



GREENPOWER EDUCATIONAL TRUST

NEWSLETTER

Summer 2025



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Chief's Chat

by Barnabas Shelbourne, CEO



It's good to stop and reflect on what we've been up to over the last few months. Life's very funny, if we don't stop to smell the roses, we miss the opportunity to appreciate all the achievements that have been reached, especially as there's always more to do. Sometimes I feel as though I'm holding on to a fast moving F24 car as it is speeding along, when we've completed one objective, there is always another that needs working towards. However, that is the nature of progress, and the entire team at Greenpower is committed to working as hard as possible to make the programme and initiative as exciting, engaging, life changing, and accessible as possible.

The summer newsletter covers the busiest part of our year. Since Spring we have had a very busy few months, between the end of March, and July, the team members have been covering a lot of mileage around the UK, and have delivered 28 events, 14 Goblin events, and 14 F24 & F24+ events, with 4 F24 and F24+ events remaining.

The team have performed exceptionally well, with the new Events team members integrating seamlessly and consistently seeking fresh ways to improve and develop our work. We've been fortunate to receive support to exhibit at several key occasions, including Everything Electric at the London Excel, the Norfolk Community Foundation's 20th Anniversary, the Design Technology Big DT Meet 2025, and a number of school visits and exhibitions. We were present at the Royal International Air Tattoo, and part of the Motorsport UK Inclusion Hub stand at the Goodwood Festival of Speed. In addition, we attended Latitude Festival too.

**Best wishes
Barnabas**





NEW STARTERS

We've welcomed three new Trustees to the Board this year: Yeukai Chikowore, Lizzie Craven, and Pete Coyle. Each brings valuable experience and skills that will help Greenpower continue to grow and develop as an organisation. We also have a new Stores Coordinator, Stuart, who has already proven to be a great addition to the team.

As always, we rely heavily on the dedication of our volunteers, not only for our race events, but also for school engagement through our Ambassadors and Centres of Excellence, as well as other areas such as our Technical Committee. This year, we've added several new individuals and organisations to these programmes. Ben Hepple and John Woodhead, both of whom retired from the F24+ series last year, have joined our Technical Committee. We've also welcomed new Ambassadors: Paul Case (Marazion School, Cornwall), Alister Poulter (Hilton F24), and Holly Davies (Hilton F24).

We've also seen some changes in long-standing roles. Alan Mayor and Jon Dean, who together have an incredible 28 years of experience delivering the Greenpower programme in their schools, have now retired from those positions. While they have stepped down from their school roles, we hope they will remain involved with Greenpower in other voluntary capacities.

The programme itself continues to expand internationally. We now have two new Greenpower Programme Partners, joining the network in the UAE and Australia, further extending our global reach alongside existing partners in the USA, Benelux, Iberia, and China.

Back in the UK, Baysgarth School have officially broken ground on a world-first Greenpower Test Track. This facility will give students the chance to expand their skills and experience within the programme, and it's hoped that it will also support other schools to take part and develop in the future.





COMMUNITY BUSINESS AWARD

Something I have been very aware of is that, in many ways, Greenpower flies under the radar when it comes to the impact it has achieved and continues to achieve. For most people involved in the programme, the motivation is simple: it provides an outstanding platform for young people to gain opportunities that enrich their lives in many ways. However, because we are so focused on the doing, we sometimes forget to pause and celebrate.

Recently, Greenpower was nominated for the Sussex Chamber of Commerce Awards in the Community Business of the Year category. Out of 18 companies nominated, we were recognised as the winner. This recognition for all the fantastic work Greenpower does is a real testament to the dedication and commitment of our volunteers, staff, Greenpower teams, and partners. The award truly reflects the collective effort that goes into delivering such an exciting programme each year.





FORD AND GREENPOWER CELEBRATE 20 YEARS OF PARTNERSHIP

We celebrate this year that Ford and Greenpower have been working in partnership for 20 years. We are so grateful for Ford, and their support has been fundamental in enabling Greenpower continuing to do what it does. Without companies like Ford having a vested interest in the future talent, STEM in the UK would be really impacted. So an enormous thank you for Ford for being on this journey with us.





AN EPIC FUNDRAISING ADVENTURE - LANDS END TO JOHN O'GROATS IN 7 DAYS

Sometimes, more often than not, I'm guilty of saying yes to things before I have properly thought them through. When I agreed to cycle from the bottom of the UK to the Top of the UK, I thought it is obviously doable, and I'm up for the challenge. However, when my friend said that we should try and do it as quickly as possible, that adds a whole other element, in addition to this, completing it unsupported, which means that we had to take all our kit with us, no support vehicles meeting us each day, feeding us on route, arranging showers and comfortable accommodation. No, none of the creature comforts. It transpires that it was possible, despite the pain, and discomfort, we achieved it, cycling approximately 150 miles a day, covering 1037 miles. I must confess though, that my body is still

recovering from the trauma. But we did raise £1800 for Greenpower which makes it all worth it, and was the real driver for doing it in the first place. So thank you for everyone who supported and sponsored me. It was quite an emotional challenge as I became more sleep deprived and exhausted each day and the support that everyone gave, helped to keep us going.



GREENPOWER GALA DINNER MARCH 2026

To help Greenpower's fundraising efforts we will be hosting our very first Gala Dinner Fundraising Dinner at Goodwood House. Tickets are now available and if you would like to attend, and also help raise vital funds for Greenpower Education Trust, we would love to see you there, and please make sure you purchase your tickets as soon as possible, as tickets are limited.

info@greenpower.co.uk



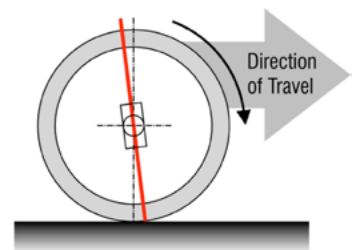


STEERING GEOMETRY

The steering on a Greenpower car must not be overly sensitive, have excessive play in any linkages or display any characteristics which could promote instability.

CASTER ANGLE

Increasing the caster angle will increase straight line stability, reducing it will improve manoeuvrability.

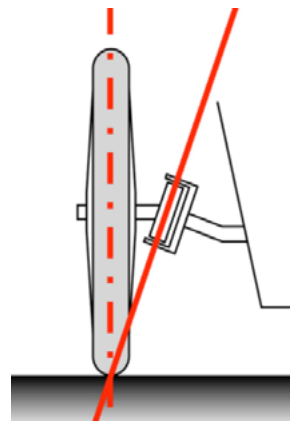


KINGPIN ANGLE

The centreline of the kingpin should intersect the point where the tyre is on contact with the road. This is done to minimise tyre scrub and improve the "feel" of the steering.

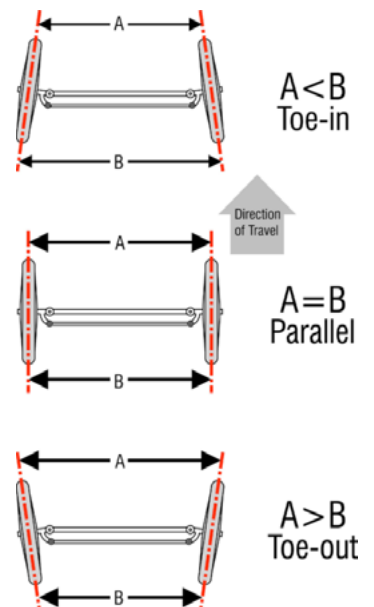
With a kingpin angle designed into the steering, the car is less affected by bumps in the road or by front wheel brakes.

Caster angle and Kingpin angle will cause the wheels to camber favourably in a turn rather similar to a wheel on a bike when it leans over.



TOE IN AND TOE OUT

Having an amount of toe in will improve straight line stability, and having an amount of toe out will improve steering response. Road cars are usually set up with toe in and racing cars with toe out. For minimum tyre wear and lowest rolling resistance it is ideal to have the wheels parallel and it is suggested that Greenpower cars are set up this way.



ACKERMANN ANGLE

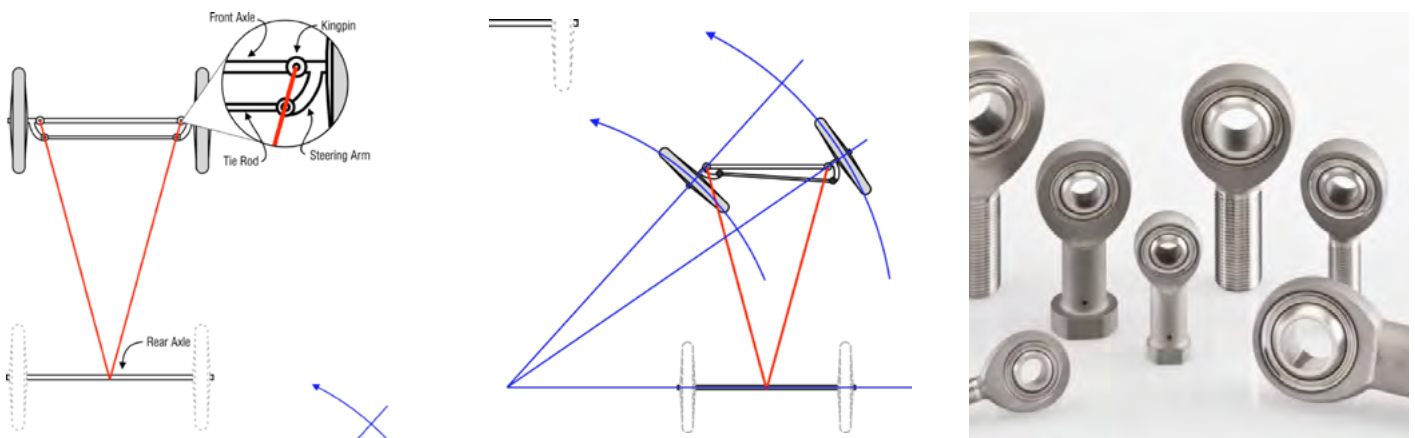
It is advisable to employ Ackermann angle in the steering of any Greenpower car. This enables the inner wheel to turn more than the outer wheel in a corner thereby eliminating tyre scrub.

Ackermann is achieved when the tie rod pivoting point is in a line between the centre of the rear axle and the kingpin on the front wheels. This causes each front wheel to turn along a slightly different radius during steering input and this will reduce rolling resistance and tyre wear. It is not absolutely necessary for a Greenpower car but advisable especially on tighter circuits and does reduce tyre wear.

Rod end bearings, also called rose joints, are often used to link together steering elements because they can swivel in more than one direction and the threaded ends allow length adjustment.

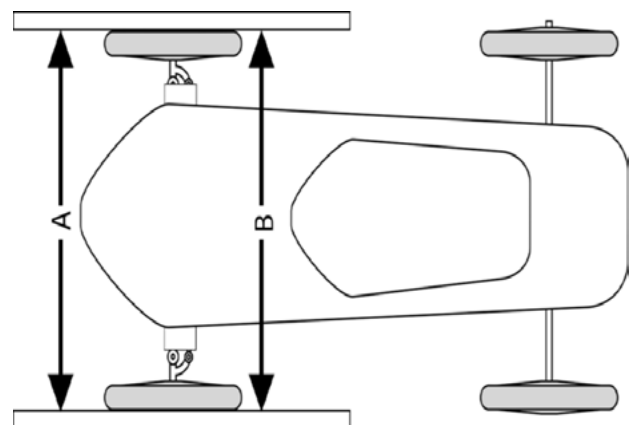
They are available in male and female versions as well as right and left hand threads. Using a right hand thread at one end of a rod and left hand thread at the other end enables the length can be adjusted without having to remove it making adjusting tracking very much easier.

They are very strong in the horizontal direction but less so in the vertical direction. They are often used as joints to hold a kingpin due to their flexibility of movement but this does mean they are supporting the weight of the car. If they are used in this application ensure they are robust enough and of the best quality. They also need to be frequently inspected to ensure they remain fit for the purpose. Anything less than M8 is not advisable.



TRACKING

It is always important to check that the front and rear wheels are aligned relative to each other so no unwanted rolling resistance is provided. Tracking can be altered by excessive cornering weight and accidental damage. This should be done after any changes to caster and kingpin angles are made (if adjustable) and to toe in or out.





RACING PRIDE

Greenpower is excited to start collaborating with Racing Pride. Both organisations are part of the Motorsport UK Inclusion Hub launched this year, and Racing Pride will have a presence at our International Finals at Goodwood in October.

Racing Pride is the leading international movement to promote and champion LGBTQ+ inclusion through motorsport and the broader associated automotive industry.

Launched in the UK in 2019 as the first sustained, structured initiative of its kind, Racing Pride has been crucial to starting and advancing meaningful conversations around LGBTQ+ inclusion from grassroots motorsport right up to the level of Formula One. Racing Pride has, so far, worked with 6 different Formula One teams. Racing Pride currently has a diverse international community of partners, Ambassadors, Community Champions, and members across the UK, Europe, North America, and Australia.

Racing Pride aims to uplift, empower, support, and bring together LGBTQ+ people and allies through its core pillars of visibility, community, and education.

Anyone can become part of Racing Pride by joining as a member. Members enjoy access to a Discord server with online events and continuous discussion, regular newsletters, and invitations to exclusive in-person opportunities including at some of the most prestigious motorsport events. Membership is open to all LGBTQ+ people and allies of any age who want to be part of an inclusive community.

Racing Pride's social media shares lots of tips and resources about allyship, and all support, even just a like, follow, or share, helps to make a difference and show LGBTQ+ people that they are welcome in our sporting environments.

Find out more about Racing Pride at: racingpride.com

Follow Racing Pride on LinkedIn: [Racing Pride](#) and Instagram: [racingpridehq](#)



RACING PRIDE

EXPERIENCE THE OUTDOORS AT LODGE HILL

Every year teams always are looking for accommodation when they attend events, we would love to recommend Lodge Hill, who are a local charity who provide outdoor experiences but also affordable accommodation and catering for schools and youth organisations.

"If you're attending a Greenpower event and need somewhere to stay, get in touch to learn more about our accommodation and availability, we'd love to host your team!" lodgehill.org.uk

"Lodge Hill is more than just an activity centre, we're a registered charity dedicated to enriching lives through outdoor education and adventure. We offer transformative experiences for people of all ages and abilities.

Our main catered accommodation sleeps up to 128 guests across 27 dormitory-style rooms, each with its own washbasin and access to shared shower rooms. All meals are freshly prepared

on-site, with a variety of cooked options, packed lunches, and buffets. We cater for vegetarian, vegan, gluten-free, dairy-free, and other dietary needs.

We also offer two self-catering Woodland Lodges: Ash (sleeps 9) and Beech (sleeps 12), each with a separate room for group leaders.





PHOTOS OF 2025 SO FAR ...





CALLING ALL TEAMS!

Calling all teams! We're always on the look out for your inspiring stories to share on our website, newsletter and social media.

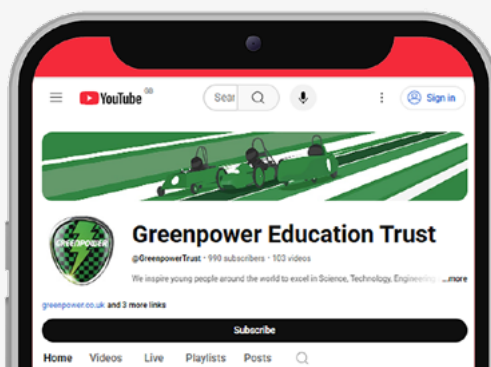
Send your stories and pictures to info@greenpower.co.uk to feature in the next issue!

This could include:

- **Any Greenpower activities your team is doing**
- **A report of a race day**
- **Additions to newsletter you would like to see**
- **Artwork/drawings that are Greenpower based**
- **Any Greenpower themed jokes**
- **How Greenpower has benefited your school**
- **Other interesting stories**

VIRTUAL RESOURCES

If you need any assistance with your Greenpower project then we are here to help. We have a series of video tutorials uploaded to our **YouTube channel**. Our Facebook groups are also the perfect place to exchange ideas and ask for advice. Join our **Greenpower Community** and **Greenpower Technical** groups and join in!



THANKS FOR READING



GREENPOWER

CONTACT US

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