

Revolution

July 2025

The official magazine of  motorsport uk

THE MEMBERS EDITION

National Motorsport Week is here!



MOTORSPORT HEROES

VOLUNTEER
LINDSAY BURNIP

LICENCE TO COMPETE

FIRST STEPS
IN RACING

MOTORSPORT MOMENT

MARK BLUNDELL AT
SILVERSTONE IN '95

PLUS: GO TO SHELSLEY WALSH + ESPORTS NEWS + WHAT'S ON



The Motorsport Industry Association, or MIA, run by Chris Aylett serves a valuable and complementary role for the UK motorsport industry to that of the governing body, Motorsport UK. The MIA has, for a long time, represented the interests of the engineering side of the sport and

has done an excellent job in providing a coherent voice for a disparate group of organisations that collectively make a phenomenal contribution to the UK.

Back in 2013 the MIA published a seminal research paper defining the scale and impact of the motorsport industry in the UK. This has proved invaluable when talking to stakeholders, including the media and government, allowing us to set the record straight on how motorsport makes a crucial contribution to the nation. It was therefore with great anticipation we awaited the publication of a new edition of research conducted by Grant Thornton, the leading accountancy firm, based on data from 2023. The headline news is entirely positive; there are now over 50,000 people working in the UK motorsport and engineering services industry, with a sales turnover of some £16 billion, versus 41,000 and £9 billion respectively in 2012. There is a raft of interesting facts and figures in the report which you can download from the MIA website; among those I found it thought-provoking was that 34 per cent of UK motor sport businesses employ apprentices and they are spending around 14 per cent of their turnover on R&D. It is also fascinating to put in context where our industry lies in the broader landscape, sitting not far behind aerospace and defence in terms of economic impact.

As I am sure you know 7 of the 10 Formula 1 teams are based in the UK, with Racing Bulls increasing its investment in Milton Keynes such that it is now equally split between Italy and the UK. Just last week it was announced that the new Audi Formula 1 team, formerly Sauber based in Switzerland, is creating a new technical office at Bicester Motion; giving further confirmation that our wonderful site continues to draw extraordinary businesses to it like a magnet.

Despite everything that I have outlined, it has always been a great frustration that government after government has failed to grasp both the size and influence of motorsport in this country, and the opportunity to impact the nation's well-being. As is often the case, it took an extraordinary event to change that dynamic, and in our case, it was the pandemic of

2020/21. With the country facing an overwhelming number of hospital cases and a dearth of ventilators, the Formula 1 industry stepped up to the plate and in a matter of weeks was producing prototypes and production viable solutions. As for Motorsport UK, we have dramatically changed our relationship with the Department for Digital, Culture, Media and Sport (DCMS) and again this came about through the pandemic and the necessity for the free movement of the Formula 1 community, mostly based on our shores, which we facilitated. Given that Motorsport UK receives no direct funding from government, we have always been slightly outside the normal channels of communication and policy making in Whitehall. It has therefore been a priority in the last few years to build those bonds and relationships with government to ensure there is a better comprehension of all the positive work our community undertakes, and its contribution to society.

I was therefore delighted when the office at Number 10 Downing Street contacted us with their intention to host a reception in the week of the British Grand Prix, and the plan to celebrate that for 75 years the UK has been the centre of Formula 1, and also the true grassroots and club level of the sport.

The team at Formula 1 management did their usual highly professional job of arranging for a glittering array of cars, team principals and Formula 1 drivers to attend the event at Downing Street. And Motorsport UK was asked to arrange a wide cross section from our community, to give the Prime Minister and his key members of staff a better understanding of the extraordinary diversity of talent across the sport. In the end we had around 50 members of the community coming together in the gardens of No.10 on a sunny afternoon. There are too many to mention, but they included officials such as Andrew Farrington, who over the last 24 years has shown his dedication and his quick thinking in the saving of a colleague's life last year. Then there was Asya Alwafai, a year 12 student at one of our Race for Diversity schools who we first engaged with her through an introduction from her teacher; and has since advocated the programme within the school. Vicky McClinton, as a Motorsport UK Official, is one of only four fully licenced female race Clerks of the Course in the UK, with a particular focus on junior racing. Ian Redhouse is a marshal who has volunteered at 51 editions of the British Grand Prix – and won the Marshal Award in 2024. I could carry on, but I am sure you gather that everyone there has a story to tell and felt privileged to be recognised at such a gathering.



Number 10 Downing Street hosted a reception in the week of the British Grand Prix

Silverstone Spectacular

The next day David Richards and I were at Silverstone in the build-up to the Grand Prix weekend and one of our tasks was to present Lando Norris with the Hawthorn Memorial Trophy for 2024. This trophy is an annual award honouring the highest achievement of a British or Commonwealth driver in Formula 1 World Championship. It was created by the family of Mike Hawthorn, the 1958 F1 World Champion, who sadly died at just 29 years of age, in a road accident shortly after being crowned. It has been awarded to a glittering array of drivers from the first recipient, Jack Brabham through to stars such as Nigel Mansell, Damon Hill, Jacques Villeneuve, Jenson Button and of course on 12 occasions, Sir Lewis Hamilton. It was amusing to see Lando's careful scrutiny of the base of the trophy, with its array of small gold plaques, as he carefully counted the number of spaces remaining on the plinth... and declared there were nine more opportunities for him to achieve the accolade. They may even have to add another tier to the base!

The next day back at the McLaren hospitality facility, David and I were delighted to present team principal, Zak Brown, on behalf of McLaren, with the Sir Malcolm Campbell Trophy, which is awarded to those who have made a significant impact on British motorsport, whether through their achievements as a driver, engineer, team or promoter. Of course, McLaren needs little introduction, but it is worth noting that they now have 198 F1 victories after Sunday's race, and they are the second oldest active team, and the second most successful on the Grand Prix grid. I first met Zak in 2003 when I tracked him down to his marketing company's office in Indianapolis where he was operating pretty much only in NASCAR and IndyCar. I was running the commercial operation at the BAR Honda Formula 1 team, and I had a sense that this young man could open doors in the USA. With his help we came very close to securing Johnny Walker as a sponsor for the next season, and ironically lost out to McLaren – but then they did have a rather better track record than ourselves!

David Richards, with Sports Minister Stephanie Peacock, Secretary of State for DCMS Lisa Nandy, and Hugh Chambers at the British Grand Prix



As you know the Grand Prix is a tremendous collaboration between many organisations, and Motorsport UK plays a key role in managing the track operations including the cohorts of Marshals and Officials in cooperation with the FIA and Silverstone Circuits. The team spend 12 months preparing for the Grand Prix, and it is always an extremely pressurised activity, but as if that was not enough, the events team, under Colin Clark, managed to secure a slot for the Wera Tools British Formula 4 Championship on the Grand Prix timetable. This was a tremendous achievement, and meant it was the first time that all four levels on the FIA single-seater ladder appeared over one F1 weekend. It was impressive how this junior formula produced such fantastic racing. Both races were won by the 15-year-old Colombian Salim Hanna, who is only a rookie, but under the guidance of Juan-Pablo Montoya he certainly looks like a talent to watch.

Going back to building relationships with government, we had the pleasure to host a wide range of dignitaries and politicians including the Secretary of State for DCMS, Lisa Nandy, the Secretary of State for Science, Innovation and Technology, Peter Kyle, Sports Minister, Stephanie Peacock, and the Cabinet Secretary for Finance and the Economy of Scotland, Shona Robison.

These and many more highly influential guests came away tremendously impressed with everything that our fantastic industry is capable of delivering, and that Formula 1, based in the UK, has captured the hearts and minds over 750 million people globally. That is something we should all be proud of.

Finally, a huge congratulations to Lando Norris on his victory at Silverstone; I wish him well in his bid for a first Formula 1 world title.

We now move into National Motorsport Week, with over 100 events and activations, and the opportunity to celebrate the full spectrum of the sport across the UK. I hope everybody gets a chance to thoroughly enjoy it with some suitably warm weather. ☀️

Wishing everyone a happy and safe month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK



Zak Brown received the Sir Malcolm Campbell Trophy on behalf of the McLaren F1 team



Lando Norris was awarded the Hawthorn Memorial Trophy for 2024, and has his eye on more success

Inside this issue: **The Members' Issue for Motorsport Week 2025!**

Licence to race – follow four new competitors as they journey from getting their licences to taking part in their first race or rally. Meet **Lindsay Burnip** – she loves her life in motorsport – four different Motor Club committees and licensed for five different Marshalling and Officials' roles... Visit Shelsley Walsh Hill Climb with our **Go To Guide**... and Mark Blundell chats about *that* 1995 British Grand Prix finish in **My Motorsport Moment**. Plus, lots of National Motorsport Week events, What's On, Results and more...

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RALLYING STARTER PACK

KARTING STARTER PACK

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LICENCE TO COMPETE

Taking the first steps into competitive motorsport can be daunting, but with a little bit of guidance it is simple to get a licence to go karting, racing or rallying. Ahead of National Motorsport Week, **Will Gray** met four rookies to find out how they got on

There are loads of different motorsport disciplines you can get involved in with a free RS Clubman's Licence – arrive and drive karting, Autotests Autocross, and Road Rallies. In StreetCar events, you can even use your own car. However, to move across to a Motorsport UK licensed Kart, Race or Rally event, you will need to apply for a Competition Licence and complete a test.

The first step is to purchase one of the three different starter packs: Go Racing, Go Rallying or Go Karting. These contain a Competition Licence application form, a booklet outlining the next steps towards your first Competition Licence and a links to online instructional films and the **National Competition Rules** (NCR) – plus a free keyring!

After that, it is all about gaining seat time, gaining confidence and building the knowledge and experience you need for the test:

- ARKS for Karting
- ARDS for Circuit Racing
- BARS for Rallying

Once you have passed – and most people do, first time – the karting circuits, racetracks and rally stages cross the UK are waiting for you.



Will Briant and dad Toby



Hugo Torpey and dad Ian



George Fenner and dad Terry



Eloise Sutton and dad Andrew

The Karting Journey

Hugo Torpey first sat in a kart at the age of 11 – a late starter compared to many – but just six months on, he is now racing in the Fulbeck Kart Club Championship in the Rotax Mini Max Class. The journey has been a rapid learning curve, both on and off track, for the young racer and his father Ian.

"We have both always been interested in F1 and motorsport but to be honest, I never really thought I could afford to get Hugo into karting," says Ian. "Like a lot of children, he had a go at TeamSport, and he did very well, so I put him through their programme, and he went from 'beginner' to 'advanced' in about six weeks."

Inspired by his journey through the indoor karting levels, Hugo wanted more, so Ian started searching the internet to find out how to take the next step. The Motorsport UK website provided a good introduction, but when faced with an overwhelming range of options they went to the KartMania show at Silverstone to find out more.

"I do not have a motorsport background and have no connection with anyone that does, so I had no knowledge at all. I did not even know he needed a licence," Ian explains. "At the show, Rotax had a round table with Steve Chapman, where he took ten of us who were interested to know more, gave us a couple of A4 sheets of paper and talked us through it."

It was a similar learning experience for Eloise Sutton, a 13-year-old who also started karting older than most, again with no motorsport family background. She also went to her local National Karting Association (NKA) approved track, in Nottingham, was bitten by the bug, and when her dad, Andrew, found former F1 engineer Rob Smedley's electric series, GKL – now renamed F.A.T. Karting League, she decided to give it a go.

Her first run at Fulbeck showed that she had the talent to back up her enjoyment and Andrew recalls: "While we were doing the GKL kart day at Fulbeck I found a flier for the Rookie Racing academy and got in touch. They explained what they did, and how they did it, and we went down a couple of weeks later, straight into the Junior Rotax."

The step up from indoor to outdoor karts did represent quite a jump in performance, but it did not deter Eloise – "I had only ever done indoor karting for fun," she says, "so outdoor was a massive change. My first time out in a Rotax at Whilton Mill was a Championship weekend, so it was quite an intimidating experience, but I really enjoyed it."

It was more nerve-wracking for Andrew watching from the sidelines. "Handling the power with virtually no karting experience was quite eye-opening," he recalls. "Her first session was cold and wet – but that just made her even more excited and when she got a good lap in, she came back, took off her helmet and had a massive grin on her face!"

>>>>>

Gaining a licence

If you know your way around a racetrack, and have learned the relevant theory, the ARKS test is no obstacle to progress. Hugo and Eloise both made sure they had a few days practice in a kart before meeting the examiner and got straight into racing soon after. Hugo was racing the day after he passed.

“When we signed up, we got the booklet and everything came through very quickly and efficiently,” recalls Ian. “That really helped. I had a few questions, so I put a call in and got clarification on them very easily, so all that information was great. Hugo then did seven days of testing before the ARKS test, and I think that really helped.

“It is important to learn the basics before you do the test, and we downloaded the data, and used a GoPro to help him improve. You need to have the lessons, and you also need to learn the theory, because Club rules can vary from track to track, so they are not always the same – you really need to do your homework.”

Andrew adds: “The pack from Motorsport UK includes this [video](#), and that really helped with the preparations. We also chatted to lots of parents in the paddock whose kids had gone through the process recently, and if you watch the video, learn your flags, and drive safely, competently and fast, it is not a huge hurdle to overcome.”

The test itself, while relatively straightforward, can still be daunting for youngsters who have often never sat a formal exam before, and Hugo recalls: “Remembering the answers was difficult, but it was mainly the mental aspect. I am a very confident person academically, but I was worried because I did the test the day before my first race, so I had to pass!”

Eloise adds: “I was not nervous about the theory because the Motorsport UK booklet and video taught me everything I needed to know. Where I was slightly nervous was having to get within 10 per cent of the fastest time, on a track I had never been to. Some drivers there only raced on that track, so they were very fast, but I was comfortably inside it in the end.”

Preparing to race

Having gone straight into a Junior Rotax – a big step from indoor karting – Eloise spent a few weeks completing a further eight days of testing, with four or five timed sessions a day. Most of the time, she was in a dedicated grid slot for rookie karters, enabling her to go out with other rookies and gradually build her confidence and speed up with everyone else.

It is not just about passing the test though. All that preparation is more about building the confidence to get through the test, get on the grid, and be happy with where you are. Andrew explains: “We deliberately waited until we knew her driving ability had progressed to a point where she did not have to overly think about it.

“The amount of preparation you need depends on how much karting you have done in the past. If you have driven karts before, you are familiar with the flags in F1, and have common sense around safety, you could pass, but it is good to get some experience in the kart and know you can go around the track in the required time bracket.

>>>>>

*If Stage Rallying is your call,
then the BARS exam is your
passport to adventure*



Despite a wet track, Eloise ended her session with a huge grin!



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“Not every child needs the same environment, and it is important that you are getting the advice that is right for you. There is not ‘one route for all’... There are some kids that are going to be very confident, even if they have not been in a kart, and there are others who are in a different place and need a gentler introduction then catch up as they gain confidence.”

Whatever the level, having a few runs in the kart before you head to the first event is invaluable and there are also some incredibly detailed karting simulators available – such as KartSim Pro, which is developed specifically for the UK karting scene and includes highly detailed and geographically accurate representations of many UK tracks.

Hugo has his own simulator, while Eloise visited the KartSim facility at Silverstone to try the motion machines – which provided the added benefit of live instruction. “They can stop the run and talk to you as you’re doing things,” explains Andrew. “You cannot do that out on track, so she found it really useful to have that feedback and put it straight to use.”

Early days

Turning up at your first event can seem rather daunting – both for drivers and parents. Signing waivers, working out event protocols and managing timings is all new and can seem complicated at first. There is a lot going on at a karting event, with many categories and different sessions to navigate, but from the experience of both these rookies, it all quickly falls into place.

“It is not quite the same as playing netball at school,” smiles Andrew. “Going to a track with no previous experience, where everybody has their suits and boots on, and karts all over the place. It can be quite intimidating, especially with Eloise being a 12-year-old girl at the time, but everyone was really helpful, and it was a really positive environment for newbies.”

Hugo’s journey was equally relaxed – once a few early challenges were overcome. Ian explains: “I signed him onto his first event without putting his licence number and I got an email a few days before saying we needed to bring it with us. We were away so I did not have it – but I was able to download it easily and now I have got it on my phone.”

“I also only realised after few months that we needed to get him signed-off at six different Motorsport UK races to get him off the novice plates. We are getting that sorted now, but I think it has been good for him to get the experience of racing through the pack!”

Once the initial race is over, that is just the start of the learning process. Hugo and Eloise are both around six months into their journey, and while the sheer pace of outdoor karting has taken some getting used to, they are growing in confidence as they gain more seat time and starting to make inroads into the field.

“My friends and family motivate me before every race, and that makes me confident,” says Hugo. “I got onto the podium a few times but still felt that other people were faster than me, so when I got into the lead of one race, I was nervous. After I won, though, it gave me the hunger to win more, and it really helped me up my commitment on track.”

Hugo’s dad Ian adds: “The performance is all down to the engine and the education; understanding what makes you go fast. The first time he went to Shennington, he was a second off the pace but now he is much closer to the front. What you do not want to do is take the fun out of it and make it pressurised. As long as he has had fun, that is what matters.”

For Eloise, the male-dominated environment is very different to what she is used to, but she is taking it all in her stride. “It was quite a big shift to go from being on a dance team made up of all girls to being on a racing team where it is all boys in my age division,” she smiles. “But everyone has been so welcoming and that has made me feel more comfortable.”

“Having never being in a kart in my life, learning a junior kart has been a challenge but it has been really fun. A lot of people have been racing much longer than me and catching up with all the progress they have already made has been difficult, but I am getting up to their level and I cannot wait to keep getting better.”

After initially committing to Club sessions at Fulbeck, Eloise is now also racing at Wombwell, and has Shennington on her wish list. Her dad admits it has all spiralled very quickly, and they are now spending most weekends travelling around to karting tracks – but he would rather that than her be sitting around at home on a screen.

“Motorsport gets kids outdoors,” he explains. “It means she is not on her phone all the time on Saturdays and Sundays, which is great, and we are starting to try and get her involved a little bit more with the kart itself, away from the track. It is also good for building resilience because you must cope with things not always going right.”

“You could have a bad session or be driving well, and your kart has an issue, and you are disappointed... but you need to dust yourself off because there is another heat in an hour-and-a-half. You must park that, put it behind you and focus on what is in front of you – and that is a great lesson to learn.”

>>>>>



Eloise Sutton lines up in the Paddock ahead of the race start



Four Steps to get your Licence

1

Order a Motorsport UK Starter Pack – for Kart, Race or Rally



2

Nominate your preferred school for your ARKS, ARDS or BARS test



3

Participate in at least one training session in your chosen discipline (Recommended)



4

Take the test, which covers three sections:

- A pre-assessment presentation covering all relevant theory topics (1hr)
- A multiple-choice written exam (20mins)
- An in-car driving assessment (Approx. 10 mins)

Car Journey

Will Briant had been competing for six years in the British Kart Championship Junior TKM Class and UKC Senior TKM Class when, at the age of 16, he decided to take the step up into cars. As with most young drivers who make the move, Will's experience of karting gave him a good baseline, and his father, Toby, booked him into a local driving school for a few trial runs.

Having done the ARKS test for karting many years before, Will already knew what to expect from the ARDS test, particularly on the theory side. However, there was still plenty to learn – as not all things are transferrable between kart racing and car racing, plus at under 17, he did not actually know how to drive a car.

“If you have never driven a car before, your first time should not be when you do your ARDS test,” smiles Toby. “He had three one-hour lessons then we booked his ARDS test at Mallory Park. They did an hour-long tutorial before he started, so it was all a great learning experience, rather than just a test.

“When they are out on track, getting through the test is not just about the speed but also about the ability to listen, learn and adapt. In the theory test, he had to make sure he was not being complacent because some of the flags and procedures are not quite the same as they are in karting, so he could not just assume things.”



Will Bryant moved from the British Kart Championship to racing a Caterham Seven

Will adds: “Taking the test wasn’t that worrying for me and the hardest part was the written aspect. It contained multiple choice and written questions on all the flags and procedures which are important in racing. This test did, at the time, feel a bit difficult, however with a bit of revision it was fine.”

When he was younger, Will spent his weekends watching his dad competing in the Caterham Championship – so when it came to his first racing move, that was an obvious destination. Toby explains: “It’s a good entry point because the Graduates series is very open to newcomers, with a pathway for helping new drivers and a real focus on good driving standards.

“It also has a Trophy Championship, where you nominate three rounds to count, and that makes it very good for fitting around all the other things that a teenager must do. We did also look at Fiestas, because a couple of people from our kart team progressed into that, and it seemed a good route, but you just need to do what feels right for you.”

Preparing to race

After he had passed his ARDS test, Will joined Caterham outfit Alpha 7 for a track day at Brands Hatch. Sat behind the wheel, with an instructor alongside him, he completed around 150 laps of the Kent circuit, absorbing as much information as he could – and by the end of the day, he was sent out on his own.

“He had a really good instructor with him, and they spent all day in the car,” recalls Toby. “Will had endless energy and given by the size of the grin on his face, he coped very well! He got progressively quicker throughout the day because he was prepared to listen and learn and adapt every time they went out for another session.

“Rather than trying to set a fast lap time immediately, he was getting an overall feel for the car, learning what it was doing under braking, how it was rotating into the corners. The only sticking point of the day – which was quite amusing – was that when he first pulled out the garage, I knew that he was going to stall it, and he did!”

Taking part in a track day – where there are lots of other cars on track, often of very different performance levels – can understandably be daunting for someone who has only just acquired their racing licence. However, that is when the experience of racing in karts comes into its own – because in some ways, racing cars is just a bigger equivalent.

“The mindset is key,” explains Toby. “Once he recognised that he was used to racing with 30 karts, sometimes with not even a millimetre between the bumpers, he was fine. And by the end of the day, when he was out on his own, seeing him throw it up the inside of cars going into Paddock Hill Bend, I thought ‘yep, he has got it.’”

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Having found a suitable Championship and team to race with, Hugo and his dad spent a lot of time filling in forms and researching race equipment, discovering that race suits and helmets for cars are different. "They have different homologations," explains Toby. "Race suits are designed to be fire resistant and kart suits are designed to be abrasion resistant."

Early days

Hugo did another two days of testing to improve his technique and completed "about a million laps" on his Xbox which, which although not sim standard, meant he knew his way around the track he would be racing on by the time he arrived. He and his dad also walked the circuit the evening before to visualise the lines.

When it came to the first race day, it was all about getting in the right mindset. Having a good team around you, and plenty of support from family and friends, can be a huge benefit but it can also put a lot of pressure on a young driver's shoulders.

"However much you try not to put pressure on him, he is in a machine that costs a lot of money, and he was very aware that everyone was centred around him and wanting him to do well," acknowledges Toby. "There is a lot of pressure when you go out on circuit for the first time and the build-up can be more challenging than the driving.

"It was the first time he had driven at Oulton Park, and it took a lot of confidence to go out with a field full of experienced racers. He was one of only two rookies in his first session – but

you are better off being one of two rookies in a field full of people that know what they are doing, rather than it being the other way around.

"Having been in the British Kart Championship, he was a bit nervous but as he had learned how to manage those nerves he settled in well. I think one of the biggest points was the standing start because in karting, it is all rolling starts. Having never pulled away from a set of traffic lights before it was a challenge.

"There is not really anything you can do to prepare for that, and although he qualified 17th of 25 for his two races, he was last by the first corner in both of them! In a way, though, that helped his race experience because he was then able to come through the field and he finished one race in 15th and the other in 12th."

Will admits: "The racing is close, for sure, but when you are used to the racing in karts it came quite naturally. One of the main challenges was adapting to driving a manual car and to the different styles of racing required, due to the massive benefit of the slipstream and having to adapt to carrying the speed through corners a lot more."

The decision to be part of the Alpha 7 team, rather than to running as an independent, has made a major difference for Hugo. Although his dad is an experienced racer, getting on the spanners is a different game entirely, and Toby believes that having the expertise and strength in numbers offered in a team has made the investment worthwhile.

"In his first qualifying session, he missed the final third with a gearbox issue, but the team was able to change it in time for the race," he says. "We had seen other people his age doing it independently and sometimes if that happens, that is it, they have to go home. That team support may seem expensive, but it is good value when you're starting out.

"We also have a really nice atmosphere, and the drivers support each other. We have got the fastest driver in the championship saying, 'come on Will, let's have a look at your video, let's overlay your data on mine and see if I can give you some tips' and that's the kind of insight and support you could not get if you were not in a team."

>>>>



Hugo has about six months karting experience now – the smile says it all!

Tips and Advice

Whatever motorsport discipline you choose to try out, the experiences as you move through the route from rookie to licensed competitor – and the advice you get – is often very similar. Here are some top tips from the people we spoke to.

"In motorsport, there is inherent risk, so as a driver, and a parent, you need to be able to put your trust in the people around you."

"If you start off knowing nothing, having the right environment around you will directly affect how quickly you progress."

"You can't buy success. In the early days, education is more important."

"Take your time to understand the different routes, rather than going all-in straight away."

"Suits and helmets are not all the same. If you are moving from karting to another discipline, never assume you have the right kit."

"Do your research – and don't skip any steps, or you might miss a trick."

"Ask for advice. Finding good people who can help you makes a massive difference."

"Motorsport is about having fun – and if it stops being that, think hard about how to get that pleasure back."

Once the first season is over, there is another decision to make – whether to keep going or not. While money plays a major part in continuing the journey, the fun factor must never be underestimated either, and Toby concludes: “Our way of going racing, ever since we started, is to say look, hopefully he will be quick and maybe get some podiums or wins, but the point is to have fun and to learn. While he is doing both of those, we will carry on...”

The Rally Journey

George Fenner-Leitao was born and raised in London, far from the legendary Rally stages of Wales, Scotland and Northern England. He got his first taste of motorsport karting on holidays but discovered he preferred off-track racing when his cousins, who live in the countryside, introduced him to their mountain buggies.

He became fascinated with the World Rally Championship, reading magazines and watching Rallies online, and as soon as he reached the right age, he desperately wanted to have a go. “He could not wait,” recalls his dad, Terry. “I think the trigger was when he went to see a Rally in person, in Wales. After that, he kept badgering us until we sort of gave in!”

George did his BARS test at the London Rally School – which is actually in Oxfordshire – and he recalls: “I was nervous because I desperately wanted to get stuck into motorsport, but I was confident I would pass it, and I definitely enjoyed it. The hardest part was remembering all the Rally Stage signs, the first aid and safety protocols, and how to use the fire equipment.

“I did the test in two cars – a two-wheel-drive Mk II Escort and a four-wheel drive Subaru Impreza – and it was great fun to experience the difference between the two car configurations. The practical test focused on general car control and adapting to different surfaces, because rallying is not just about going fast, it is about handling conditions and taking care of the car.”

Having successfully secured his licence, George’s parents signed him up for regular sessions at Silverstone Rally School and he completed six half-days before entering a non-championship event in Wales, driving a rental Micra from the school. He got the ‘Best Newcomer’ award, and his parents decided to provide him with the budget for a full year of competition.

“He was very late in the game, competing against people who had loads of seat time and who do not live in central London –but he showed good potential, so we stood behind him,” says Terry. “He was the lead, and we were right behind him.”

Early Days

Coming into motorsport with no prior background in it at all, George and his father found the Rally world very different to the one they were used to. They initially felt like they would be ‘outsiders’ but from the first event they quickly discovered that the sport is extremely welcoming if you take the right approach.

“I quickly appreciated the complexity of even the simplest form of motorsport and how much teamwork goes into it,” says George. “Having a positive and friendly attitude to your mechanics and team members makes it much easier to synchronise and work efficiently and also builds a good environment and makes it easy and enjoyable for people to help you.”

One of the biggest challenges was the lack of seat time but also the need to juggle his Rallying commitments with his schoolwork and exams. He recalls: “I did a lot of racing at home on a sim, but it is not the same as having actual time in a real car. I also had no sponsorship backing, so I had to ask my parents to foot a large part of the bill!”

“At the same time as doing my rallying, I also had to balance doing 12 GCSEs and that made the weeks when I had exams after race weekends very difficult. I had to work really hard on the side to get into the sixth form I wanted, but I did not want to stop the rallying, so I had to take it all on!”

Like any hobby, taking the first steps is challenging and exciting, but going beyond that takes commitment. Whether it is a new football team or a new chess club, there are always relationships to build, lessons to be learned and plenty of challenges along the way – but Terry feels that the process has given his son some important life skills.

“People learn from this journey that you grow up quickly,” he offers. “I never realised how much it takes to be successful. Things will always happen to your car, and it is great to build resilience, but I guess the most important lesson is that even in you are a complete outsider, it is totally doable – and George is proof of it.”

For most motorsport parents, the financial and time commitments can be a major sacrifice but, in this case, the opportunity to help his son through the journey gave Terry something totally unexpected. “When a kid is 15, 16, 17... you do not usually get much more than a grunt when you try to engage with them,” he concludes. “But this changed all that.”

“George would sit with me for four hours in the car to go to Wales and we would go the night before the event and have a nice curry somewhere, so it was a really good bonding opportunity with him. In fact, one of the biggest things that I have got out of this was that it built a relationship with my son – and I have motorsport to thank for that.”

A top-three finish for George in the rally-school Micra



Schools

ARKS – Association of Racing Kart Schools

Responsible for the mandatory ARKS tests, which aims to provide a professional and high standard of tuition. There are now 11 different licensed schools operating in England, Wales, Scotland and Northern Ireland.

The ARKS Novice Driver Test is required for any drivers wishing to race at Motorsport UK approved circuits. Children as young as six years of age can take the ‘Bambino’ test and can apply for a Cadet licence when they are eight if they have the relevant experience.

<https://arks.co.uk>

ARDS – Association of Racing Driver Schools

Represents all the circuit racing schools in the UK and is Motorsport UK’s recognised licensing circuit instructor. There are now 10 different licensed schools operating in England, Wales, Scotland and Northern Ireland.

All drivers applying for their first race licence must take the Novice Drivers Training Course, also known as the ARDS test, which is operated by the member schools. Junior drivers, aged between 14-16 years, must take an extended ARDS test.

www.ards.co.uk

BARS – British Association of Rally Schools

Formed 30 years ago with six founding rally schools, with the aim of standardising the core elements of Rally driving courses. There are now 10 different licensed schools operating in England, Wales, Scotland and Northern Ireland.

All drivers wishing to compete on UK Stage rallies need to complete the RS InterClub – Stage Rally Licence Assessment. BARS member rally schools are the only rally schools authorised by Motorsport UK to provide the assessment.

www.rallyschools-bars.co.uk



From passion to proactive involvement

Motorsport in the UK comes alive in July, with National Motorsport Week celebrating the depth and breadth of the sport. In the aftermath of the British Grand Prix - which welcomed 500,000 fans across the weekend - National Motorsport Week got underway on 10 July!

National Motorsport Week, powered by Motorsport UK, celebrates the thriving grassroots motorsport scene unfolding each weekend, all over the country, as well as the unrivalled passion of the community that power each and every brilliant event.

Thanks to documentaries such as *Drive to Survive* and the *F1 Academy*, motorsport continues to remain a part of British psyche, with 39 per cent of the population confirmed as motorsport fans, according to a recent YouGov survey commissioned by Motorsport UK – equivalent to 26.6 million people. These fans fuel National Motorsport Week, with over 700,000 Brits expected to watch the sport in person during July alone and millions set to tune in nationwide.

National Motorsport Week offers even more opportunities for motorsport enthusiasts to get up close to the action in-person, in farmers' fields or trackside across the UK, with the final weekend of National Motorsport Week offering the chance to catch over 120 crews test their skills at Northern Ireland's Down Rally, while Hill Climb aficionados can enjoy the action from Shelsley Walsh's Classic Nostalgia event.

Fans across the nation can also experience the variety of disciplines within the sport by tuning into Motorsport UK TV. Throughout the year, Motorsport UK TV hosts hundreds of live broadcast streams, from drag racing and karting to sprints and circuit racing achieving millions of views. During the final weekend of National Motorsport Week, the platform will be Oxfordshire's Sherington Superprix and Prescott's Midland Hill Climb Championships to name but two, highlighting this spread of disciplines.

From marshalling to scrutineering, time keeping and other hands-on roles, there are many more opportunities to get involved in motorsport, that go beyond driving or watching from the stands.

This National Motorsport Week has over 100 events taking place around the UK. These events offer opportunities to explore volunteering and find out how to get up close to the action and provide the vital support events need nationwide. With a community of 10,000 marshals and 4,000 officials, there is no better time to learn and find out more about how to get involved.

Get Started

National Motorsport Week, powered by Motorsport UK, celebrates the UK's passionate motorsport community of over 60,000 active competitors, 10,000 volunteers and officials, and 600+ car clubs hosting over 4,000 events annually across the UK.

This National Motorsport Week (10-20 July 2025), the call is clear: motorsport is more accessible than ever, and it's time the nation knew it! No supercar? No problem. Many forms of motorsport can be done with your everyday road car and a free competition licence. Whether it's joining a car club, marshalling at a circuit, or racing online from your living room, motorsport is more accessible than you might think.

So this National Motorsport Week we're encouraging the community to get involved, get trackside, get in the driver's seat and have some fun!

National Motorsport Week is for everybody. As a collective, the motorsport community is responsible for the promotion of the sport and working together to grow it.

Motor Clubs, active participants, the volunteer community are all encouraged to support National Motorsport Week by sharing content and assets on social media, running events and engagement opportunities.

The National Motorsport Week website is the destination to go to find out how to get involved and engage with the campaign.

Be sure to share the get involved web page with all the latest ways to find your place in the sport. See more at: <https://motorsportweek.org/get-involved/>

Campaign Assets

Motorsport UK has made a number of resources available for the community to show their support. From templates that can be posted across social media with personalised imagery, to logos, banners and more.

These are available now on the National Motorsport Week website at: <https://motorsportweek.org/campaign-assets/>

Sign Up For Exclusive Offers and Prizes

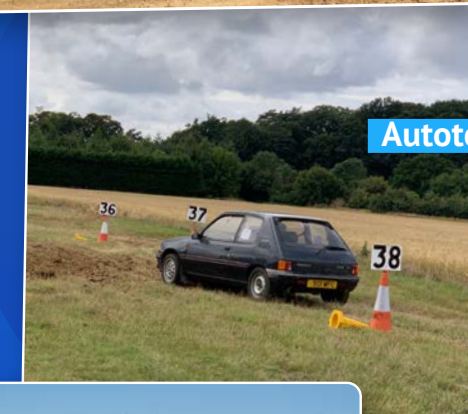
People who sign up to Motorsport UK's mailing list during National Motorsport Week will receive exclusive deals and access to competitions.

Visit the National Motorsport Week website, sign-up and receive access now!

Cross Country



Targa Rally



Autotest



Drag Racing



Karting

Watch the video, get going!

Learn more about the many options to participate here...



LATEST NEWS

Autocross



Paul Morris Photography

Car Trials



Hill Climb



James Roberts

Did you know?

Keep an eye out for Motorsport UK's did you know campaign as we share facts and stats about motorsport from across the country. With a variety of disciplines and ways into the sport, there is so much to be shared and unearthed and there's no better time than during National Motorsport Week.

Social media will be filled with content from the UK's motorsport clubs, and we would love to hear from you. Don't forget to use the hashtag **#NationalMotorsportWeek**

From working in the industry and finding likeminded communities to having a go in your everyday road car,

finding your perfect discipline or volunteering and experiencing unforgettable moments, there are many opportunities and programmes that will enable you to start your journey in the sport beyond National Motorsport Week.

If you have any amazing stories from your time in motorsport, or imagery and other content, then we would love to hear from you – not just during National Motorsport Week – but year round. Get in touch with our content team via content@motorsportuk.org

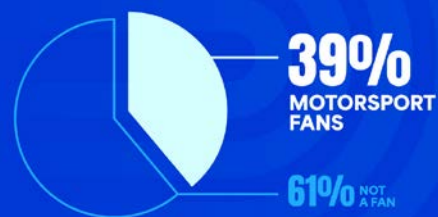
Get involved this National Motorsport Week

With the dust settling after the British Grand Prix at Silverstone this past weekend, National Motorsport Week is back from 10 July – and we want to hear from you!

It's even easier to take part, with various forms of motorsport easily accessible in an everyday road car and with an RS Clubman licence, not to mention a packed calendar of over 4000 events held annually across the UK and a booming sim racing community for digital drivers.

Get involved. Get trackside. Get in the driver's seat. Find your route into motorsport at <https://motorsportweek.org/>

NEARLY 40%
OF THE NATION ARE
MOTORSPORT FANS



NATIONAL
MOTORSPORT
WEEK
10-20 JULY 2025
FIND OUT MORE AT [MOTORSPORTWEEK.ORG](https://motorsportweek.org)

MOTORSPORT HAS
NEVER BEEN MORE
POPULAR



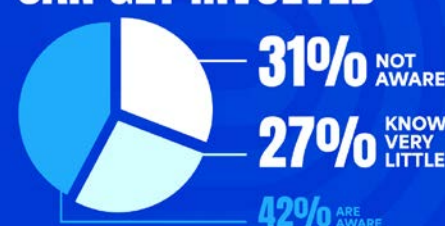
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BEHIND THE F1 SPOTLIGHT
IS A THRIVING GRASSROOTS
MOTORSPORT SCENE



NATIONAL
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MAJORITY OF FANS
AREN'T AWARE THEY
CAN GET INVOLVED



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AUGUST
2025

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TICKETS
NOW





Category: Volunteers
Photographer: Lynsey Procter

Photo Competition – finalists announced

To celebrate the launch of National Motorsport Week 2025, Motorsport UK launched an amateur photography competition, placing the characters and unsung heroes of motorsport across the UK front and foremost.

With tickets to Goodwood Festival of Speed up for grabs, plus the chance to have images displayed at Motorsport UK, keen snappers were invited to share their passion and get snapping.

Photographers were invited to make their submissions in each of the following categories:

- Community – your friends in the paddock, your favourite club, the community at the heart of the sport
- Volunteers – celebrate the people that power the sport behind the scenes
- Heroes – the faces behind the wheel, whether they be a national champion or just your uncle!

Thank you to all who entered. Here is a selection of the shortlisted images:



Category: Volunteers
Photographer: Joe Perry



Category: Volunteers
Photographer: David Brogan



Category: Volunteers
Photographer: Ian Carruthers



Category: Heroes
Photographer: Joy Richings



Category: Community
Photographer: Paul Freeman



Category: Heroes
Photographer: Paige Moore



Category: Volunteers
Photographer: Sue Chan-Wyles



Category: Community
Photographer: Samantha Ferrol

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Raising the Barr

Motorsport UK member Harry Barr is having a good year of motorsport with Northern Ireland-based Cookstown Motor Club. He holds a RS Clubman licence, a RS Interclub license, and Rally Marshal Licence. So far in 2025, he has been involved in 27 motorsport events – and it is only July.

- Six days on Stage Rallies as marshal or timekeeper
- One day MMP marshal training

Plus, as a driver, he has competed in:

- Seven rounds of STCC sporting Trials championship
- One BTRDA Sporting Trial Gold Star final
- Two rounds of BTRDA Sporting Trials in Cumbria
- Two Targa rallies
- One nighttime navigation rally
- Two Autotests
- One Multi-venue Autotest
- One AutoSOLO
- Two National Hill Climbs
- One National Sprint

Well done Harry – keep up the momentum!



Claire Smyth and Harry Barr were prizewinners at the BTRDA Goldstar finals in 2023



Sporting Trials



Targa rally



Hill climbing



Navigation rally

Harry Barr and Mervyn Gregg finished third in class at the Lee Lucas Autotest



NOW RECRUITING: MOTORSPORT UK COMMITTEES

Love motorsport and have the experience to help shape its future? Motorsport UK is inviting applications from dedicated and knowledgeable individuals to join its various Committees

This is a unique opportunity to contribute at the heart of motorsport governance in the UK. As a Committee Member, you'll work alongside fellow enthusiasts and professionals to help guide the strategic direction, development, and sustainability of the sport across the nation.

Our Committees play a critical role in advising the Motorsport UK Board and the Motor Sports Council, ensuring that regulations and practices remain progressive, inclusive, and aligned with the needs of the motorsport community.

You will be supported by Motorsport UK's Executive Team and work closely with the Committee's Chair and Secretariat to lead key initiatives, support innovation, and deliver tangible outcomes.

The Role:

- Voluntary position (reasonable travel expenses reimbursed).
- Up to three meetings per year, either held in person (at Motorsport UK HQ, Bicester), hybrid, or online.
- Initial probationary period, followed by appointed terms of three years.

Applications are sought for Members to join:

Discipline Committees

- Autotest
- Cross Country
- Esports
- Historic
- Kart
- Race
- Rallies
- Trials

Cross-Discipline Committees

- Judicial
- Medical
- Safety
- Technical
- Timekeeping
- Volunteers & Officials

Sub-Committees

- Autocross & Rallycross
- Dragster
- Kart Technical
- Medical Expert Group
- Rescue & Recovery
- Sprint & Hill Climbs
- Young Officials (under 35 years)

Advisory Committees

- Equality, Diversity & Inclusion (EDI)
- Sustainability

APPLY NOW

If you have specialist knowledge, professional experience, or a passion for contributing to the growth of motorsport in the UK, we'd love to hear from you.

Submit a short covering letter outlining how you can contribute and a CV to:

✉ committeeinterest@motorsportuk.org

📅 **Deadline: Sunday 3rd August 2025**

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Bathurst will be the venue for Race 1

Four-Nations Esports Cup returns to iRacing

The much-loved Tri-Nations Esports Cup is back, and with a new nation – the Springboks (South Africa) – joining the series, the event is being relaunched as the Four-Nations Esports Cup.

The sim racing event began in 2022, with the UK and Australia battling it out to gain the Esports crown, before New Zealand joined the event in 2023. Australia were reigning champions in 2024, but this 2025 the competition is set to heat up as Motorsport South Africa joins the virtual grid.

Running in two phases, the competition will host a pre-event 48-hour qualification time attack on 19th and 20th July prior to the main event. Competitors will utilise the iRacing platform and the McLaren 720S GT3 EVO with a fixed setup to ensure a level playing field.

Pre-Qualification

You do not need to register; anyone can take part in the Pre-Qualification:

- iRacing Time Attack
- 22:00 18th July to 22:00 20th July (BST)
- iRacing McLaren 720 GT3 EVO – Fixed setup
- Circuit – Okyama
- Fixed weather, time of day and track conditions
- No membership or entry fee required

Each country will be represented by the fastest 10 drivers from qualifying, creating a grid of 40 for the main broadcast event on the 4th of August. Consisting of two 30-minute races – one at Silverstone and one at Bathurst. The nation which scores the most points across the two races will take the coveted crown.

Main Event – Four-Nations Esports Cup

- 3rd August – Practice from 0800, Qualifying at 0820 (BST)
- iRacing McLaren 720S GT3 EVO – fixed setup
- Country liveries issued to each driver
- Two 30-minute races
- Race 1 at Bathurst. Race 2 at Silverstone GP
- Qualifying prior to each race
- Points allocated for both races, highest overall points wins
- Combined country points after the two races wins the Cup

All entrants must be 16 years old or over, and hold a UK Passport. To take part in the main event on the 3rd of August, drivers must hold a paid Motorsport UK Esports Membership. All drivers must join the Motorsport UK Esports Discord server to receive competition information.



South Africa joins the Series making it the Four-Nations Esports Cup



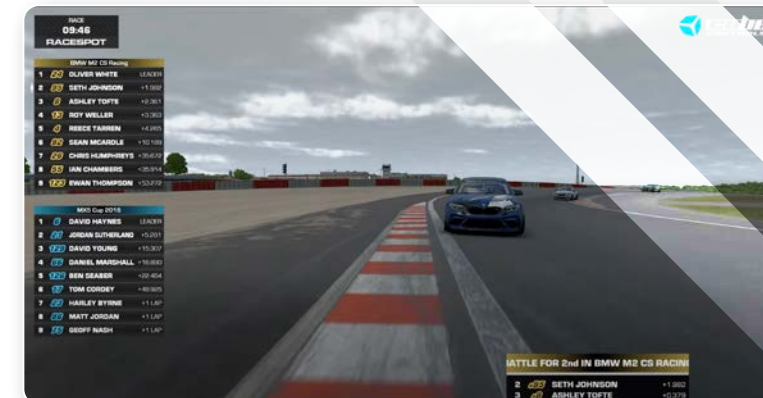
Rookie Sportscar Cup update

Roy Weller put his BMW M2 CSR on pole for Round 3 of the 2025 Rookie Sportscar Cup at Circuito de Navarra, but could only manage 4th place in Race 1 as Oliver White took the victory ahead of Seth Johnson and Ashley Tofte. In Race 2, it was Tofte who claimed the win, followed home by White and then Johnson.

Circuit de Lédenon was the venue for Round 4, and this time Seth Johnson took the Race 1 win, ahead of Ashley Tofte and Oliver White – making for a familiar trio on the podium. Race 2 was a similar affair, but with White leading Johnston, then Tofte, at the finish.

Ashley Tofte now leads the Championship with 254 points, with White and Johnson separated by just a single point in second and third. The fifth and final round is Oulton Park later this month.

In the Mazda MX-5 Cup, David Hayes won all four races of Rounds 3 and 4, closing the gap on Matt Jordan who still leads the championship – but with just the final round at Oulton Park to go, it is set to be a cracking finale.



Abruzzi Prototype Challenge update

Ben Ford took pole position in his BMW M Hybrid V8 at Round Three of the Abruzzi Prototype Challenge when the series arrived at Watkins Glen International. Just three tenths of second separated P1, P2 and P3, so the scene was set for a battle between Ford, Ethan Merone, and Alfie Price.

At the finish it was Ford who was victorious, leading Merone home by just over six minutes. Price had to settle for fifth place, as Christian Szaruta rounded out the podium.

For Round Four the series moved to Suzuka Circuit in Japan. With a reduced grid of just four cars, Ben Ford once again lead the charge and took Pole ahead of Christian Szaruta. On race day Ethan Merone was able to convert his lowly start position (last) to second at the finish, while

Kostek Solowiej took third place. It was another win for Ford though, which places him top of the table on 72 points. Christian Szaruta and Ethan Merone are tied for second place on 52.

In the LMDh (AM) class, Luca Munro scored an important win at Watkins Glen, only to have Christian Malcharek reply with a win of his own at Suzuka, so they top the class and are separated by just two points. Ethan Barford leads the LMP3 (PRO) class, with back-to-back wins in Rounds 3 and 4. In the LMP3 (AM) class, Jacob Jenner and Mikey Storey are tied at the top of the table, with Jenson Bosworth challenging for the title, as they head towards the last two rounds.

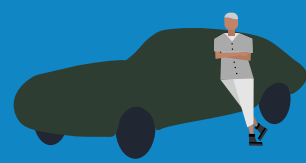


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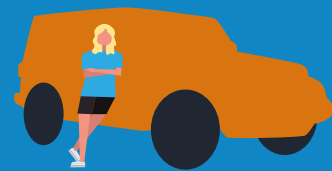
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Formula E comes to London

More wheel-to-wheel action returns to the Excel London for a double-header weekend this Saturday 26th and Sunday 27th July, with the next chapter of Formula E: GEN3 Evo set to electrify the Royal Docks.

Designed by British architect Simon Gibbons, in cooperation with the FIA and Motorsport UK, the 1.5-mile circuit features 22-corners and two substantial elevation changes as drivers negotiate incline and decline ramps that take them in and out of the 100,000sqm ExCeL centre – a world first in international motorsport.

Over the weekend, competitors will take part in two 45-minute, plus-one-lap races, with drivers reaching speeds of up to 200mph.

UK motorsport will be well represented at the event with Oliver Rowland leading the current season standing, returning alongside Motorsport UK's Team UK driver Taylor Barnard, and Dan Ticktum, both ranking fourth and fifth respectively.

Further British drivers include Jake Dennis for Andretti Formula E, Jake Hughes for Maserati MSG Racing, and Sam Bird for Neom McLaren Formula E.

Alongside the action on track, visitors can expect a weekend of entertainment in the fan village, with Pixie Lott and Rizzle Kicks confirmed on the musical line-up.

Tickets start at £20, and can be purchased [HERE](#)

You can also enjoy the action from the Formula E weekend and at home – tune in [HERE](#)



Photos: Simon Galloway

Ben Lawrence



The annual Epynt Hill Climb is the only competitive Hill Climb currently running in Wales. It runs on a temporary 1320-yard course on the military ranges in the Brecon Beacons starting at a location known locally as Four Ways and climbs through three sweeping bends and two chicanes to the finish. The venue is not licenced for single seaters or sports racing cars, so the event is purely production-based vehicles.

Member Benefit of the Month

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With decades of expertise in American motorhome sales and service, Signature RV is your go-to partner for all your motorhome adventures.



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See www.signaturemotorhomes.com for the full range of options



New HQ for ecoRally Scotland Rally

Dundee's Innovation Parc (MSIP) will act as the Rally Headquarters for the upcoming ecoRally Scotland event on the 26th and 27th July.

The 32-hectare site is the ideal location to support ecoRally Scotland, round eight of the 2025 Bridgestone FIA EcoRally Cup, as Scotland's home for sustainable innovation and its key role in delivering Scotland's promise of a net-zero society by 2045.

Low carbon electricity is available via on-site wind generation through two wind turbines owned and operated by Ecotricity. While the neighbouring Energy from Waste (EfW) plant, operated by MVM Energie is configured to provide sustainable heat to MSIP through a steam pipeline.

ecoRally is open to fully electric vehicles (EV) in which teams of two (driver and navigator) and their Electric Vehicle, tackle a road route starting out from Dundee, navigating stunning scenery across the Tayside. Teams will need to record all

check points within the given times and complete 'regularity tests' checking average speed along the route – precision navigating, problem solving, and teamwork will be the order of the day.

To learn more and sign-up for ecoRally Scotland, click [HERE](#)



Dundee's Innovation Parc will host ecoRally Scotland Rally

New extended route for Rali Ceredigion

Organisers of JDS Machinery Rali Ceredigion in September have revealed details of this year's route and event – a round of the FIA European Rally Championship (ERC) and the Probite British Rally Championship (BRC).

The 190 Kilometres of competitive special stages will take place across Ceredigion and Powys counties, with the event passing through Rhayader and hosting a regroup in Lampeter.

Starting on Friday with the new Pendam shakedown and qualifying stage, the rally officially begins with a high-speed blast through the Aberystwyth town centre stage, with excellent spectating and access for fans.



Saturday's second leg comprises seven stages – most on new roads offering a fresh challenge to crews. A loop of three stages, including Cwm Elan, the 34km-long Y Diafol test, and Mydroilyn, will be run twice, supported by a mid-day service in Aberystwyth, and then a final sprint through the Aberystwyth street stage to end the day.

Sunday offers a double loop of two stages – Nant y Moch and Mynnydd Bach, which will run as the ERC's power stage on the second pass, before the podium and finish celebrations back in Aberystwyth on Sunday afternoon.

www.raliceredigion.co.uk

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Impact Data Recorders for 2025 season

Motorsport UK's Race Committee will roll out pioneering Impact Data Recorders (IDRs) in British Championships, National Championships and Junior Race Championships for the 2025 season, revolutionising motorsport safety across the UK.

Manufactured by Impact Detect, part of the Aim Technologies Group, the unobtrusive devices will enhance safety across the sport by collecting crucial impact data during race incidents.

The IDR can be easily installed in any competition vehicle to collect accident data, with each device measuring 60mm x 45mm x 14.5mm and weighing just 12 grams. Each device is battery powered and operates maintenance free for a period of two years, with the capability to record up to 80 impacts during its lifespan.

Each device is part of an innovative system, providing immediate data access and reporting functionality via the FIA IDR mobile application for iOS and Android.

The IDR programme commenced in 2021, with deployment across the British Touring Car Championship, with 55 units deployed and 42 impacts captured. Between 2021 and 2023, 6,382 devices were distributed worldwide, and 2,533 impact data reports were generated via the application, following distribution by the FIA.

"The IDR has the potential to provide crucial data that will reshape the future of safety across UK-wide sport," noted John Ryan, Sport and Safety Director. "It will enable us to improve our understanding of any incidents using scientific data and better prepare in the future, helping to mitigate risk and ensure a safe and fair environment for our competitors."

IDRs were recently used during the 2024 FIA Motorsport Games and has been used in NASCAR since 2022.



The IDR is a compact recording device that weighs just 12 grams



The Voly Grampian Forest Rally

The Voly Grampian Forest Rally is a highly acclaimed stage rally in Scotland. Set in the Grampian Hills, starting and finishing in Banchory, the event features some new stages for 2025 and a Gravel Spectator Special Stage on Saturday 9th August.

Run as both a National and Interclub permitted event, it allows competitors at all levels try their skills on these wonderful stages. The rally is a round of the Probite British Rally Championship, The Asset Alliance Group Scottish Rally Championship and a returning Stellantis Motorsport Rally Cup IRE & UK.

Entry fees are very competitive for the mileage being offered, there is a free campsite available beside the Service Area on the banks of the river Dee. Other highlights include:

- Full open central Service area at Milton of Crathes
- Rally Zone at King George V Park in Banchory
- New Spectator Special Stage at BA Stores

For all the latest news, timings and updates see [Grampianforestrally.com](https://www.grampianforestrally.com)



The Voly Grampian Forest Rally is both a National and Interclub permitted event attracting competitors at all levels

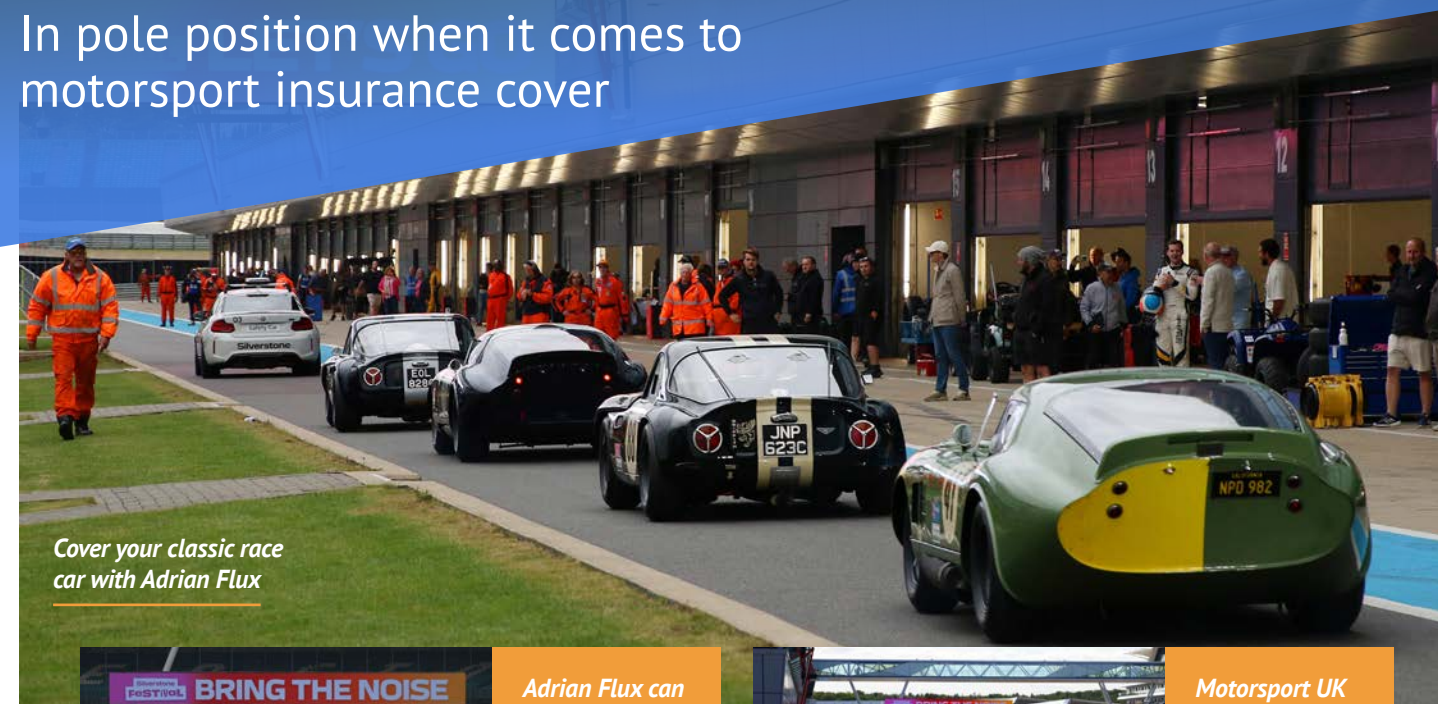
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StreetCar Festival heads to Wales

While National Motorsport Week might be wrapping up on the 20th July, there is still time to extend your summer of motorsport through Motorsport UK's StreetCar programme.

The second StreetCar Festival of 2025 will be popping up as part of Anglesey Autofest on the 10th August, at one of Wales' most-loved circuits, inviting anyone to get behind the wheel of their car and enjoy grassroots motorsport – with Passenger rides and a Touring Assembly planned. For £20 you can take on a Tyro, if you are fortunate enough to own a 4x4, and take on the off-road course. Entry includes two general admission tickets to the festival on the Sunday.

Or you could tackle an Autotest in your everyday road car and hone your skills behind the wheel on a set course, against the clock. The £20 entry fee also includes one AutoSOLO entry and two Anglesey Autofest tickets. Plus, do not miss out on the AutoSOLO Passenger Rides, this is included in the general admission ticket.

Visitors can also try the thrills, and spills, of a Gymkhana. Can you drive a course without spilling any water? Will you be able to get the closest to the cone?

Entries are now open for the Touring Assembly, with the chance to take in some of Anglesey's most scenic roads. The £20 event includes two Touring Assembly entries – a minimum of a driver and navigator are required to participate – and entries receive a road book, rally plate and two Anglesey Autofest tickets.

Younger StreetCar fans can take part in a series of family-friendly activities around the site, follow the map around the event to find hidden MINIs. Return your answer sheet back to Motorsport UK for a prize (included in the General Admission ticket).

Claire Kirkpatrick, Director of Club and Volunteer Development, Motorsport UK, said, "We are thrilled to be joining Anglesey Autofest this August to engage with even more motorsport fans and our Welsh car clubs at our upcoming StreetCar Festival. With the iconic backdrop of Anglesey circuit, we look forward to welcoming you – it's easier to get involved in motorsport than you might think!"



Touring Assembly entries receive a road book, rally plate and two Anglesey Autofest tickets

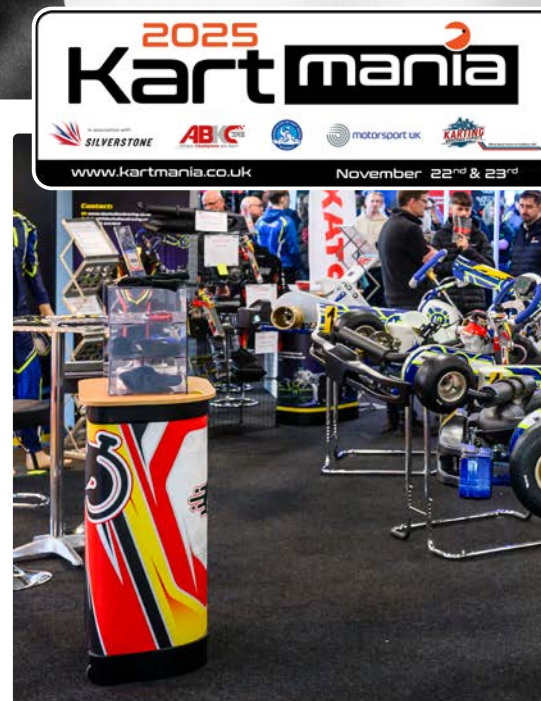
Come and try an AutoSOLO for yourself



Join StreetCar at
Anglesey Autofest today!



StreetCar



KartMania is the show for you

Karting exhibition KartMania and KartBoot have been running since 2007. The family run show has gone from creating promotional packs in at home trying to spread the word, to outgrowing venues and creating a community of Karter's new and old all over the world.

The show was founded by Martin Capenhurst, who has a long history within karting – 35 years racing in all kart classes, and as a photojournalist for *Karting Magazine*. Capenhurst has been the England International team manager, and worked with well-known F1 drivers in their early days of motorsport – some would say he knows what he is doing...

KartMania's goal has been to keep the sport alive, creating a space for everyone in the industry to come together and get people into, and excited, by the sport. The show has done just that. KartMania offers the opportunity to speak to experts in the industry, join teams and buy everything you could possibly need from brand new deals to second hand gear from the KartBoot.

In 2024 the show attracted over 3,000 visitors, had over 100 exhibitors in the three exhibition halls, and had two pit garages crammed with new, used, battered and bruised supplies from spark plugs to entire kitted out Karts. If you want it, the show and the KartBoot has got it... with over 6,000sqm to explore.

If you want to get started in the sport, find opportunities to further your racing career, or simply enjoy racing, then KartMania is the show for you. With free parking, places to eat and deals to be made, whatever your age there is no reason not to go and check it out.

Come and see what it's all about on November the 22nd and 23rd held at the iconic Silverstone Circuit Wing. Tickets are available to preorder online now through the website or can be purchased on both days at the door. A word of advice – if you want to get the best deals in the KartBoot it's best to get there when doors open!

To those returning to the show we thank you for your ongoing support. Without you, this would not have been possible, and to those joining us for the first time, welcome!

We look forward to seeing you there. The KartMania team



Meet and learn more from a huge range of exhibitors



KartMania is for everyone who loves karting



To keep up to date on the developments at KartMania, follow on social media.
www.kartmania.co.uk





Jessica Runicles introduced Motorsport UK's Carbon Calculator to the FIA Conference in Macau

FIA Conference and World Motor Sport Council meeting

Focused on the growth of motorsport and the advancement of safe, sustainable and accessible mobility for all, the opening session of the 2025 FIA Conference in Macau stressed the importance of communication and collaboration.

Jessica Runicles represented Motorsport UK at the FIA Sustainability Update during the conference. The session introduced the FIA's new sustainability strategy, and she spoke about the role of data in driving sustainability, sharing an update on Motorsport UK's Carbon Calculator. This tool is built specifically for motorsport, and estimates emissions from club events, helping organisers take practical steps to reduce their impact.

Formula E GEN4

The FIA has confirmed the technical regulations for GEN4 of Formula E at the World Motor Sport Council meeting in Macau. GEN4 will arrive the season after next and will include permanent four-wheel-drive. Maximum power rises from 350kW to 600kW, while the car's regeneration capability increases from 600kW to 700kW, making the Formula E car capable of generating more power than it will use.

Liquid hydrogen regulations

The FIA World Motor Sport Council has approved the Federation's first-ever set of safety regulations for vehicles powered by liquid hydrogen. Developed with input from industry experts across sectors such as aerospace, energy, hydrogen infrastructure, automotive hydrogen storage, refuelling technologies, system integration, risk assessment and safety engineering, as well as automotive manufacturers and the ACO, the new framework, soon to be integrated into Appendix J, Article 253 of the FIA's International Sporting Code, sets strict standards for vehicle integration, storage systems, and refuelling procedures. Key safety measures include pressure-tested compartments, multi-alert hydrogen leak detection and boil-off limits.



The new Mokka GSe Rally will replace the Corsa Rally Electric as the race car in the ADAC Opel Electric Rally Cup next season and is developed in accordance with the new FIA eRally5 regulations, so will be eligible for worldwide competition from the 2026 rally season onwards.



Ian Smith showcasing sustainable technologies at the BASIS Sustainable Sport Conference



Jessica Runicles moderated the ESG Breakout Session

BASIS presentations

At the British Association for Sustainable Sport Conference, Ian Smith, Technical Director at Motorsport UK presented developments on sustainable fuels.

Smith sat alongside leading experts in the sustainability sector and highlighted how sustainable fuels are being used in motorsport and will be a major part of the sports future. Sustainable fuels reuse carbon already in the atmosphere and can be used in the vehicles we already own. It is a practical option that does not require a complete overhaul of existing infrastructure.

Smith highlighted how motorsport can be a platform to showcase sustainable technologies, and with the right support, can develop at pace to support the UK government's drive to reach net zero.

Jessica Runicles, Head of Sustainability at Motorsport UK, also appeared at the conference, and moderated the ESG Breakout Session on Balancing Social and Environmental Action.

Runicles outlined Motorsport UK's sustainability structure and the organisation's commitment to environmental impact, referencing initiatives such as the Rally Charter. She demonstrated how this environmental focus is linked with inclusion initiatives, highlighting how the successful volunteer programme grew out of inclusion-led strategies.

A positive example of social and environmental goals working together is the environmental volunteer programme. It began with the **Girls on Track** programme, then expanded to **Race for Diversity**, and has been scaled up to support Motorsport UK clubs in using tools like the Carbon Calculator.

Runicles closed the session by emphasising the need to "find the levers" – figuring out how to support teams in making sustainability a priority in their own work.

Toyota Gazoo Racing unveiled the GR LH2 Racing Concept, a hydrogen-fuelled test car to advance the development of hydrogen technology in motorsport, at the Circuit de la Sarthe during the 93rd Le Mans 24 Hours last month



Sustainable Truck Racing Tyres

From 2025, Goodyear will equip the FIA European Truck Racing Championship (ETRC) with tyres composed of 55 per cent sustainable materials. The updated truck racing tyres will include silica sourced from rice husk ash, and carbon black derived from alternative feedstocks. Since 2021, the ETRC has run on 100 per cent renewable HVO biofuel and holds FIA's top-tier three-star environmental accreditation.



Stay protected on the track

Personal accident insurance benefits are automatically provided to all signed on officials or marshals, and licensed competitors, attending UK based events that are organised or approved by Motorsport UK.

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A business of Marsh McLennan

Ken Ayers

Motorsport UK was saddened to learn of the death of Ken Ayers, a former chair of the Speed Events Committee, a well-respected Sprinter and Hill Climb competitor.

Ken started his racing life in the 1960's as a member of the Sporting Owner Drivers Club (SODC). Encouraged by Roy Salvadori, a distant relative, he competed in a Mini co-owned with Gerry Marshall, across circuits and speed events. In 1965 and 1966 he then joined DW Racing Enterprise to support Bob Anderson in Grand Prix racing, further embedding the racing bug.

In the early 1970's, Ken returned to racing as a driver when he bought the ex-Jochen Neerpasch F3 Lotus 35 MAE for sprints and hill climbs. A move up to the 1600 class followed with the purchase of a March 712 BDA, which formed the basis of an ever-developing car that finally morphed into a 76B after a few tub and bodywork changes.

During this time Ken formed a strong friendship with Hill Climb aficionado Roy Lane, resulting in his purchasing Roy's bespoke March 79S, which included the DFV engine that Bruce McLaren used for his first Grand Prix win at Spa. This car unleashed Ken's determination to win the British Sprint Championship, and he relied on Martin Slater from Lyncar to fettle the March, with Mike Endean providing some very worthwhile gearbox tweaks. With wins at Blackpool and Brighton, plus two second places and two fourths, in 1982, the British Sprint Championship title was his.

From 1982 to 1990 Ken won the Brighton Speed trials five times – the most victorious driver ever. One secret of his success was using a locked differential – a spool diff – which made turning the car difficult, it was quick off the line and ran straight. A few years ago, he and David McQueen Johnston returned to spectate. He simply loved the place.

Ken commissioned Lyncar to build his next car, an MS83 mated to an ex Le Mans Cosworth DFL 3.9. As is often the case, delivery was slower than expected so Roy Lane lent Ken his Chevron B32 F5000 car for the early rounds of the



championship. Over the following years, Ken competed in several other cars from Roy's collection, demonstrating their strong friendship.

Ken's final years of competition were spent in a Pilbeam MP58 for which the DFL was also utilised. In 1991 Ken hung up his helmet to focus on his escalating activities in London, where he held some high-profile positions within the City of London – Sheriff to Lord Mayor (1995-96), and Chief Commoner of the City of London. He was awarded an MBE for his services to the City of London in 2010.

"Ken brought a great wealth of knowledge and experience to both the Motorsports Council as chairman of the Speed Events Committee and also to the MSA staff pension scheme as honorary chairman," noted former MSA CEO Colin Hilton. "We were privileged to gain his advice and guidance on many occasions."

Ken's motorsport legacy lives on through his daughter Caroline Ryder and grandson Matthew Ryder, who both continue to compete in hill climbs. With the help of his family – including Roy Lane's son Antony, Matthew won the British Hill Climb Championship in 2024. An achievement Ken would be immensely proud of.



Dorchester Junior and Novice wins Lulworth Cove Trophy Trial

National Motorsport Week is the best opportunity to try motorsport for yourself, and Production Car Trails is the perfect entry point.

The final round of the 2024-25 Woolbridge Motor Club Trials Car Championship had a great turnout of five Juniors in Class 2 for ballasted front wheel drive saloons, all competing in diesel-engined Renault Clios.

Seven very steep sections were laid out by Clerk of the Course Tim Dovey, and the first round was quite slippery and proved to be quite high scoring. In the standard road car class was Wareham's Alistair Moss and his father David, tying in their Ford Fiesta with Weymouth driver Andy Webb in his Yaris. In Class 2 for ballasted production cars Dorchester Junior

driver Archie Reeve, in only his second Woolbridge trial, was lying third after round 1. Archie was sharing the Clio with his younger brother Ollie, who was also competing in his second Woolbridge trial, and holding a very creditable fourth place after round 1. The best score was in Class 3, where Wool's MX5 driver Donal Doyle dropped a single point

Round 2 used modified sections, and demonstrated that the ground was drying rapidly, so much lower scores were achieved. with Doyle maintained his form by scoring a clear round. Archie Reeve moved up to second in class, and David Moss took a one-point lead over his son Alistair, and fast improving Gary Morris in Class 1.

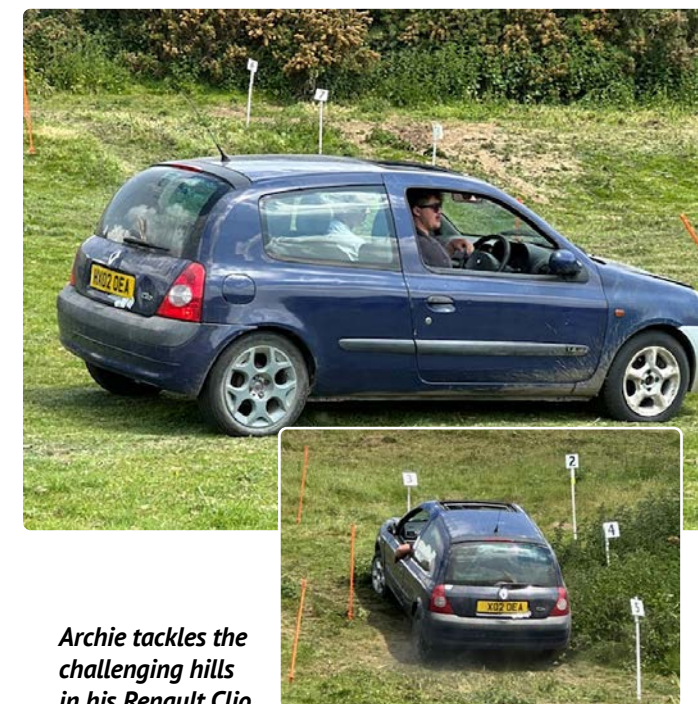


Clerk of the Course Tim Dovey congratulates overall winner Archie Reeve

Round 3 was completed before the lunch break and featured much tighter sections. Gary Morris edged into the Class 1 lead, and Archie Reeve had an exceptional round, taking a clear lead in Class 2. Doyle dropped a '10' on the last hill before lunch, and yet maintained the Class 3 lead.

Two further rounds were completed after lunch, and the fantastic weather conditions and much tighter sections allowed Gary Morris to move into a clear Class 1 win – by 10 points from David Moss. Doyle lost his Class 3 lead on points, but regained the win on countback. A modified Nissan Micra visiting from Southampton delivered Oliver Payne the Novice award as he finished just three points behind Doyle.

Clerk Tim Dovey's revised sections managed to trouble most of the diesel Clios on hill two after lunch, as they successively stalled at the eleventh marker, something that didn't seem to affect the petrol-engined cars. Even his son Charlie Dovey was caught by this phenomenon on the last two rounds. There was also a tight turn on section one – at the eighth marker, which affected most of the diesels, stopping them dead, and some of the petrol cars also succumbed.



Archie tackles the challenging hills in his Renault Clio

The star of the day was Archie Reeve, although he dropped an 'eleven' on hill two, still managed to win the Class and take a fantastic first overall, something which has not been achieved by a Junior and a Novice for some considerable time.

With Archie a long way clear of his fellow Juniors and father Pat, also in a Clio, the Class Award went to Jess Baker co-driving with Charlie Dovey, and 17-year-old Ollie Reeve took home a very well deserved second in class. This was a fitting finale to a very competitive season of Woolbridge trialling,

Plus, the high turnout of Junior drivers bodes well for the next season.



Woolbridge Motor Club will restart car trialling again in September with a taster event near Dorchester, and welcome newcomers and there will be some loan cars available to try.



Pictured left-to-right are Ryan Wiffen, Pat Reeve, Archie Reeve (Event winner), Evie Dovey, Jess Baker (1st in Class 2), Charlie Dovey and Ollie Reeve (2nd in Class 2)



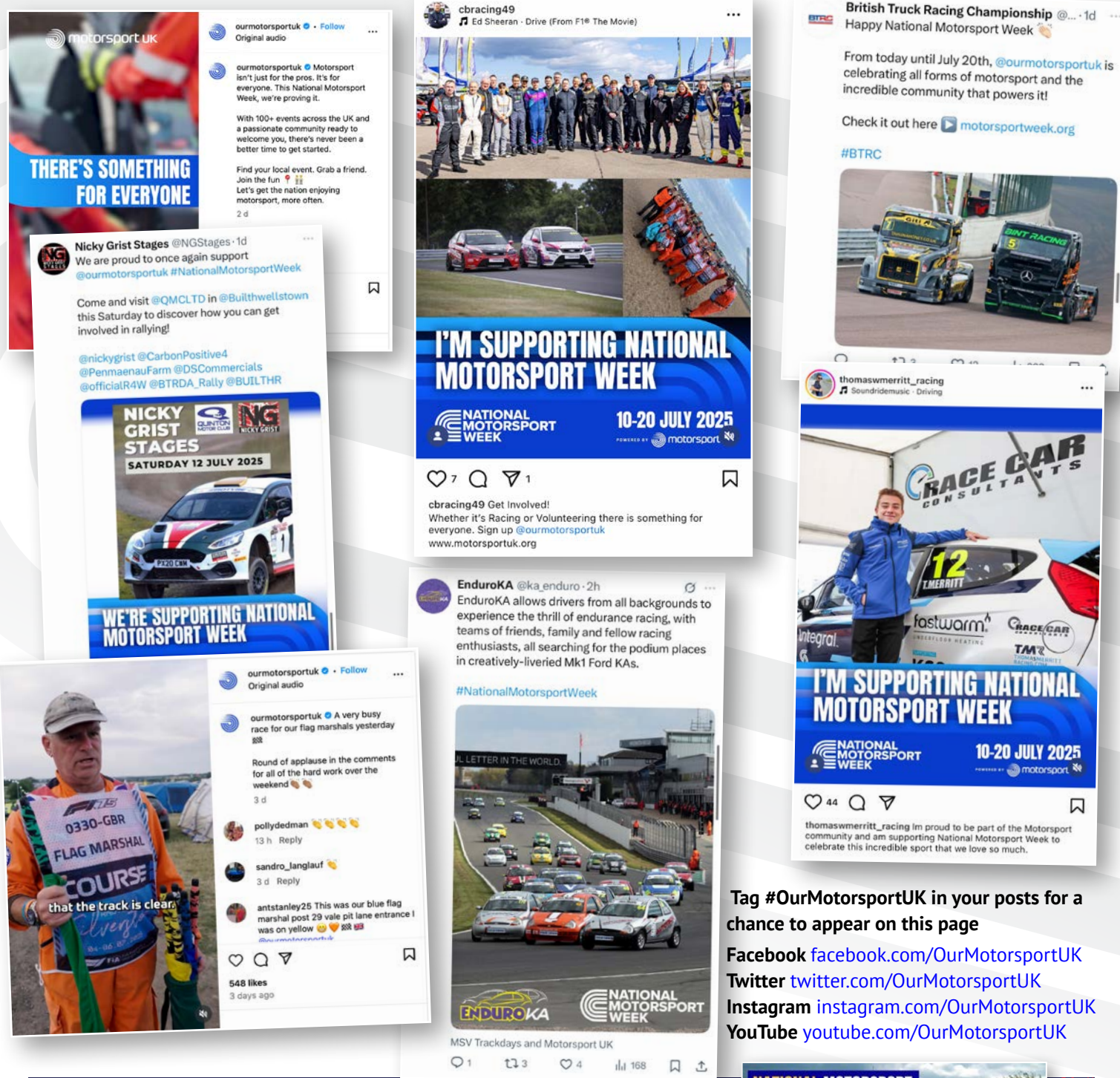
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To celebrate National Motorsport Week and all the roles that it offers, NAPA Racing UK gave a group of students the chance to join the team throughout the season.



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FOR THE LOVE OF MOTORSPORT

National Motorsport Week is for everyone and without our volunteer community and people working behind the scenes, it simply would not happen. **Lindsay Burnip** is on the Committee of four different Motor Clubs and licensed for five different Marshalling and Officials' roles – yet she still finds time for a full-time job...

Joining the committee of a motorsport Club or training for a volunteer role at an event may seem like a big commitment for some people, but for one of the UK's busiest motorsport volunteers, Lindsay Burnip, it is a walk in the park – because she is an active member of four different Clubs and has five different operational licenses to her name.

Burnip grew up in a motorsport family and has always been passionate about the sport, but when she decided to get more involved, she discovered a major challenge following in her parents' wheel tracks. "I get horrendously travel sick," she admits. "So, although I do participate in a few social navigation events, competing does not really work for me.

"In fact, I once sat alongside Paul Swift, a precision driving expert and multiple Autotest champion, for an Autotest at one of my Clubs and I had to make him stop part-way through so I could get out. I would probably have made his footwell a bit of a mess... and nobody needs that!"

Instead, she decided to follow her parents in a different direction, by getting involved in organising instead of competing. "I love the sport and supporting it as a volunteer is an excellent way to participate," she continues. "Clubs need members who are willing to do things – either helping to run the Club or organising and supporting their events.

"Until recently, I was on the organising team for about 10 different events, but I have had to cut down a bit this season, because I am doing a Masters with my work and I needed to find some extra time for that. That said, I am still on the organising team for four Rallies, and I am also volunteering on lots of events this year!"

Burnip clearly effuses a passion for motorsport and throws herself into everything she does with full commitment. As a result, her motorsport journey has seen an ever-expanding portfolio of Clubs and roles, which has grown relentlessly despite her time-pressured day job as Deputy Head at a busy primary school.

She is currently one of the 14 Committee members at Durham Auto Club and one of eight at both Alnwick and District Motor Club and Hawick and Border Car Club, as well as being an active member of the Scottish Hill Rally Club. She is also the Vice-Chair of the Association of North East & Cumbria Car Clubs (ANECCC) and Secretary of the Scottish Rally Championship.

On top of all that, she has also been a pioneering participant on many of Motorsport UK's training and certification processes, racking up a long list of qualifications that enable her to volunteer for a variety of roles including Radio Controller, National Clerk of the Course, Safety Car, Safeguarding Officer and Stage Commander.

>>>>>

Burnip has been involved with the Jim Clark rally since 2001, both as Chief Marshal and as a Safety Car driver

Lindsay Burnip loves her motorsport



Building Club Collaboration

Burnip was immersed in the sport from an early age, being taken around by her parents as they competed in Stage Rallies and Autotests. Her earliest memories involve standing in a forest watching a pink Renault 5 fly past and sitting in the open boot of a Saab 95 with her sister helping to run a time control, and she became increasingly involved as she grew up.

Her parents were members of Northumbria Motor Club, but when that was closed down due to the ageing of its members and the compulsory purchase of its meeting place, they joined another nearby Club in Durham. She followed, and when her dad became co-ordinator for the ANECCC Championship, she got her first taste of marshalling.

“I joined Durham in 2001 and Alnwick and Hawick both came about after I qualified as a radio controller in 2005,” she explains. “I was invited to attend the Tyneside Stages and Border Counties Rallies, as well as the Jim Clark Rally, and after a few years, I moved onto the organising team, so naturally I joined those two Clubs because they ran the events.”

“Finally, I joined the Scottish Hill Rally Club when I was introduced to the ‘dark art’ in November 2023 at the Scottish Borders event. I signed up purely because of the bonkers-ness of it all! In April 2023, I added the Vice Chair of the ANECCC to my list and I am now working with them to increase participation across all their member Clubs.”

Burnip’s involvement in those Clubs is a huge part of her life and she explains: “I’ve been a member of Durham for over 20 years, Alnwick over 15 and Hawick 12, and you do make strong friendships. When the chips are down, I do not just consider them as motorsport family, but some of the friends I have met through motorsport have become my family.”

Across her different Clubs, Burnip serves in the roles of Director, Treasurer and Secretary – filling all three at Alnwick – and she is also ‘Budget Keeper’ of the Border Counties Rally, where she manages a £100,000 event budget. As a result, she says she has “one or two” spreadsheets and juggles plenty of varying demands wearing her many different hats.

As Director of two clubs, she ensures they are meeting its filing obligations with Companies House; as Secretary, she keeps meeting minutes and plays an active role in communicating with members and searching for volunteers; and as Treasurer, she manages the money to make sure the Clubs can run successful events to a sensible budget.

Whatever the role, Burnip says, having a place on a committee offers a great opportunity to get more involved and she explains: “It gives you a deeper connection to the Club, giving you input into ideas that could be developed and allowing you to help plan the calendar, work out who can help run the events, speak to venues and a whole lot more.”

Burnip’s dad was the Treasurer at Durham before she took over – she still uses the same spreadsheet he set up – and she took over the role at Alnwick when close family friend Maurice Mabon – who she describes as her “rally dad” – passed away. Having both taught her so much about the role, it was a natural progression.

“It makes my Chairman at Durham laugh when I will not hand the accounts over because I cannot find a missing penny – because neither dad nor Maurice would have let the accounts go without finding that penny,” she smiles. “I am a very mean treasurer, because the goal is to run events for members and new people, while not bankrupting the Club.”

>>>>>



Lindsay Burnip working to keep the events running smoothly



Lindsay Burnip is Budget Keeper for the Border Counties Rally

Revolution - July 2025

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Craig Fisher

MOTORSPORT VOLUNTEERS

“Ultimately, we are trying to encourage people to take part in grassroots motorsport so at Durham, Alnwick and Hawick, navigation events run at no cost to participants and the Club bears the cost. At Durham, we also try to run our AutoSOLOs at the minimum cost, to make sure new people can come and have a go at affordable motorsport.

“Being involved across several Clubs sometimes makes things easier, and there is often cross-collaboration. I recently sent an email about volunteering, for example, and it started by mentioning Durham’s events for National Motorsport Week, then Alnwick’s events, and I managed to cover the Scottish Rally Championship and the Association, too.

“It helps to build greater awareness of events and often leads people to try out something new. That was evident on the Hill Rally I have just done as Staffing Officer, because we managed to encourage some crossover of Stage Rally participants to try their first Hill Rally, and that is really valuable.

“It also has its benefits when it comes to volunteering. When I Stage Command, I have regular start line and finish line crews and if they are available when I am not on an event, I have got friends in Alnwick and Hawick who also stage command, so I give them their stage details – and being able to do that is extremely useful.”

Life as a Volunteer

When it came to volunteering on events, Burnip’s interest was sparked in the early 1980s, when her dad was a Stage Commander and radio communications started to be used to run operations. As a young teenager, the chance to jump on a radio was great fun, and with no age restrictions [at that time] to marshalling, she was deemed “sensible enough” to take on that task.

Many years later, in 2005, formal training was introduced for the role, and she was invited to take part in a pilot scheme. She became, at that point, the youngest qualified operator and the only qualified female operator in the North-East of England and Scotland. That role opened the door to attend event organisational meetings, and things progressed quickly.

“I got involved in the Border Counties, the Jim Clark, the Cheviot Stages and the Tyneside Stages Rallies, and because I am quite an organised person, the project schedule for a couple of those was passed over to me,” she explains. “I started keeping an eye on key dates and tasks which, in part, led me to be recommended for a Clerk of the Course license.

“I was already Deputy Clerk of the Course on the Cheviot and Tyneside events, so it all linked together, and because I was involved in running start lines on a few events, I was also asked if I would consider being a Stage Commander. Again, I went through Motorsport UK’s training and qualified for that role too.

“The Safety Car role was a progression from being asked to be Chief Marshal for the Jim Clark Rally at the time Safety Car training was introduced. I qualified for that too – but I only do it to check stage set-up and staffing. I would never be able to go in a Zero Car because I just could not manage the speed and checking everything at the same time!”

In the last two years, the increase in safeguarding training from Motorsport UK has seen her take on that additional role too, regularly attending courses to keep up to date. Having been made the designated safeguarding leader in her day job, it was a natural progression to take on the Safeguarding Officer role in her motorsport activities.

>>>>>

Lindsay Burnip was impressed by the ‘bonkers-ness’ of Hill Rallying



Stage commander Burnip and her team on the Kielder Forest Rally



Revolution - July 2025

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Her ability to step into a wide range of roles helps in many ways, creating variety for her and flexibility for her Clubs. “We call it dynamic staffing,” she explains. “If you need to move people around, knowing the skills of your people, what vehicles they are in and where they can go is important – and having the ability for multiple roles is very valuable.

“If you’re able to find somebody new for a particular role, if you can do that role yourself you can support them better. Equally, if somebody’s not able to attend, being able to move between roles gives the event resilience. For example, on the Border Counties, one of the Radio Controllers was ill and couldn’t come, so I sat in that chair instead.

“So far this year, I’ve been Deputy Clerk of the Course, Stage Commander, Staffing Officer, Event Secretary and Radio Controller. When you’re not doing the same thing repeatedly, it keeps the interest up, but also being able to do the different roles gives a better understanding of how it all fits together – and, for me, that is really important.”

Organisation and attention to detail is just as key in her day job as it is her motorsport roles, and the two align very well. “It helps to be able to see how all the pieces fit together and follow a long-term plan,” she says. “Having a reasonable memory is also useful to remember people and their abilities, and so too is the financial management side.”

Sometimes, however, even Burnip struggles for time. It is well recognised that there are certain moments in life when people have more or less time available. Many factors can affect the ability to get involved – with family pressures, work pressures and health and wellbeing all playing a part – and it is never easy to get the perfect balance.

It cannot be underestimated, however, just how important volunteers are to the running of motorsport Clubs and events – and Burnip encourages those who are interested not to be put off by time pressures, because most Clubs are simply happy to welcome people onto their committee, whatever amount of commitment they can give.

Burnip has reached a point herself where she needs to scale back her involvement to concentrate on her Master’s degree – but that does not mean she is cutting all ties, and she explains: “Your commitment can be as little as a couple of hours a month up to quite a lot more than that, and that commitment can change.

“That could be simply coming along to committee meetings and being there to take part in the discussion. For some club members, it is being a voice on the committee and giving a different viewpoint, a different perspective. That is really, really, important because if we all thought the same, it would be boring.

“When I started doing my Master’s, I had to cut down my roles so I looked at what I did and what I could essentially put on hold for a couple of years. Last year, for example, I chose not to do the results on my Club Targa Rally – but this year, because I do not have an essay deadline the week after it, I should be able to do it again!

“Clubs need to give people that flexibility of being able to say ‘actually I cannot this year’ or ‘I have never done that before, but if I can work alongside somebody to see how it works, I can see whether or not I want to take it on’ – and it’s the same with events. We need volunteers, and we need to make sure we have enough to be flexible.

“I have slightly demanding silver tabby cats, and I could not go to the Argyll Rally this year because there were no cat sitters available! Although it does sometimes feel like a second job, essentially it is a volunteer role – and if you do not enjoy it, you need to look at either adjusting how much you volunteer or changing where and when you volunteer.”

Burnip is now in her fifth decade of motorsport volunteering – sixth if you count that night in the boot of the Saab – and she continues to love almost every minute of it. There are, she concedes, a few difficult days, but the bonds she has built over those many years mean that everyone pulls together to make things work.

“If I did not love what I do, I would not keep doing it,” she smiles. “It is all about the strength of the friendships and the relationships you have. For me, that’s a big part of being involved in all these Club committees and events. It is very much a motorsport family, having those relationships and knowing some great people.

“There is a massive age range involved too. In fact, in July, one weekend I am going to somebody’s 50th birthday party, who I met through motorsport, and two weekends later, I am going to an 18th birthday party, again, for someone I met through motorsport. You cannot underestimate the depth of friendships you develop.”

In some ways, for Burnip – and indeed for many others who have followed their parents’ footsteps into the sport – it is also about continuing a legacy. That legacy, in this case, is one of supporting and encouraging others into motorsport, ensuring Clubs continue to run smoothly and delivering events that inspire the next generation.

“I suppose it is satisfaction, and an element of pride, knowing you have played a small part in that happening, a small part in someone’s enjoyment,” she concludes. “On the Border

Counties, everything came together this year – even the weather cooperated! – and seeing the winners piped up at the end of the Rally was just phenomenal.

“After the Hill Rally, a gentleman who had just had his first ever Rallying experience said he absolutely loved it and could not wait for the next one, and I just thought thank goodness we (Craig, Claire and I) did a ‘Welcome to Marshalling’ event in Ancrum in April and managed to get a dozen or so people to come along, hear about it and get involved.

“And after the Saltire Rally, I read a lovely comment from a competitor called Craig Wallace who won the ‘Spirit of the Event’ award, which was donated by my mam in memory of my dad. He said how much he appreciated getting the award from somebody that he admired and who had supported him on his start in motorsport.

“Thinking that maybe, in a little way, you have helped somebody get into motorsport, you have ignited that passion, or you are part of the reason that somebody continues to love the sport is lovely – because when you are introducing somebody new to the sport, it is a whole new world.”



Lindsay Burnip staffed Radio Control on the Ulster Rally

Burnip’s Club and Championship Roles

- **Durham Auto Club** – *Director and Treasurer*
- **Alnwick and District Motor Club** – *Director, Treasurer and Secretary*
- **Hawick and Border Car Club** – *Secretary*
- **Scottish Hill Rally Club** – *Staffing Officer*
- **Association of North East & Cumbria Car Clubs (ANECCC)** – *Vice Chair*
- **Scottish Rally Championship** – *Secretary*



Lindsay received the Bill Troghear Trophy for the work she does for the benefit of the ANECCC and motorsport in the North of England and Scotland

Get Started in Volunteering

All motorsport needs volunteers to help run them safely and effectively. From pits and paddock to trackside, these motorsport heroes do everything from essential administrative work to providing life-saving safety cover.

There are plenty of different types of volunteering that is needed to ensure that motorsport can happen, including Marshal, Clerk of the Course, Motorsport UK Steward, Scrutineer, Timekeeper, Recovery Official and Rescue Official. There are also lots of Club roles that are required to maintain and grow them into the future.

To get involved, contact your local Club using the [Motorsport UK Club Finder](#)

Or explore what role might be right for you on the [Motorsport UK volunteering page](#)





Alex Summers on the start line during a British Hill Climb Championship event

Shelsley Walsh

This legendary Hill Climb venue is the oldest in the world that still runs events on the original course – older even than Indianapolis, Le Mans or Monza. This historical venue will come alive at the end of National Motorsport Week as it hosts Classic Nostalgia – its flagship event – on 19th-20th July

Venue: Shelsley Walsh

Location: Worcester, WR6 6RP

Length: 914m (1,000 yards)

Website: www.shelsleywalsh.com

Arron Groombridge is the Events Coordinator at Shelsley Walsh and gave us the low-down on the venue

Shelsley Walsh was first used on 12th August 1905, when the Midland Automobile Club had to find an alternative venue to Sun Rising Hill near Stratford upon Avon. The Club has run Hill Climbs here ever since, bringing national and international motorsport to the heart of the Teme Valley, with only two World Wars and the COVID-19 pandemic interrupting a continuous 120-year history of competition.

The track is notoriously steep compared to other Hill Climbs in the UK, rising almost 100m (328 feet) over its length, with the steepest section being 1 in 6. It is also a very quick ascent, where power is paramount, with the current record of 22.37 seconds set by Sean Gould in August 2021.

Competing Categories

A typical Hill Climb meet involves everything from small capacity road cars to contemporary single-seater racers. At the Vintage and Motorcycle meetings in July, pre-war cars and motorcycles get their chance to take to the hill too, while the Classic Nostalgia event involves F1, NASCAR and WRC machinery.

The venue has held a round of the British Hill Climb Championship ever since its inauguration in 1947, and currently hosts two rounds, in June and August, plus several Club events, and its own Classic Nostalgia festival in July.

Under-16s are given free entry, making it a great affordable day out for the family. The barn at the heart of the paddock hosts arts and crafts activities for little fans, and there are plenty of other attractions sure to keep them occupied... including an ice cream van!

Get on track

Shelsley Walsh has various of events during the year that allow people to take their own road car up the hill. These include 'Chill on the Hill' and the popular 'Driving School' days, where participants receive tuition from experienced drivers. Those wanting more competitive events can try the Midland Automobile Club's Sunrise Speed Championship, which has classes for all types of cars.

>>>>>

Fascinating fact

The legendary pre-war Silver Arrows made a rare visit to Britain in 1936, when German Grand Prix ace Hans Stuck took part in the June Shelsley Walsh meeting piloting a works V16 Auto Union

Best corner view

The kink between Crossing and Bottom Ess is spectacular, with contemporary single seaters often passing flat-out at over 130mph. Additionally, the view from Bottom Ess down the hill into the heart of the Teme Valley, as the cars race towards this demanding left-hand bend, is one of the most picturesque in all British motorsport.

Best spot for photography

The spectator platform opposite Kennel is a great access point to capture cars accelerating off the line. Along the fence by Crossing is also a thrilling spot, while photos looking down from Top Ess to Bottom Ess show the most technical part.

Best places to eat, drink and stay

The venue's own restaurant, The Courtyard, serves delicious meals and snacks at all its events, while the Courtyard Bar meets liquid refreshment needs. Pop-up food and drink bars can also be found near the top of the hill.

There is no better place to stay than the site's own cottages, which are right next to the Start line and available to hire. Several local establishments can also be found on the venue's website.

The venue bar is open throughout the day and evening at all the big events, serving a wide range of drinks and bar snacks. In nearby Clifton upon Teme, visitors can try out The New Inn country pub or the Appletree Kitchen café and restaurant.

Nearby attractions

The location within the glorious Worcestershire countryside means there is plenty of natural wonders around the venue, with the Worcestershire Way footpath just across the River Teme. Whitley Court is also nearby, as is the Severn Valley Railway, the beautiful Georgian town of Bewdley, and the city of Worcester.

How to get there

The venue is easily accessible from the M5, being just north-west of Worcester. It sits in between the A443 and A44 on the riverside road from Stanford Bridge to Martley. There are plenty of tourist attraction "brown signs" will point you the right way.

Get close to the Start line action and the cars in the paddock



There are spectator viewpoints all along the hill



The Courtyard provides off-track entertainment and refreshment for everyone to enjoy



Spectators at the Start line

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motorsport uk TV

Revolution has pulled out four top videos from Motorsport UK TV, the organisations dedicated video platform, that you can't miss! For all of these and more, visit www.motorsportuk.tv and make sure you never miss a moment!

WHAT IS NATIONAL MOTORSPORT WEEK?

NATIONAL MOTORSPORT WEEK



National Motorsport Week 2025

10th - 20th July



Race For Diversity – On a Mission to Diversify Paddocks

Getting Started in Autocross Racing



Dr Marcia's Mental Resilience Webinar



JEP

Mark Blundell made his F1 debut with Brabham Yamaha in 1991 after winning the Formula Ford 1600 and 2000 Championships. The Barnet-born driver partnered Martin Brundle before joining McLaren as a test driver in 1992, and that year had a victorious outing at the Le Mans 24-Hours for Peugeot. He returned to F1 1993 with Ligier, moving to Tyrrell in 1994. McLaren took him back as a test driver in 1995, leading to him replacing Nigel Mansell. In 1996, he began five years of Indycar racing, before returning to the UK to combine racing with TV work. In 2004, he launched a driver management business and this now includes management, sponsorship and marketing.

Event: British Grand Prix, Silverstone

Date: 16th July 1995

Car: McLaren MP4/10B

“It was a tough, tough season in 1995. I was racing for McLaren but the car was quite possibly – even by their own admission – one of the worst McLarens to ever touch a racetrack! I was the test and reserve driver but early in the season I was asked to replace Nigel Mansell in the race seat alongside Mika Hakkinen. There is lots of folklore about that – Nigel did not want to continue, he did not fit – but whatever the case may be, in the end it was his loss, my gain.

I had been with the team previously in 1992 when I was test and reserve driver with Ayrton Senna and Gerhard Berger, so it was nice to fit back in the squad. In those days, there was quite a lot of development and variation in the cars, so at any one time I was always on a standard spec engine and Mika was running around with a 20-25 horsepower advantage. Unfortunately, the car was not always reliable, and that showed in terms of results.

At Silverstone, we were racing in the points, which was great, but Rubens Barichello was trying to take some of those points off of me so, to put it bluntly, I was a little bit firm in terms of blocking him and shutting the door! We ended up tangling on the last lap. He came off a bit worse than me and ended in the gravel trap. I got a puncture and the tyre came off the rim, so I crossed the start-finish running on three wheels.

I finished fifth and parked up against the pit wall straight after the chequered flag! Rubens and I have spoken about the incident since and had a laugh about it – and he says he would have done the same to me! The result was a big achievement, but McLaren was a team where only winning made sense, so the post-race celebrations were a bit muted. For me, though, it was a nice result, especially as it was at the start of the McLaren-Mercedes relationship.

The British Grand Prix is always such a big event for any British F1 driver and there is something very special about coming through the gates. The heritage is in tune with places like Monza and Monaco, and it is a really challenging

track. Fast, flowing, we all love it – and there is nothing better than a British Grand Prix crowd. They are passionate, educated and they really understand their racing.

I have had many other memorable occasions there, right back to the domestic races in Formula Ford 1600, which was the baseline for so many of us. There was a group of us who all grew up together and ended up in F1 – the infamous Rat Pack of Johnny Herbert, Eddie Irvine, Bertrand Gachot, Damon Hill, Perry McCarthy, Julian Bailey. If you look back over the years, I do not know that there is any other crop of so many guys to do that.

>>>>>

Blundell exits Copse corner at the 1995 British Grand Prix





The McLaren MP4/10 was not the greatest of F1 cars, but Blundell was able to bring it home fifth at Silverstone

The pressure is always big at Silverstone when you are in F1 because it is the home crowd. It was great to mix with the fans, to feel that passion and support, and I think there was more engagement with fans back then. There is a lot more fan engagement online before you even get to doing the personal side now.

We were well represented as a country with talent back then and there is nothing better than seeing Union Jacks waving around, knowing that maybe a little bit of it was for you. Racing with a UK team, you also have great support from the huge number of people who work incredibly hard just to put the two cars on the racetrack on a Sunday afternoon. As a result, you try to give 110 percent there.

One year, that extra effort ended up with me having a big accident in the wet through Abbey. I had gone through the speed trap about 15mph quicker than anybody else and I did not stick on the road! It was a blind brow, and I remember starting to get out of the cockpit in the pouring rain and looking behind me to see the McLarens of Senna and Michael Andretti split me either side!

The 1995 race ended up being my last British Grand Prix. I was on a race-by-race contract with McLaren and that never really sat well with me, not having the long-term security. The team boss, Ron Dennis, felt that drivers perform better with that level of pressure. I disagreed – and in the end, that season turned out to be my final one in F1.



I got a bit disillusioned with F1 and went to Indycars in America. It was a good time to go. Nigel Mansell had just left, and it was a different and new experience. Oval racing is a different discipline. It is so fast – like Formula Ford 1600s on steroids!

After that, I came back to the UK and did seven years of live television with ITV and the F1 channel before starting a driver management business with Martin Brundle. Our services now extend to events, sponsor activation, acquisition, digital marketing and one of the biggest B2B networking programs in London. Motorsport still runs through the middle of things, but it is quite diverse in many ways. It turns out that being a race driver is always challenging, but the business world is no different.



Motorsport in the UK comes alive in July, with hundreds of events nationwide

No supercar? No problem. Many forms of motorsport can be done with your everyday road car and a free competition licence. Whether it's joining a car club, marshalling at a circuit, or racing online from your living room, motorsport is more accessible than you might think.

With 13 categories of competition and multiple individual disciplines that are open to competitors from the age of six upwards, there are even more ways for you to get involved.

Use the Event Finder (right) to get yourself going at a motorsport event near you, or check out the Championship listings on the next few pages



The Legends of Brands Hatch Superprix

12th-13th July, Brands Hatch, Kent

The Legends of Brands Hatch Superprix includes an impressive selection of single-seaters, sports cars and tin-tops from the '60s, '70s and '80s – courtesy of the Historic Sports Car Club (HSCC). The Historic Grand Prix Car Association (HGPCA) will feature single-seater machines including pre-1966 Grand Prix cars. The Derek Bell Trophy makes a return with a grid of thunderous Formula 5000 screamers, plus Historic Formula 3, Historic Formula Ford and Historic Formula Ford 2000. The meeting will also include the Guards Trophy for sports racing cars and GT cars cars, plus racing from Historic Road Sports, 70s Road Sports and Historic Saloons. www.brandshatch.co.uk/2025/july/superprix



Shenington SuperPrix

18th-20th July, Shenington Kart Circuit, Banbury OX15 6NW

Shenington Kart Racing Club is hosting an Interclub meeting for the Shenington SuperPrix, including the E Plate Championship and Round 7 of the Shenington Club Championship for the following classes: Cadet: IAME Water Swift (restricted), Honda GX200 (Sealed), Rotax Micro Cadet; Intermediate: IAME Water Swift, Rotax Inter; Junior: X30, Rotax; Senior: X30, Rotax Max, Formula Libre, K22 and includes the 210 National as per their 210 Short Circuit Challenge regulations, plus a Historic and Classic Kart Multi-kart demonstration.

<https://sheningtonkrc.co.uk>



Snetterton Summer Race Weekend

19th-20th July, Snetterton Circuit, Norfolk, NR16 2JU

The British Racing & Sports Car Club (BRSCC) Snetterton Summer Race Weekend is set to deliver two full days of fast-paced action on the full Snetterton 300 circuit. With a packed schedule featuring a variety of endurance battles, sprint showdowns, and one-make contests, this weekend promises something for every type of motorsport fan. From the high-speed spectacle of the BMW 1 Series SuperCup to the endurance strategy of the Silverlake C1 Series, every race will bring something different to the table.

www.snetterton.co.uk/2025/july/brsc

More events this way



Wera Tools British Kart Championship – PFi

11th-13th July, PF International Circuit, Grantham NG32 2AY

This double-header event sees the Honda field take on Rounds Three and Four of the Championship at the world-renowned PFi circuit in Lincolnshire. Host to last year's FIA Karting World Championship, the 1,382m track is the longest on the calendar and will present drivers with an endurance challenge in what is set to be a crucial weekend for the title battle.

<https://britishkartchampionships.or>



British GT Championship – Snetterton 300

12th-13th July Snetterton, Norfolk, NR16 2JU

2025's British GT Championship appears finely poised ahead of Rounds 6 and 7 at Snetterton where 50 points are up for grabs across Sunday's two sprint races. Just four points separate GT3's top three crews after Giacomo Petrobelli and Jonny Adam scored a dominant overall victory at Spa-Francorchamps. Ravi Ramyeed and Charlie Robertson, meanwhile, claimed their second win of the campaign to reduce Marc Warren and Jack Brown's GT4 advantage.

<https://www.britishgt.com>



Ray Heal Memorial Sprint

12th July, Lydden Hill, Kent

The Woodford Trailers British Sprint Championship heads to the Kent circuit for an intense day of competition this month. Chris Jones and Steve Broughton will continue their attempt to overhaul the on-form Pete Goulding and Steve Miles. Ethan Faulkner is not making the trip from Northern Ireland for this one-day event, and he will rejoin the competitors when they all go overseas next month.

<https://lyddenhill.co.uk/events/the-borough-19-motor-club-sprint-12th-july/>



Mold Tyres Targa Rally

20th July, Ruthin LL15 1PB

Clwyd Vale Motor Club is holding the third running of the Mold Tyres Targa Rally based at Ruthin Farmers Auction. The event will run approximately 11 daylight tests with total mileage of around 12.5 test miles and 73 road miles. The event is a round of the ANWCC Targa Road Rally Championship 2025.



British Hill Climb Championship

15th-19th July, Channel Islands

July sees the British Hill Climb Championship (BHC) presented by Nova Motorsport make its annual visit to the scenic and challenging Bouley Bay Hill Climb on the Island of Jersey. The Jersey event is part of the BHC Channel Islands 'double-header', with a Championship round also taking place on the sister Island of Guernsey on the 19th July at the technical Le Val des Terres Hill Climb, located on the outskirts of the Islands capital Saint Peter Port. After a challenging event at Doune, Matt Ryder heads to the Channel Islands needing to score well in order to keep his 2025 Championship lead.

www.britishhillclimb.co.uk



R Kings Down Rally

19th July, Banbridge, Co.Down, BT32 3LH

The Motorsport UK Brown & Brown Northern Ireland Rally Championship concludes at the R Kings Down Rally where drivers meet the UK National Asphalt series. The Rathfriland Motor Club event will see eight tests with over 61 competitive stage miles scheduled following The Boulevard start ramp.

With work commitments preventing series leaders Jason Pritchard and Phil Clarke from travelling to Northern Ireland, in-form Sam Touzel with Max Freeman alongside will aim to snatch the lead of the Protyre Motorsport UK Asphalt Rally Championship when they contest the R Kings Down Rally in their Ford Fiesta Rally2. Also targeting maximum points are Neil Roskell and Rob Fagg, Brad Cole and Jamie Vaughan, plus Mark Kelly and Will Atkins.

<https://www.downrally.com>



Twisted Arms Grass Autotest and PCA

20th July, Pusey Lodge Farm, Faringdon SN7 8QD

Oxford Motor Club is hosting the Twisted Arms Grass Autotest and Production Car Autotest with the kind permission of Tim & Matthew Green. This is a Streetcar event - meaning the event is non damaging and standard road cars can be competitive. If you have any friends, family or partners who have been curious about motorsport, this is the event for them to give it a go! It is also a perfect introduction for younger members - the minimum age to drive is 14 years old, and to passenger is 12.

www.oxfordmotorclub.co.uk

**RSAC Scottish Rally**

20th July, Dalbeattie, Scotland

Eight-time Scottish winner David Bogie will be the man to beat once again on his home event. With 2008 Scottish champion Kirsty Riddick alongside, the crew will use the same Skoda Fabia RS to try for back-to-back victories on what will be the 79th running of the iconic event. 2021 Scottish champion Garry Pearson and co-driver Hannah McKillop could be their main rivals, using the event as a gravel shakedown before the next round of the British Rally Championship in their M-Sport Fiesta Rally2.

www.scottishrally.co.uk

**Bug Jam 38 at Santa Pod**

25th-27th July, Santa Pod Raceway, Bedfordshire

Bug Jam 38 at Santa Pod Raceway offers all the fun of the UK's premier Volkswagen festival with some serious drag racing on the bill too. Round four of the Motorsport UK British Drag Racing Championship brings the 5-second, 250mph Pro Mods back to the track, the quickest, fastest 'doorslammers' in the sport. There is a stout international entry list and free paddock access for a close-up view of the pit side action between rounds.

<https://santapod.co.uk>

**British Rallycross Championship**

26th-27th July, Pembrey Circuit, Carmarthenshire, Wales

The Motorsport UK British Rallycross Championship 5 Nations Trophy makes its annual trip to South Wales for a double-header that is not to be missed. Former British, Irish and European Rallycross Champion Derek Tohill will be hoping for another double win to consolidate his championship lead.

<https://pembreycircuit.co.uk/racing/british-rallycross>

**Motorsport UK Cross Car Championship**

26th-27th July, Pembrey, Wales

The Motorsport UK Cross Car Championship heads to Pembrey in Wales for the first time in 2025 this month, as both the 5 Nations British Rallycross Championship and the BTRDA Clubman's Rallycross Championship visit the Welsh circuit - a thrill-filled weekend is therefore expected! After the first six rounds it is still all to play for as we cross the half way point in the Championship year - will Max Weatherley be knocked off the top step?

**Wera Tools British F4 Championship**

26th-27th July, Zandvoort, Netherlands

After making a historic first trip last season, Wera Tools British F4 returns to Zandvoort, a favourite circuit for many on the grid. Irishman Fionn McLaughlin of Hitech TGR leads the championship at the halfway stage by 5.5 points over Virtuosi Racing's Martin Molnár, but the Hungarian took his first overall podium at this circuit last year and will be eyeing more success.

<https://fiaformula4.com/events/zandvoort/>

**Gerry Evans Memorial Car Trial**

2nd August, Hendrellwyn-y-Maen, Llanfair Talhaiarn, LL22 8TE

The popular Gerry Evans Memorial Car Trial returns this August, promising another day of top-class grassroots motorsport. Held in memory of a local legend, the event attracts competitors from across the region. Spectators can expect challenging sections, great driving, and a friendly atmosphere. A must for trial fans and club supporters alike.

<https://northwalescarclub.co.uk>

**Brooklands National Autotest**

3rd August, Brooklands Museum, Weybridge, KT13 0SL

Maidstone & Mid-Kent Motor Club is running the Brooklands National Autotest at the Brooklands Museum site, which will also be open to the public from 10.00am to 5.00pm as usual. The event is a round of the Motorsport UK British Autotest Championship and the BTRDA demon tweeks / BestFed Autotest Championship, plus the Southern Autotest Championship.

www.mmkmc.co.uk



Derwydd Car Trial

3rd August, Cerrig-y-Drudion, LL21 9UP

Derwydd is a typical North Wales Hill Farm just off the B5105, and ideally located for a Car Trials event – with numerous hilly tests of differing gradients and grip levels. The event forms a round of the Motorsport UK, BTRDA, AWMMC, ANWCC and WAMC Championships. Free spectating is available, and a caterer will be present on the day.

Whatthreewords location: [///clinking.format.maximum](#)

[www.balamotorclub.co.uk](#)



Wera Tools British Kart Championship – Kimbolton

8th-10th August, Kimbolton, Huntingdon PE28 OEY

This Cambridgeshire venue has a rich 50-year history and is a firm favourite among karters due to its fast and technical nature. This weekend it will play host to battles across four categories – including the final round of the KZ2 class, featuring drivers of 15 years and over. In IAME, the age range starts with young Cadets in Water Swift Restricted karts moving to Inters in unrestricted versions, then finally Juniors and Seniors in the X30 machines.

[https://britishkartchampionships.org](#)



Voly Grampian Forest Rally

8th-9th August, Banchory, Scotland

After the summer break, the Probite British Rally Championship returns in August with another Scottish favourite – the Voly Grampian Forest Rally. Hailed as some of the most exciting forest stages in the country, the Grampian is based just outside of Aberdeen is now a longer, two-day format, including new stages for 2025, and a Gravel Spectator Special Stage on Saturday. The Asset Alliance Group Scottish Rally Championship will also be competing at this event.

[www.grampianforestrally.com](#)



Kwik Fit British Touring Car Championship

16th August, Knockhill, Scotland

Knockhill is in Fife, just north of Edinburgh, and British Touring Car Championship first raced there back in 1992. The track is one of the shortest on the calendar at just 1.27 miles, and is both narrow and undulating, with infamous high kerbs. Its unique character is loved by fans and racers alike. Ashley Sutton and Tom Ingram are the top title contenders, and each will be pushing hard to stretch out a lead.

[Btcc.net](#)



RESULTS

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

Protyre Motorsport UK Asphalt Rally Championship



Sam Touzel, co-driven by Max Freeman, won his first Protyre Motorsport UK Asphalt Rally Championship on the Dunoon Presents Argyll Rally. A clean sweep of seven fastest times on Friday, and a further six fastest, and three second-fastest, times on Saturday had Touzel 1min 26secs clear at the finish. Hugh Brunton, co-driven by Richard Wardle claimed the Protyre Asphalt runners-up spot with three stages to go. Jason Pritchard and Phil Clarke were third, and maintain their overall lead in the series – just one point ahead of Touzel.

Latest Championship Standings

1st	Jason Pritchard	110 points
2nd	Sam Touzel	109 points
3rd	Neil Roskell	80 points

Fuchs Lubricants Motorsport UK British Historic Rally Championship



Will Rowlands, with Emyr Hall alongside, claimed his first-ever BHRC overall and Category 3 win in Argyll, after David Crossen retired before the start of the Whistlefield stage with mechanical issues. Paul Thompson and Josh Davison kept out of trouble in their Escort MKII to secure a fine second place overall and in Category 3, while third place went to Nick Kitching and Josh Carr, who enjoyed a strong Scottish run to round out the podium.

Latest Championship Standings

Category 1	Terry Cree / Richard Shores	33 points
Category 2	Adam Milner / Roy Jarvis	96 points
Category 3	David Crossen / Ben Taggart	95 points
Category 4	Baz Jordan / Arwel Jenkins	137.5 points

Asset Alliance Group Scottish Rally Championship



Making their first Scottish Rally Championship start this year, Rory Young and Jamie Edwards made a very last-minute swap from a Polo to a Skoda Fabia for the Argyll Rally. Despite the lack of familiarity with the car they were tied for the lead after Friday night, and pulling clear on Saturday morning to take the win by 28 seconds at the finish. Hugh Brunton and Richard Wardle were third at the overnight stop, but hauled themselves into second by the midday service, and then pulled 20 seconds clear of Mark McCulloch and Michael Hendry who finished third.

Latest Championship Standings

Drivers		
1st	Mark McCulloch	51 points
2nd	Ian Forgan	45 points
3rd	Brett McKenzie	41 points
Co-drivers		
1st	Michael Hendry	54 points
2nd	Chris Lees	49 points
3rd	Barry Young	47 points

Woodford Trailers Motorsport UK HSA British Sprint Championship




Sheffield and Hallamshire Motor Club gave 90 drivers a weekend sprint treat with nine double laps of Mallory Park in June. Winners in the Woodford Trailers HSA British Sprint Championship were Pete Goulding with three first places, and Steve Broughton making a good comeback after a transfer gear breakage on the start line. Standout performances from Graham Porrett and Grahame Harden were worth noting.

Latest Championship Standings

1st	Pete Goulding	422 points
2nd	Steven Miles	392 points
3rd	Steve Broughton	366 points

British Truck Racing Championship



The race for the title in Division 1 and Division 2 saw more twists and turns play out as the British Truck Racing Championship arrived at Thruxton. A bumper crowd flocked to the high-speed Hampshire venue to see five contests that delivered thrilling entertainment and nail-biting drama. In Division 1 – five different drivers – Ryan Smith, Stuart Oliver, Tom O'Rourke, David Smith and John Bowler – walked away with a race win apiece to their name. Division 2 Simon Cole guided his striking pink and white IVECO to a hat-trick of race wins before Weaver Motorsport's Bradley Harvey scored a feel-good breakthrough brace.

Latest Championship Standings

Division 1			Division 2		
1st	Stuart Oliver	166 points	1st	Jake Evans	189 points
2nd	Ryan Smith	154 points	2nd	Simon Cole	141 points
3rd	John Bowler	139 points	3rd	Callum Eason	140 points

Motorsport UK Cross Car Championship




Round 6 of the Motorsport UK Cross Car Championship saw a 12-car field take on the heat at Blyton Park in Lincolnshire. Max Weatherley extended his lead over Ben Bartlett, taking his fourth victory of the season, despite pressure from Will Ovenden, whose results are improving with each event. Bartlett and Ovenden both graduate from the Junior Category this year and are proving the Cross Cars to be a great step into senior Motorsport.

Latest Championship Standings

1st	Max Weatherley	107 points
2nd	Ben Bartlett	86 points
3rd	Will Ovenden	77 points

Wera Tools F4 British Championship certified by FIA




Fionn McLaughlin took victory in the opening race of the weekend at Oulton Park. After the first start was red-flagged, Rookie Cup front-runner McLaughlin and Martin Molnár both made a clean getaway, but the Irishman edged into the lead, which he held until the chequered flag. Henry Joslyn followed Molnár home to take third place. In Race 2, the weekend's reverse grid contest, Jimmy Piszcyk claimed a commanding lights-to-flag victory ahead of Henry Mercier and August Raber. A five-second penalty for Raber who jumped the start, saw him and team-mate Mercier swap positions in the standings post-race. The rain arrived during Race 3, and it was Thomas Bearman who made the best of the conditions. The race ended behind the safety car and with the weather worsening, the red flags were waved, and the result was declared – with half points awarded. Bearman became the ninth different winner of the season, while Theo Palmer and Xavier Avramides took second and third.

Latest Championship Positions

1st	Fionn McLaughlin	168.5 points
2nd	Martin Molnár	163 points
3rd	James Piszcyk	132 points

British GT Championship



Jonny Adam became the most successful driver of the British GT3 era after helping Giacomo Petrobelli and the Blackthorn AMR team to their breakthrough championship victory at Spa, and in doing so recorded his 20th career win in the category. Morgan Tillbrook, Marvin Kirchhöfer bought their McLaren 720S GT3 Evo home in second place, with Robert Collard and Hugo Cook in the Lamborghini third. In GT4, Ravi Ramyeed and Charlie Robertson beat two early drive-through penalties top claim the win. Edward McDermott and Sebastien Morris took second and the Endurance Cup victory, ahead of Phil Keen and Jon Currie in the sister Team Parker Racing Mercedes-AMG.

Latest Championship Standings

GT3			GT4		
1st	Charles Dawson / Kiern Jewiss	89 points	1st	Marc Warren / Jack Brown	129.5 points
2nd	Giacomo Petrobelli / Jonny Adam	87 points	2nd	Ravi Ramyeed / Charlie Robertson	102 points
3rd	Morgan Tillbrook / Marvin Kirchhoefer	86 points	3rd	Harry George / Luca Hopkinson	66 points

British Hill Climb Championship




The weather, tyre choices and young Alex Coles were all elements of the British Hill Climb Championship presented by Nova Motorsports' second visit to Harewood. While championship leader Matthew Ryder took two more victories, notable performances came from David Warburton and Will Hall. Ryder ran a charging 50.83s but it was young Coles with a 53.04s who took second, and his best ever run-off result.

Latest Championship Standings

1st	Matthew Ryder	143 points
2nd	Wallace Menzies	133 points
3rd	Will Hall	108 points

Motorsport UK British Car Trial Championship



Tim and Charlie Dovey made it a Clio 1-2 at the Ross and District Wye Valley Car Trial last month, as they each took class honours, along with Dutton driver Kevin Roberts in Class D. Rupert North was runner-up in Class A, Philip Buckle in Class B and Tim Beard in Class D.

Latest Championship Standings

1st	Charlie Dovey	39 points
2nd	Mark Hoppe	28 points
3rd	Barrie Parker	22 points

Brown & Brown NI Rally Championship



Aaron McLaughlin and Darren Curran have become Brown & Brown Northern Ireland Rally Championship title winners, while Marty Toner and David Wright won their local event – the PRM & RPM Loughgall Rally – for the first time. McLaughlin has won the Loughgall twice, but a morning of car issues that had the pair in 14th place at the end of SS1. Winning the remaining five stages, they were third by the end of SS2 and moved ahead of Jason Black by mid-event. Toner led from start-to-finish in his rare Proton Satria Neo – winning by just under two seconds. Black with Karl Egan alongside secured third place.

Latest Championship Standings

Drivers			Co-Drivers		
1st	Aaron McLaughlin	118 points	1st	Darren Curran	118 points
2nd	Conor Wilson	106 points	2nd	Kyle McDaid	108 points
3rd	Jaye Nevin	87 points	3rd	Olivia Chambers	92 points

Wera Tools British Kart Championships

The Rotax and Honda drivers headed to Larkhall in Scotland at the start of July for more wheel-to-wheel action. It was round three for the Rotax class and in the MicroMax karts Benediktas Masiokas lead home Alfie Garrett twice in a pair of 1-2 finishes for SFR Motorsport. The Minimax 950s saw Ryan White and Emerson Macandrew-Uren share the spoils while a double podium kept Alfie Mair out in front. Jacob Ashcroft took his third and fourth wins of the season to maintain his position at the top of the Juniors while in the Seniors, championship leader Lewis Giblert won the heat before last year's title winner Macauley Bishop, who missed the season-opening round, returned to the top of the podium in the final. It was round two for the Hondas, and victories went to Luke McGall in the heat and Archie Loveridge in the final, with Scottish driver Archie Cannon claiming two second-placed podiums to keep the title battle tight.

Photos: Adam Gumbs



Adam Gumbs

Honda Cadets

Latest Championship Standings

MicroMax		
1st	Benediktas Masiokas	380 points
2nd=	Alfie Garrett	358 points
2nd=	Dhian Singh Pahal	358 points

Minimax 950		
1st	Alfie Mair	344 points
2nd	Ryan Whilte	341 points
3rd	Max Jolly	340 points

Junior Rotax		
1st	Jacob Ashcroft	382 points
2nd	Albie Lapper	346 points
3rd	Kai Clarke	343 points

Senior Rotax		
1st	Lewis Giblert	374 points
2nd	Harry Bartle	360 points
3rd	Matthew Higgins	335 points

Teams		
1st	DHR	387 points
2nd	SFR Motorsport	371 points
3rd	Strawberry Racing	368 points

Honda Cadet GX200		
1st	Archie Loveridge	254 points
2nd=	Archie Cannon	241 points
2nd =	Ronnie Jones	241 points

Motorsport UK British Autotest Championship

Duncan Wild



The latest championship Autotest was held at Demon Tweeks, near Wrexham, where 26 competitors from as far afield as Ireland, Scotland and Kent tackled the fifteen tests. Alastair Moffatt led all day – pushed all the way by Mark King and Malcom Livingston. Livingstone's alternator failed in the heat and the misfiring engine hampered his smooth style. Peter Grimes was fourth and Willie Keating fifth in the first Sports Car.

Latest Championship Standings

1st	Peter Grimes	205 points
2nd	Willie Keating	188 points
3rd	Alastair Moffatt	167 points

Wera Tools British Kart Championships

Rounds three and four of the IAME season gave the top contenders a chance to strengthen their leads or the chasing pack an opportunity to catch up. In the Water Swift Restricted category, it was a case of the former as leader Albi-Jay Stubbs extended his advantage with two wins and two seconds, while Bodhi Batch's four podiums kept him in contention. Austin Newstead moved to the top of the Water Swifts, winning both heats and a final. In the Junior X30s, Riley Cranham followed up his perfect score in the first two rounds with victory in the opening heat, but Jorge Edgar closed the gap slightly with victory in the other three. In the Senior X30s, Freddie Lloyd won two finals and a heat to extend his advantage at the top. Meanwhile, in the penultimate round of the KZ2 season, Championship leader Oliver Stewart and Miles Murphy finished one-two in both races, Stewart winning the heat and Murphy the final.



IAME Senior X30

Latest Championship Standings

Water Swift Restricted		
1st	Albi-Jay Stubbs	506 points
2nd	Bodhi Batch	492 points
3rd	Jayden McElhinney	454 points









































Water Swift		
1st	Austin Newstead	467 points
2nd	Colbe Pattison	465 points
3rd	George House	458 points








































Junior X30		
1st	Riley Cranham	508 points
2nd	Jorge Edgar	469 points
3rd	Aaron Richardson	463 points

Senior X30		
1st	Freddie Lloyd	487 points
2nd	Gus Lawrence	483 points
3rd	Harrison Whitticombe	480 points

KZ2		
1st	Oliver Stewart	372 points
2nd	Ella Stevens	364 points
3rd	Charlie Turner	352 points

Teams		
1st	Fusion Motorsport	514 points
2nd	Xcel Motorsport	504 points
3rd	Premium Karting	491 points

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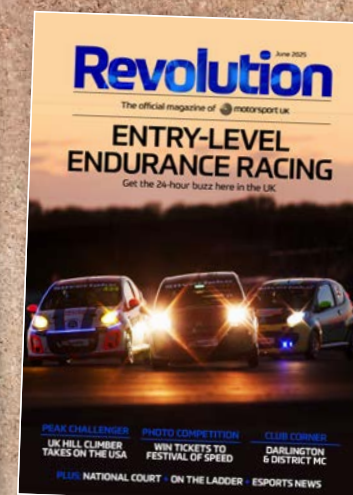
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The Parting Shot

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Paul Freeman

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Paul's photo perfectly captures passion for motorsport in its most authentic form. A vintage car, caked in mud, and the pair celebrating after completing a section on the Vintage Sports Car Club's Cotswold Trial.

This image is testament to the enduring spirit and adventurous heart of grassroots motorsport

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