

**EDITOR**

William Kimberley

**ASSOCIATE EDITOR**

Alan Lis

**CONTRIBUTING EDITORS**

Andrew Charman

John Coxon

Graham Templeman

**MOTORSPORT PROFESSIONAL EDITOR**

John Griffiths

**CONSULTANT EDITOR**

Mark Skewis

**EDITORIAL ASSISTANT**

Sharmeen Khan

**CHIEF PHOTOGRAPHER**

Bryn Williams

**ART EDITOR**

Paul Bullock (maluma.co.uk)

**WEB MANAGEMENT**

Crash.Net (info@crash.net)

**SALES EXECUTIVE**

Stephen Blackbeard Rapley

**PUBLISHER**

Sheila Kimberley

**RACE TECH**

TECHNOLOGY, BUSINESS AND MECHANICS

841 High Road, Finchley

London N12 8PT

Tel: +44 (0) 208 446 2100

Fax: +44 (0) 208 446 2191

[www.racetechmag.com](http://www.racetechmag.com)

North American Distributor

Eric Waiter Associates (EWA)

205 US Hwy 22, Green Brook

NJ 08812, USA

Tel: (732) 424-7811

Fax: (732) 424-7814

Race tech (ISSN 1356-2975) is published monthly by Racecar Graphic Ltd and distributed in the USA by SPP, 75 Aberdeen Road, Emigsville, PA. 17318-0437.

Periodicals postage paid at Emigsville, PA. POSTMASTER: send address changes to Racecar Graphic Ltd, P.O. Box 437, Emigsville, PA. 17318-0437.

# ISSUE 88

## TIP MY HAT

In the two short years I have been editing this magazine I have noticed a revolution in motorsport, and it's being driven from the top down. After 10 years of being intimately involved in the automotive industry, I was used to hearing and writing about future powertrain and fuel technology. Hydrogen fuel cells, alternative fuels, hybrids and micro hybrids had been very much part of my vocabulary since the mid-1990s. Moving across to the motor racing world and they simply disappeared from my radar – until mid-way through last year. Now, though, these topics are very much at the forefront of what I find myself writing and talking about.

I suppose there are a number of reasons for this. One is the sanctioning bodies moving things along in a pretty lively fashion at one end of the scale while another is the car manufacturers themselves doing their bit with Audi, in particular, very much to the forefront here. However, we are now even witnessing a government body in the shape of the US Department of Energy and Environmental Protection Agency promoting a top-level motor racing championship with the launch of the "Green Racing Challenge".

What we are witnessing is a headlong rush by the sanctioning bodies to embrace cleaner and more efficient powertrain before it is too late, before the nascent anti-motoring and thereby by default anti-motorsport lobby demands the end of motor racing for being "wasteful polluters". Of course, the petrol engine is going to be the bedrock for the foreseeable future but alongside it we are going to see the development of all sorts of different powertrain. At the moment it is fuel that is top of the agenda but I do foresee a time when it will drop down the pecking order as we see major developments in the hardware.

For every opportunity, though, there is a threat and the one that confronts us here is that the resources required to develop this future technology can really only come from the car manufacturers, so what does this mean to the independent engine makers like AER, Cosworth, Engine Developments, Meccachrome, Sodemo and Zytex? How will

they face up to the future? For these companies and others like them, the stakes are very high – one false move could mean that they go out of business.

On the whole, though, the prospects for the future are very exciting. When you hear that the works Corvettes are running on E85 ethanol then you know that a sea-change in attitudes is underway and I believe this is only the start. I am pretty certain that whoever the next US president is going to be we are going to witness a major reassessment of the country's CO<sub>2</sub> and emissions policy.

The one series that I do see being caught on the horns of a dilemma is NASCAR. On the one hand, it is super-successful but on the other how much longer can it hope to carry on with outdated technology? Surely the *Dukes of Hazzard* image is getting past its sell-by date especially as we all know that underneath the carburetors and stock block is an Aladdin's cave of state-of-the-art componentry, so why not come clean about it? Surely it can take tips from both the British and World Touring Car Championships which are moving the powertrain agenda along very nicely, thank you very much.

I have heard it said that the golden age of motoring and motor racing is behind us, that we are living on borrowed time and that within a generation motorsport will no longer be permitted. Even if I am dead and gone by then, I hope for the sake of future generations that they will not be robbed of the thrill of going motor racing and for this reason I am extremely relieved that this potential peril has been recognised and is being addressed by those in authority before it is too late.

**William Kimberley EDITOR**