I did, and it all went on from there. I started racing in the senior categories with the big boys and never looked back since.

I have been in motorsport for 10 years now, and you do tend to see people with disabilities competing more regularly now than when I first started. I have seen a bigger presence internationally as well, with the FIA Disability Commission

having helped to put disability more on the FIA radar now. It provides grants to help drivers with disabilities get safety equipment, and in terms of the physical aspects there are hand controls available, so there are ways around things.

I try to go out of my way to look for opportunities within the industry to help disabled drivers, almost to be a bit of an ambassador, because I know the struggles they face. One thing I do is work as an instructor for Spinal Track, a charity that gives free track days and Rally experiences to disabled drivers. There is an event pretty much every month throughout the year at Silverstone, on the full Grand Prix circuit, and they have cars fully adapted to hand controls. No matter what disability you have there is something to suit your needs.

It's a great taster and a lot of people who turn up say 'I didn't really think I could ever do that' because the wider perspective is that motorsport is off limits to people with a disability; you can't be able to compete at the same level as everybody else. That is just a lack of awareness. It's not a case of it's not possible, it's that people don't realise it can be done.



Alex was the youngest ever Loughborough Car Club Disabled Driver Scholarship winner

When I first started, there was the Loughborough scholarship and that was all I could find. Now, there are other organisations that have started to come up and offer opportunities. Thankfully, disability is becoming a more widely recognised issue, and that has brought the playing field a bit more level. There is more support out there and more publicity as well. And publicity is a great thing because we need more people to know that it is possible for them too.

You only have to look at the big push with Women in Motorsport to see what can happen. The W-Series, for example, has put more women on the radar and more women are wanting to join motorsport and get a race licence to compete at all levels. I think that's what we need to do for disability. We need more role models to push outside of the sport and say, 'this is possible no matter what, and if you want to do it there is support out there to help push you in the right direction.'

Motorsport is often seen as a rich person's sport and that often puts people off when it comes to disability, because of the cost of the adaptations required. The higher up the ladder you go, the more specialist it needs to be, and it gets to a more rigorous standard, but at lower levels you can use more road car modifications. More light needs to be shone upon club level motorsport because that's where you can start off with adaptations that do not cost the Earth.

The Autotesting I did to start off with, you can pretty much do in the car you drive down the street and as an entrance point, people need to know that part of the sport is extremely accessible. In fact, all the different grassroots disciplines involved in StreetCar can be done in your normal road car, which makes it much easier for people with disabilities to take part.

So, I don't see a physical barrier to anyone. Obviously, in motorsport, the limiting factor is the budget, but I don't believe that with a disability you can only get into a certain level and type of racing and that's it; you have the whole spectrum, and it can spread into rallying, Rallycross, and trials – any spectrum of motorsport is doable with the right help and support.

You see F1 on TV and watch the super fit athletes and go 'right, that's where I want to be, but I have a disability so I can't do it.' But that is not the case. We want to shine the light on it and say 'well, you can, there are little things that may need to be changed to get around things, but once you find that way around things, there's no stopping you.'



Alex in his first race at Silverstone



Beume Photography

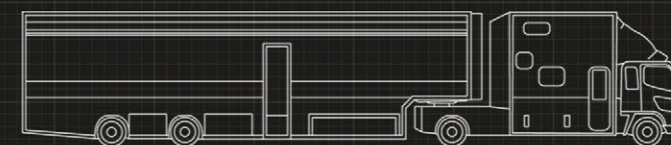
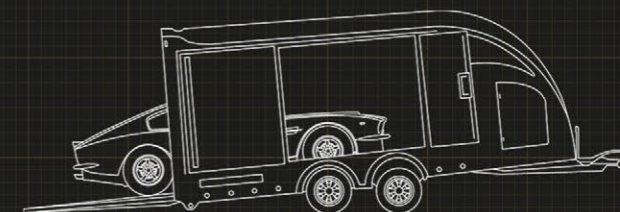
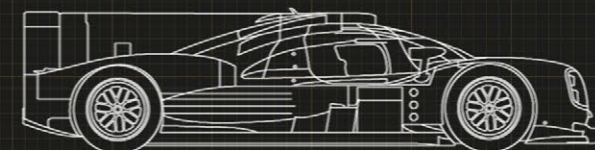
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Take part in Circuit Racing

There are many different categories of Circuit Racing, some which are ideal for beginners and others that are more suited to people who have racing laps under their belt. To pick what is right for you, do your research, both online and through speaking to people involved. Popular categories across the UK include Fiesta STs, Minis and MX5s.

CAR / EQUIPMENT

Do you need to buy a car and if so, how do you get one?

You can hire a car through 'arrive and drive' packages, which is a good way to get a taste for a particular series. If you want to buy something, talk to other people, and look at the Facebook groups of circuits and race series, where there are often people selling cars. There can be a lot of interest in these, though, so you must be quick off the mark.

What makes a good car?

Whatever the series, pick a car wisely and make sure you know its history. Make sure it has been well prepared and maintained. All being well, it will then be relatively inexpensive to continue to run, maintain and repair.

Do you need to prepare the car?

Even if you buy a pre-raced car, you will usually need to do something, whether it is new pads or tyres or just a simple tune-up. If you buy a donor car – a road car that needs to be converted – there is clearly a lot more to do. You can prep a car yourself if you are skilled enough to get it to the level to pass scrutineering, or you can hire a company to do that for you.

What other kit do you need?

The main things are a helmet, HANS device, race suit, gloves, and boots. All of these must be in date and meet the current safety regulations. Check reviews to find the best kit and speak to others in your club or series, as they can be knowledgeable not only about the things you need but also things you do not. As a Motorsport UK member, look at the member partners for possible discounts.

BUDGET AND LOGISTICS

What are the general costs of Circuit Racing?

Costs can vary massively depending on the series, but most have the same basic requirements – a club membership, championship registration and race entry fees. Then there is the cost of the consumables such as brakes, tyres, fluids, and fuel, as well as any travel and accommodation. As an example, Kev estimates racing in Mazda MX5s will cost around £2,750 for a season of eight rounds, with roughly £1,500 consumables costs over the year. Lucy's Fiesta STs budget is roughly £1,000 for a race weekend including everything – transport, fuel, tyres, entry fees, and so on.

How far around the country do you have to go?

If you live near a circuit and pick the right category, you could find a good number of races to compete in without even travelling far. To take part in a full championship, however, you will often have to do long distances and stay overnight. For example, Lucy only races at Knockhill while Kev goes to all the major UK circuits, from Brands Hatch in the south to Knockhill in the north; Anglesey in the west to Snetterton in the east.

>>>>>

Finding a way in

Participating in track days can provide valuable track experience, while those who like competition often begin by honing their skills in one chosen area, perhaps in one of the StreetCar disciplines in their everyday road car. Some then feel the pull to keep the challenge progressing and look to try other disciplines, such as Sprints and Hill Climbs, which offer a great way to learn car control in a competitive environment.

Clubs can offer junior categories in these disciplines, so enthusiastic youngsters can get started as soon as they turn 14 years of age. Drivers can also join Junior Racing Championships from their 14th birthday and continue through to 31st December of the year of their 17th birthday, with the general minimum age being 16th birthday.

All drivers need a license to go Circuit Racing and must satisfactorily pass the Association of Racing Driver Schools (ARDS) test, which includes both on track

assessment as well as a written exam. ARDS instructors have a wealth of experience and knowledge and can help new and experienced drivers with their continued development.

The ARDS course recognises the existing skills some drivers may have from competing in different disciplines and offers certain levels of exemption to the full course. These cover holders of 2020 and /or 2021 Competition Licences who finished in at least eight Rallycross or five Hot Lap Challenge (Time Attack) events during that period; kart drivers who are entitled to be issued the ITE licence; and International ACU licence holders who have competed in international motorcycle racing during the previous five years. Completion of the written ARDS test is still required in all three cases.

Cheryl Lynch,
Motorsport UK Race, Speed and Kart Executive

How can you reduce travel and accommodation costs if you do travel?

A lot of circuits offer options for camping and motorhome parking – which not only cuts down race-by-race costs but also keeps you close to the action. A camper van can act as a good tow vehicle to get the car to the circuit and accommodation during a race weekend.

Do you have to do a full championship?

No, some allow you to enter round-by-round as they cater for guest drivers as well.

How do you enter?

Most series offer online registration with a dedicated section of their website where you are taken through the sign-up and race entry process. There are always helpdesks and numbers to call if you need any help.

What about the logistics of competing?

You will typically be given a timetable when you sign on with the schedule for the day including scrutineering checks and assembly times. Venues are usually well signposted and there are clear announcements throughout the day to help everyone know what they are doing and when to do it.

SKILLS

Do you have to have any experience?

Before you can race, you need an ARDS Race License, which can be obtained from accredited training schools. Some series may specify a minimum level of experience, but many do not. However, it is wise to do a few circuit experience days and maybe even try out a simulator before you get into competitive action.

What is a good tip for the first time out on track?

If you have not been on a track with many people before, you will find that those who are more experienced will already know their limit, but you need to be prepared to learn yours. Ideally do that by slowly building up towards it, rather than pushing too hard too quickly and going beyond.

What makes a good Circuit Racing driver?

You need to have excellent awareness of those around you while also taking note of the outer limits of the track.



Lucy Hales, Scottish Motor Racing Club (SMRC) Fiesta ST Championship driver

You need to be calm, rational, and patient but also have confidence in your own ability. You also need to be willing to talk, listen and understand to develop.

What is the most important skill?

Being fair with others, whether that is out on the circuit or in the paddock.

What can you expect from your first experience?

It is a step up in level compared to a track day but while turning up for your first event can be nerve-wracking, most people are very welcoming and give encouragement and support. Test sessions are not like a normal track day – they are a bit more of a free-for-all and can be a reality check. Once you get used to that, you will soon get into the groove. However, don't expect to turn up and win straight out the box – there will be people who have raced many times so the competition for a beginner can be tough.

Is it scary?

Racing can be extremely demanding and quite intense to start with, particularly in the early laps when the field often stays bunched together. Whether you are at the front, middle or back there is always somebody to race and soon enough you will get your racing instinct and will not be able to wait for more.

How do you learn the basics?

If you do an 'arrive and drive' package, you can benefit from experienced mechanics, tuition, and great knowledge. Another way to learn is to support an existing driver with their paddock duties so you can learn the behind-the-scenes side of racing before you go on track.

How do you improve and progress?

Make the most of the vast experience that surrounds you at every race meeting and practice, practice, practice. Preparation is key so if you can afford it, doing lots of track days can really help you to get used to your car and get your braking points right. Find someone with experience to sit beside you on a track day – either a professional driver coach or, sometimes even better, a driver that has experience of racing in your type of car. It is also important to analyse your own performance. Look back at the whole weekend and see what could have been done better, and what went well, so you repeat it at your next meeting and improve further.



COMPETITION

How tough is the competition?

No matter how much you prepare, the competition will probably be tougher than you think. However, it can be highly rewarding trying to improve and learn from the drivers that are quicker than you.

How does a beginner 'break the ice'?

Go to an event as a spectator and you will find that there is nothing to be afraid of because everybody has the mutual passion for motorsport. When you go to your first race, try to put yourself in the centre of the paddock – as people will then tend to come up to you and have a chat – and just get amongst it and speak to people. And remember, everybody in that paddock was new the first time they came to a race circuit.

How do you win and what are the prizes?

Quite simply, take the chequered flag before the rest of the field and you will earn yourself a nice shiny trophy. Stay consistent and you may even get a bigger one at the end of season presentation. Some series offer rookie prizes and other awards to reward people further down the grid and if you are not able to race at the front, make your own prize of a personal best finish or an improved lap time through the weekend.

Do you have to aspire to become a professional to go Circuit Racing?

Not at all. A lot of people just enter to get out there and have a bit of fun on a weekend. Some do use it as a stepping-stone and if you aspire to do that then look at how drivers in different series have progressed to see which is best for that ambition.

Kev Bird races in the BRSCC MX5 Clubman Championship



GET INVOLVED

How many Circuit Racing options are out there?

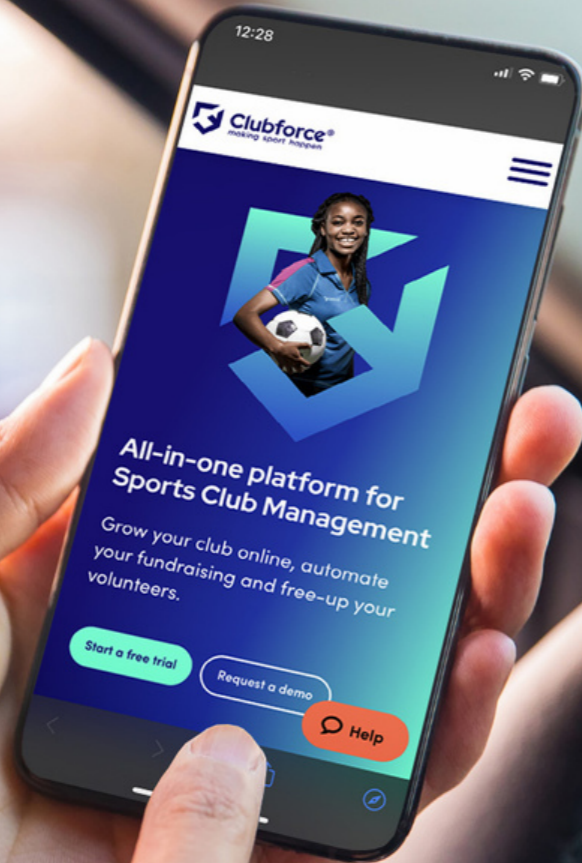
There is a reasonable amount of choice for the aspiring circuit racer – everything from classics to single-seater categories. Different choices suit different people but will be something to suit all levels.

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

Go to spectate at a race weekend and speak to as many people as you can. Club organisers and teams will point you in the direction of a friendly face and you can get a lot of helpful tips. Once you decide to take the plunge, make sure you can financially fund the racing you want to do, either through personal finances or sponsorship. Find a championship that suits your aspirations and budget then go buy or hire a car, get the kit, and sign on. There are many steps in-between, but it is as simple as that.

With thanks to Lucy Hales, Scottish Motor Racing Club (SMRC) Fiesta ST Championship driver, and Kev Bird, British Racing and Sports Car Club (BRSCC) MX5 Clubman Championship driver.

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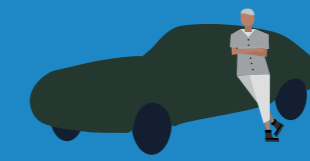
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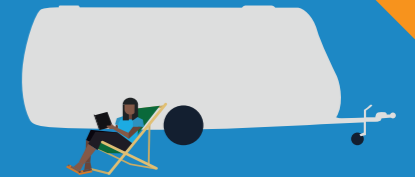
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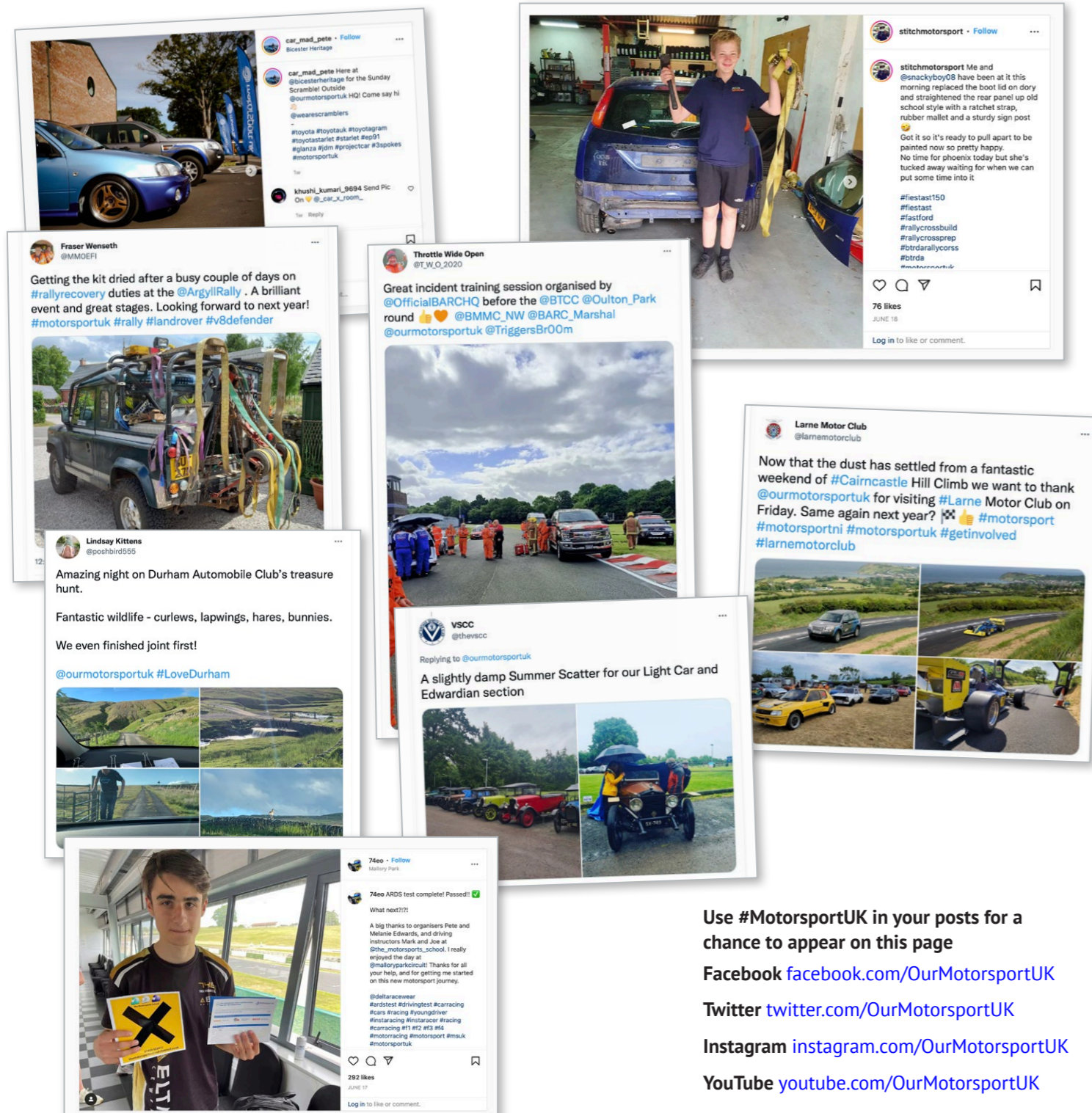
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MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

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

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



Motorsport in your everyday road car



The UK's grassroots motorsport scene represents thousands of competitors, with hundreds of events taking place every year.

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

There are three principle StreetCar categories, offering 12 unique opportunities to participate:



Autotest



Trials and Cross Country



Rally



MOTORSPORT UK ON YOUTUBE: Celebrating Women in Motorsport Day – Friday 1st July 2022



Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

Synonymous with Lotus, **Paul Matty** has run his eponymous road car and race car sales business for nearly half a century

Paul Matty recently retired from sales, but he continues to run the extremely popular **Lotus Championship** – now in its 31st year – with a field of ‘eclectic’ machinery ranging from road-going Elans and new Elises, plus a wide variety of powerful and rare racing cars. *Revolution* learned about his fascinating history and his view on where motorsport must go next



Paul and June Matty

What was your first taste of motorsport?

I started an apprenticeship with Ashmore Brothers, one of the oldest Lotus dealers in the country, when I was 17. It was run by Gerald Ashmore, who was a Grand Prix driver at the time, and I used to spend Saturdays and Sundays helping him prepare his cars.

When did you get on track yourself?

I had looked after peoples’ racing cars for years, all Lotuses, but I was too shy and nervous to do it myself. Also, the amount of time a race weekend would take up caused many businesses to get into trouble, so I didn’t want that! When I got to 40, though, I thought ‘if I don’t do something now, I’m never going to’ so I decided to go Hill Climbing and convinced four of my friends to join me.

How did the championship get set up?

I got a lot of my customers to join me Hill Climbing and at one point someone suggested I turn it into a championship and that was it. It was the most eclectic bunch of people you could ever meet and continues to be so! It is a wonderful social scene as well as incredibly competitive. We have a diverse collection of cars from single seaters and Grand Prix cars to Elises and Exiges. We do it on a handicap basis, so everybody stands a chance, and we go all around the UK. I try to drop a couple of venues each year and bring new ones on and we get some magic invites because the public love to see these cars.

What is the favourite Lotus you have driven competitively?

There are two. The first is the one I have had for 15 years – my Lotus 35 Formula Two. They only made 22. We have only found 11 around the world and we look after three of them. It is as near as you can get to Jim Clark’s Lotus 25 – up to the rear bulkhead it is more or less identical. The other is my Elan Plus 2. It is the second Lotus I ever owned. I was 19 when I bought it. It is the car I met my now wife in and we have Sprinted it; Hill Climbed it; and used as a daily car. I even have pictures of Colin Chapman sitting on the boot of it! It is not Concourse, but it is an old faithful and we have great fun with it.

What is it about Lotus that you love?

Everybody has something they feel really comfortable with in the motoring world and that is a Lotus. When I first started, a Lotus was an expensive car – the same price as an E-Type – but it wasn’t like one of those, or an MGB, where you could just jump into it and drive. These you had to put an effort into. Some people couldn’t understand that. They got this really bad reputation for being unreliable, but it is only because people did not realise how to look after them. The other side to that coin is that now, with modern materials and a better understanding of the cars, all those problems have been ironed out, so they’re just a dream!

What about the modern cars?

Colin Chapman would have loved the Elise if it had been brought out in his time. It is exactly the same ethos – lightweight, small, very quick, gets its performance from its handling. They are wonderful and hopefully the Emira will be the same.

Why should people buy a classic Lotus?

If you have a racing car, even if you only use it twice a year, the pleasure you get is just magic. As long as you buy the right model of a certain car, there is always someone who will be interested in buying it. There is a place for the modern cars, but I do think real Historics, pre-1980, are great. And the nice thing with them is they fit into today’s profile because they are infinitely recyclable – they have a fibreglass body and if you need to, you can get a new chassis, engine, gearbox, suspension, dash, everything all off the shelf. You are buying a lifestyle – but even if you haven’t got a car, if you go to Goodwood, for example, you’re part of the feeling, the scene, and it is wonderful.

You have closed the car sales business now...

Yes. It went for 46 years, and we had two showrooms in the end. Ironically, we had our highest turnover on the day that I shut the doors!

What are your thoughts about the future of motorsport?

I was looking around the paddock a few years ago and thinking ‘we are all getting old, and we are not attracting the youngsters.’ We need to pursue that because if we can catch them now, once they’ve done something, once they’ve had a go, they realise that it is great. A couple of years ago, with the help of the Midland Automobile Club and Steven Palmer, we started a championship for 17-22 year olds with a maximum budget of £3,000. There are low entrance fees, special deals for kit and the cars are all Vauxhall Corsas, road legal, driven to the event and completely standard. Most kids spend around £2,000 and they absolutely love it. So do the crowds. I am no longer involved on a day-to-day basis, but it has developed into a stand-alone championship with a field of 12 and they drive the socks off these things. That is exactly the sort of thing motorsport needs because we need to put back into the sport so it can continue and grow. 🌀



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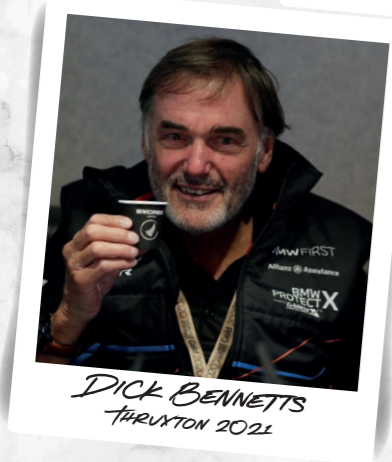
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Lessons Learned... with Arvid Lindblad

Arvid Lindblad is a 14-year-old from Virginia Water, Surrey, who began his karting career at the age of five. He raced in the Bambino Class aged six, and won the British IAME cadet championship in 2018, before moving to Europe in 2019. He is part of the Red Bull Junior programme and will race for Van Amersfoort in Italian and German F4 in 2023. *Revolution* caught up with him to discuss some of the biggest lessons he has learned during his journey up the motorsport ladder.

1 Focus on yourself to ease pressure, PFI, 2018

This was my last year racing in IAME cadets in the UK and the last round of the LGM championship. I came into the last round tied on points with my main competitor and after a few laps in the final, the two of us got away and the one who would win would also win the championship. I was in the lead at the start but was overtaken. I kept pushing until

a few laps from the end when I retook the lead. The last two laps were nerve wracking to say the least as any tiny mistake and I would have lost the championship. I kept my head cool and focused on using all my skills to stay in the lead. It was such a relief to cross the start and finish line in first place and to win the championship.

2 Use a tough season to make the next one better, OKJ Season, 2019

When I moved from IAME cadets in the UK to Original Kart-Junior (OKJ) in Europe it was a big step. The tracks were all different, the tyres were more grippy and the competition was much fiercer. Even though I had a very good first race in Adria, the first part of the season was a struggle and I made too many mistakes. I always new the pace was there but I couldn't get the results. I kept working and working and

kept inching closer and closer towards the front, and the final races during the 2019 season were good, with strong pace and racing towards the front more consistently. That year really prepared me for 2020. I was more consistent and always running towards the front. I was on the podium on multiple occasions and was by far the highest points scorer on the grid that year.

3 Know when to push and when to conserve, Genk, 2022

Kart Pix



A young Lindblad in the British IAME Cadet Championship

Red Bull wanted me to do the KZ category alongside selected races in Original Kart (OK) this season and KZ was completely new to me. I had limited time to practice and a big accident during the first part of the season reduced my time even more. For the first round of the European championship at Genk I had barely had any time in the seat. After qualifying, there are five heats, and you aim to do them all on the same tyres to save the new set for the superheat. I have a smooth driving style so one of my strengths has always been tyre management. That meant that relatively speaking the first heats are my weakest but as the weekend progresses, I tend to get stronger and stronger as my tyres remain fresh. That was exactly what happened on this weekend. I did okay in the first three heats, but during the afternoon on Saturday my tyres were still good, and I won the last two heats.



Lindblad was the youngest ever winner of a British Championship race, at eight-years-old



4 Be prepared in all conditions, Lonato, 2020

At the start of my career I struggled in wet conditions. It didn't come naturally to me and when I joined ORM I worked hard on my wet driving skills with the team principle, Oliver Rowland. The practice paid off and I became strong and fast in wet conditions. I especially remember this ESK Open Cup weekend. As a result of a mediocre qualifying, I had to start all my heats from the middle of the pack. Twice I was pushed off in the first corner during the start and as a result I had to start my pre-final in 17th place. Thank God it had started to rain! It is hard making up many places in the dry but in the wet everything is possible. I pushed hard from the start but kept reminding myself to drive smoothly. I picked the opponents off one by one. In the end I managed to win the race. A penalty put me down to third, but it was still a very good result.

5 A mechanic is worth their weight in gold, my entire career

My current mechanic Barros and I have been through a lot. We have had many ups and downs, but he has always been by my side. He knows my personality really well; he knows how to prep me before a race and how to make me calm but still excited. It always feels different when he is not next to me. I had a very good year in our first year together in OK and a lot was down to him. He is always very positive and having that means I can start a race on a positive note, even if we start further back. When I am down because I have had some bad races, he fires me up to go out and recover. Moving to F4, the role of mechanic will be changed to my race engineer. At Van Amersfoort, my engineer is called Alejandro and I have a great relationship with him already. I can feel we are going to have a great partnership. 🌀



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Anglesey / Trac Mon

The stunningly picturesque circuit offers a blend of fast, medium, and slow sections, with downhill sweeps, interesting rises, and imaginative cambers. It is suitable for almost every category of racing and offers spectators a choice of several excellent vantage points.

Venue: Anglesey / Trac Mon

Location: 5YT, A4080, Ty Croes LL63 5TF

Length: 2.1-mile International GP circuit and three other shorter configurations – Costal, National and Club

Website: www.angleseycircuit.com



History

Initially purchased from Bodorgan Estate by the Ministry of Defence in 1941, the site was used for missile and rocket development and as part of the national defence system for nearly 50 years before being returned to the Estate in 1989. Testing by a local farmer on the derelict site led to the Caernarvonshire and Anglesey Motor Club holding the first permitted stage rally on 24th August 1989. The original 1.057-mile circuit became fully licensed by the MSA and ACU in 1992 with the Wirral 100 Motor Club organising the first race meeting on 11th October. That layout was closed in September 2006 for major reconfiguration including on site quarrying and cold-rolled tarmac to reduce the environmental impact and reopened in May 2007. A new pit complex followed in 2012.

Track

There are four licensed circuit figurations, the longest being the International GP layout at 2.1 miles. Racing and track days prioritise this and the Coastal circuit, which is 1.55 miles. Sprints typically do their first day on the National layout, which runs to 1.2 miles. The track is 12 metres wide with generous run-offs and makes the most of the undulating landscape with changes of camber, technically challenging corners including a hairpin, and a 10 per cent gradient banking. It is bordered by a Site of Specific Scientific Interest (SSSI) and an Area Of Natural Beauty (AONB).

>>>>>

Fascinating fact

Church corner is named after 12th century church of St. Cwyfan, which sits on an island in the sea just a couple of hundred yards from the circuit.

The coastal location gives Anglesey its breath-taking views



Categories

Competitive car and motorcycle events (including the inspiring Race of Remembrance held in November) run on around 50 days each year, with track days, testing, manufacturer, and media activity filling the remainder of the calendar. The circuit has planning permission for two 24-hour races each year together with other 'into the dark' events. Other on-circuit activities include cycling, running and skid car training.

How to get on track

The Performance Driving Centre at Anglesey Circuit offers drive experiences in either sports saloons or single seaters, with specialist training and ARDS licensing courses for those looking to venture into motorsport. Rally Track Days and Single Seater Track Days were introduced to further promote accessibility.

Best Corner

Corkscrew – Laguna Seca brought to North Wales.

Best Viewpoint

Walk around the outside of the circuit, turn your back on the fabulous backdrop of the sea and mountains and look across the track to watch the start line then feel the speed of the vehicles as they zoom up to Rocket In.

Best spot for photography

Rocket In – where cars are heavy braking for blind left hander – or Peel – which offers the scenic backdrop.

Best place to eat

There are many eateries on the island but try the café in the paddock – my favourite is the minted Shepherd's Pie.

Family Fun

Head over to Beaumaris and you can find the Edward I castle at the bottom of the high street, do some crabbing from the pier, and explore the quaint shops and ice cream parlour.

Where to stay

Anglesey is a holiday destination with a wide range of options. At the circuit, the paddock is reserved for participants, but spectators in self-contained motor homes should head up to the Rocket complex with stunning views of the sunrise over the mountains, the sun sinking into the sea in the evening and great track action during the day.


Best Pub

There are many local artisan breweries, liqueur makers and distilleries on the island – and that allows you to concentrate on the racing then take home the local brews to enjoy later. One race marshal recommends Jaspells Spiced Cider.

Great things to do nearby

There are plenty of lovely beaches and forest walks to explore, but if that is not for you then head for Tacla Taid at Newborough, which has a large collection of all kinds of vehicles and artefacts, a plane, children's playground, and café. For the adrenalin junkie, try out the RIB ride on the Menai Strait.

How to get there

After battling the motorways, relax onto the dual carriageway of the A55 with coastal scenery or enjoy the journey along the historic A5 through the hills and mountains before joining the A55 at Bangor. At junction 5, turn left and after five miles you will arrive. On the way home, steal a glance to your left when crossing the Britannia Bridge to see the world's first major suspension bridge – designed by Thomas Telford and completed in 1826 – spanning the Menai Strait. 

Trac Mon includes two 24hr racing events in its calendar each year

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Evening Grass Autotests

9th July, Paddys Lane, near Melton Mowbray, Leicestershire

Loughborough Car Club is running its popular evening grass events at the usual Paddys Lane Field, on the A6006, just off the A46. Cars must be roadworthy, with standard tyres, and passengers are required. Tests start at 19.00 and close at 21.30. For further details and to book an entry, see <http://loughboroughcarclub.co.uk>



Tour of Speyside

17th July, Huntly, Aberdeenshire

The 63 Car Club is running a Tour of Speyside as a Touring Assembly. Open to all types of cars, vehicles must have a valid MOT certificate and road fund licence, and all tyres must be road legal. The tour begins at The Market Café, Huntly, with a lunch halt in the Alford area, and finishes back near Huntly. For further details see <http://63carclub.com/event/tour-of-speyside/>



Nicky Grist Stages

9th July, Builth Wells, Wales

Competitors from the BRC and five other major rally championships gather in mid-Wales for the Nicky Grist stages. Last year's restricted event was the first major rally in Wales after Covid-19. This year, it returns to cover 44 stage miles in a loop of four stages, run twice, including the Epynt military range and the Halfway and Crychan forests. www.nickygriststages.co.uk



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Hangingshaw

16th-17th July, Lockerbie, Scotland

Round six of the British Autotest Championship heads to Scotland for the "Maximum Attack" Autotest event organised by the South of Scotland Car Club.

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



Zip Photography

Bouley Bay, British Hill Climb

13th July, Jersey, Channel Islands

The British Hillclimb Championship (BHC) presented by Avon Tyres make its annual visit to the Bouley Bay Hillclimb on the Island of Jersey this month. The event is part of a Channel Islands 'double-header', with Le Val des Terres Hillclimb, in St Peter Port, Guernsey, also hosting a round on Saturday 16th July.

www.britishhillclimb.co.uk/calendar

British Kart Championship, Warden Law

22nd-24th July, Sunderland

Following rounds at PFI in Lincolnshire and Larkhall in Strathclyde, the Rotax karts head to Warden Law for the third round of the championships in the Mini Max, Junior Rotax and Senior Rotax classes.

For more information visit: www.britishkartchampionships.org/championships/rotax-2022/rotax-round-3-warden-law-2



KarPix

Lydden Hill

16th July, Kent

The British Sprint Championship heads to Canterbury for the Ray Heal Memorial Sprint, run by the Borough 19 Motor Club. The Lydden event forms part of the AEMC / ASEMC Key.Guru. Sprint Championship, B19, HSA Triple M/Pirelli Speed Championship, SBD Motorsport UK British Sprint Championship, SBD Motorsport UK Sprint Leaders Championship.

<https://borough19motorclub.org.uk/event/lydden-3>



Kim Broughton



Scott Gay / SantaPod

Bug Jam

22nd-24th July, Santa Pod, Northamptonshire

The original VW festival and Europe's largest, Bug Jam is a vibrant and fun festival befitting of Campervan culture. It mixes up all things VW with drag racing, a 'Run What Ya Brung' event, music, show and shine, comedy, stunt displays, a fun fair and a huge trade village and retrojumble.

For more information visit: <https://bugjam.co.uk/index.php>



Carryduff Forklift Down Rally

23rd July, Lisburn, Ireland

The Down Rally is back after three years with a new base at Lagan Valley Island. Jointly organised by Rathfriland Motor Club and Ballynahinch and District Motor Club, it mixes old and new closed road stages. The event is also part of the McGrady Insurance Northern Ireland Championship.

For more information visit: www.downrally.com

RSAC Scottish Rally

23rd July, Scottish Borders

The Royal Scottish Automobile Club (RSAC) Scottish Rally is the longest-standing rally event in the country, first contested in 1932. It runs in gravel stages through Moffat, Dumfries & Galloway, and last year was won by David Bogie and co-driver John Rowan in a Mini John Cooper Works WRC.

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



Eddie Kelly

BTCC & British Formula 4

29th-31st July, Knockhill, Scotland

Knockhill hosts the latest round of the BTCC and F4 series, with the iconic 1.27-mile Fife venue notorious for its narrow, undulating nature – a true test for the junior single seaters. In the BTCC, meanwhile, four Scots will be on the grid with Gordon Shedden, Rory Butcher, Aiden Moffat, and young Dexter Paterson. For more information visit: www.fiaformula4.com/events/knockhill



GB3 and GB4

30th-31st July, Silverstone, Northamptonshire

The GB3 and GB4 Championships head to Silverstone on 30-31 July, with fierce title battles waging in both categories. Joel Granfors (Fortec) and Luke Browning (Hitech) are among the front-runners in a closely matched pack. The previous GB4 round at Silverstone delivered epic racing, so expect more slipstream battles.

www.gb-3.net



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Intelligent Money British GT Championship



Ian Loggie extended his GT3 championship lead with victory alongside RAM Racing co-driver Callum Macleod in the first of two hour-long races at Snetterton. Flick Haigh and Jonny Adam were set to win for 2 Seas Motorsport until a puncture cost them the lead with six minutes to go. RAM Racing won again in race two, with Ulysse de Pauw and John Ferguson scoring their maiden championship victories.

Latest Championship Standings

1st	Ian Loggie	100.5 points
2nd	Michael Igoe	68 points
2nd	Phil Keen	68 points

ROKiT F4 British Championship certified by FIA




Alex Dunne's lead in ROKiT British F4 took a dent on a character-building trip to Croft. Aiden Neate marked his 16th birthday with victory from pole in Saturday's opener, before Dunne limited the damage from a below-par qualifying with the reverse grid win. Oliver Gray, his nearest rival, took his first win of 2022 in Sunday's twice-started final contest, reducing the gap to Dunne to 51 points heading into the summer break.

Latest Championship Standings

1st	Alex Dunne	240 points
2nd	Oliver Gray	189 points
3rd	Ugo Ugochukwu	150 points

KNC Groundworks Scottish Rally Championship



Five-time Scottish champion David Bogie was joined in his MINI WRC by co-driver Cammy Fair for the Dunoon Presents Argyll Rally and the pair took their first win on the event. Bogie's third victory of the season stretched his lead in the championship standings to four points over Michael Binnie, while Fair cut the deficit to Claire Mole to two points.

Latest Championship Standings

1st	David Bogie	117 points
2nd	Michael Binnie	112 points
3rd	Scott Macbeth	99 points

Protyre Motorsport UK Asphalt Rally Championship




David Henderson and co-driver Chris Lees mastered the narrow, twisty and challenging closed roads of Argyll and Bute to score maximum points in their new Ford Fiesta Rally2 after a magnificent run on the Dunoon presents Argyll Rally. Neil Roskell was second with John Stone taking the lead in the drivers' standings with third, despite going off the road at stage 10.

Latest Championship Standings

1st	John Stone	75 points
2nd	Neil Roskell	73 points
3rd	Ruairi Bell	58 points

Avon Tyres Motorsport UK British Hillclimb Championship



Championship leader Alex Summers broke the outright hill record three times at the Doune double-header as he extended his lead in the championship to eleven points over defending Champion Wallace Menzies. Only a run-off win by six-times former champion Scott Moran prevented a total Summers domination.

Latest Championship Standings

1st	Alex Summers	155 points
2nd	Wallace Menzies	144 points
3rd	Scott Moran	140 points

The GB3 Championship



Carlin's Callum Voisin claimed his second GB3 win of the year at Snetterton. Luke Browning beat main title rival Granfors to the flag in the second race then took home a 14th place finish, ahead of the Swedish driver, in the final contest, which was won by Fortec's Mikkel Grundtvig. The championship heads to Spa-Francorchamps next on 23rd–24th July.

Latest Championship Standings

1st	Luke Browning	239 points
2nd	Joel Granfors	228 points
3rd	Roberto Faria	187 points

British Drag Racing Championship



Andy Robinson edged into the lead of the championship with victory over Bobby Wallace in the Summer Nationals final, after the latter had secured his first Pro Mod pole position. Previous points leader Michel Tooren slipped to third after Nick Davies beat him in a heavyweight opening-round match-up.

Latest Championship Standings

1st	Andy Robinson	192 points
2nd	Nick Davies	190 points
3rd	Michel Tooren	168 points

British Autotest Championship



The Knutsford & District Motor Club Tim Sargeant Memorial event, dedicated to the memory of Mike Sones, saw Alastair Moffatt in the lead after the first test and never headed. Willie Keaning was looking quick and started to claw back some of the time in the last two rounds but couldn't make enough of an impact and had to settle for runner-up.

Latest Championship Standings

1st	Alastair Moffatt	145 points
2nd	Willie Keaning	135 points
3rd	Christopher Chapman	122 points

Motorsport UK English Rally Championship, in association with SEACON UK



Nick Dobson scored maximum championship points in Class B11 on the Kielder Forest Rally in his Ford Escort Mk2. He now has a slender one-point advantage in a tight battle for the drivers' title, leading Class B12 winner David Crossen, also in a Ford Escort Mk2, with Richard Hill and his Mitsubishi Lancer Evo9 in the mix too, just two points off the lead.

Latest Championship Standings

1st	Nick Dobson	50 points
2nd	David Crossen	49 points
3rd	Richard Hill	48 points

Kwik Fit British Touring Car Championship



At Croft, Dan Lloyd scored two popular and emotional victories just two weeks after being taken to hospital for precautionary checks following his accident at Oulton Park. It was a tough day for Gordon Shedden but he bounced back impressively to win the final race before the mid-season break, claiming a lights-to-flag success.

Latest Championship Standings

1st	Tom Ingram	195 points
2nd	Josh Cook	192 points
3rd	Colin Turkington	183 points

British Superkart Championship



Alex Dunne's lead in ROKiT British F4 took a dent on a character-building trip to Croft. Aiden Neate marked his 16th birthday with victory from pole in Saturday's opener, before Dunne limited the damage from a below-par qualifying with the reverse grid win. Oliver Gray, his nearest rival, took his first win of 2022 in Sunday's twice-started final contest, reducing the gap to Dunne to 51 points heading into the summer break.

Latest Championship Standings

1st	Lee Harpham	135 points
2nd	Liam Morley	115 points
3rd	Ross Allen	86 points

Wera Tools British Kart Championships



The Championship headed to Little Rissington in the heart of the Cotswolds in early July, with six different fields of karts taking on its fast, wide sweeping bends. In the IAME Series, Kit Belofsky beat pole sitter Jesse Phillips to win the Cadets final while Leo Robinson climbed two places to pip Fionn McLaughlin in the Junior X30s and Sam Shaw won the Senior X30 event. Leon Frost took top honours in the Junior TKM class with Chris Whitton taking a dominant win from pole in the TKM Extremes. And in the KZ2 class it was James Glenister who won from pole.

IAME Series

IAME Cadet

1st	Jesse Phillips	728 points
2nd	Jorge Edgar	708 points
3rd	Jenson Graham	697 points

Junior X30

1st	Gabriel Stilp	749 points
2nd	Fionn McLaughlin	728 points
3rd	Leo Robinson	695 points

Senior X30

1st	Bart Harrison	716 points
2nd=	Aaron Walker	695 points
2nd=	Harry Platten	695 points

TKM Series

Junior TKM

1st	Leon Frost	385 points
2nd	Olivia Jakins	348 points
3rd	Aidan Mitchell	331 points

TKM Extreme

1st	Chris Whitton	384 points
2nd	Aaron Lask	345 points
3rd	Sam Johns	340 points

KZ Series

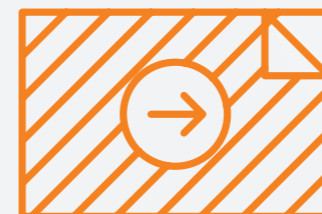
KZ2

1st	Charlie Turner	423 points
2nd=	James Glenister	407 points
2nd=	Bradley Barrett	407 points

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The Parting Shot

A wet Pembrey certainly helps focus the mind. Three clear dials. A plain steering wheel. The track ahead. Simon Broadbridge waits at the start in his Formula Ford Van Diemen RF87.

Inverting the tacho places the needle vertical at about 6,000rpm – peak torque (or thereabouts) – a simple visual cue to change gear that the driver can see in their peripheral vision.

Aligning the tacho in this way, or covering the face with tape so that the needle can only be seen when it is time to change gear, was common practice in motorsport until the advent of 'shift lights', which provide a more obvious indication that a gear change might be a good idea.

