


Revolution

August 2025

The official magazine of  motorsport uk

PARTNERS IN TIME

In-car pairings for Trials, Cross Country and Rallies



CARBON CALCULATIONS

**REDUCING
MOTORSPORT
EMISSIONS**

ON THE LADDER

**ACADEMY
GRADUATES
ON THE MOVE**

INTERNATIONAL RESCUE

**UK MARSHALS
AROUND
THE WORLD**

PLUS: NATIONAL COURT + ESPORTS NEWS + ECORALLY SCOTLAND



As I am sure you know, inertia and momentum are related but quite distinct concepts in physics. Essentially, inertia is about resistance to motion, while momentum is about the amount of motion, (mass multiplied by velocity etc). I begin with this revisit of GCSE physics by way of reflecting on the very significant energy needed to get new concepts adopted, trialled and embedded. A good example of shifting from one state to another is the FIA ecoRally Scotland, held in Dundee, a couple of weeks ago.

Looking back to the spring of this year, we had a bit of a mounting problem. Having secured a slot on the calendar for the 2025 Bridgestone FIA EcoRally Cup, we were struggling to build a groundswell of support for the concept from our clubs. We had devised a feeder series across the UK of StreetCar 'eco style' rallies for electric vehicles, but even with prizes related to the main FIA event, the entries were sparse. The feedback from our members was broadly that they had an indifference to electric cars. Now, I am fine with that

and fully understand the appeal of the internal combustion engine, and as we have expressed before, we think that the future of transportation is 'eclectic not just electric'. However, as a sport we need to embrace new technologies and new formats of events, and with that in mind we doubled down on our commitment to ecoRally Scotland; and I am delighted that the results showed it was all worthwhile.

It required an excessive amount of energy to get the ball rolling, but once underway we found a refreshing level of engagement from many stakeholders that were intrigued and motivated by the very fact it is different. The city of Dundee is Scotland's technology superhub, the UK's only UNESCO City of Design, and has an ambitious plan to be a net zero city by 2045. Gill Simpson, Marketing and Innovation Director at Michelin Scotland Innovation Parc (MSIP) Dundee, commented, "We are delighted to host ecoRally. It is a perfect match – a celebration of sustainable mobility set against the backdrop of one of the UK's most ambitious innovation hubs for net zero. We are committed to accelerating the transition to a greener future by supporting low carbon industries and fostering collaboration. Welcoming an event that showcases the power of clean transport aligns completely with our vision and values. We look forward to inspiring more conversations and connections that drive sustainable change."

That partnership then unlocked conversations with other key stakeholders such as the vehicle manufacturers Tesla, JAECOO, OMODA, and Alpine, which came out in force to provide vehicles and opportunities for journalists to take part in their car fleets. The John Clark Motor Group, one of the largest dealer groups in the UK, was drawn to the event as it ties in with its own target of net zero by 2045 and it has deep roots in Dundee. Coming on board, the group provided a range of assets and benefits including use of its facilities for the event, and the loan of vehicles (VW, Skoda, Audi and Cupra) to competing teams. Once momentum began to build it accelerated, resulting in 21 entries (more than most ecoRally fields) and a range of national and international teams. The rally generated copious media coverage and reached audiences that are not usually engaged with our existing motorsport activities. My thanks go out to all the team involved in creating this groundbreaking event, and in so doing building relations with a whole new host of partners. We look forward to building on the momentum for 2026.

The ecoRally formed one of the bookends of the Motorsport UK Electric Weekend, with the London round of the FIA Formula E ABB World Championship providing the other. Formula E has evolved over the past 12 years into the second largest international single seater championship, with 11 teams and 22 drivers navigating the globe in a range of locations that are not normally associated with

traditional motorsport. In the UK, since 2021, this has centred on the Excel exhibition complex in the old Docklands area of London, and in so doing attracts a young urban audience that enjoys the unconventional format and event presentation that is as much showbusiness as sport. The UK round welcomed the newly crowned FIA Formula E World Champion, Oliver Rowland, who had clinched the title two rounds earlier in Berlin.

Oliver is one of six (out of 22) British drivers on the grid and that includes fellow British driver, Jake Dennis, who was champion two years ago. It is quite extraordinary how Britain continues to provide a constant stream of talented drivers that take on the world in all the major disciplines and achieve success on the global stage. While a good part of this is a consequence of raw talent, there is no question that for many drivers it is also a question of persistence and endurance. For Oliver this is his seventh season in Formula E and as recently as two years ago he was talking about quitting the championship. He had previously been linked to Formula 1 teams, including Red Bull, Renault, and serving as a reserve driver for Williams. To be on the brink of success for so long and maintain motivation is impressive, and yet that is a key characteristic of so many who to go on to achieve greatness, and certainly this is a feature that is recognised by one of the most prestigious trophies in UK motor sport that is the Segrave trophy awarded by the Royal Automobile Club.

>>>>>

ecoRally Scotland formed part of the Motorsport UK Electric Weekend, along with the Formula E London E-Prix



Formula E / LAT



2025 Formula E World Champion, Oliver Rowland

Formula E



The trophy is named after Sir Henry Segrave, the pioneering racing driver and first person to hold both the land and water world speed records simultaneously. In 1927 he became the first person to travel at over 200mph in a land vehicle, setting the record in front of 30,000 onlookers at Daytona Beach in Florida. After increasing the record to 231mph in 1929, he turned his attention to becoming the fastest man on water. In setting a new record of 98mph at Lake Windermere in June 1930, his boat struck a piece of debris and, although Sir Henry was found alive in the water, he succumbed soon afterwards from his injuries. The trophy was commissioned by Lady Segrave in his memory.

The rollcall of winners is extraordinary, from the well-known such as Stirling Moss and Nigel Mansell, to the dynasty of Cambell's – Sir Malcolm and Donald – as well as ground breakers such as Amy Johnson, who in 1932 flew single handed from London to Cape Town, a distance of over

6,300 miles covered in six days and four hours. That included a 1,300-mile traverse of the Sahara at night with nothing resembling a GPS! Brave indeed.

So, it was a great pleasure to attend the lunchtime award ceremony for 2025 with the recipient being the brilliantly successful sports car driver, Nick Tandy. Nick has broken the record book on endurance racing, achieving victories in the four greatest 24-hour races at Le Mans, Nürburgring, Spa, and Daytona. Once again that theme of persistence in maintaining momentum is illustrated given the 10-year span of these achievements and the need for the stars to align so perfectly and consistently when relying not only on yourself but also a team of other drivers. This is illustrated by Nick's performance at Le Mans where he has competed on 13 occasions and suffered a heart breaking seven DNF's, interspersed with that famous victory in 2015. Nick was humble in his acceptance and somewhat in awe of the roll call of heroes that he now joins in the record books.

Over the summer there have been several events that celebrate the 30th anniversary of Colin McRae winning the driver's FIA World Rally Championship, alongside Derek Ringer. Both Goodwood and Shelsley Walsh have celebrated in style with thousands of fans showing homage to one of our greatest drivers and heroic personalities. At the end of September, the McRae Rally Challenge will be held at Knockhill and over two days we will see an array of cars and stars commemorating the man and the title. With this as a backdrop it is even more poignant that we are making progress towards the return of the World Rally Championship (WRC) to the UK with an event based in Scotland in 2027.

There are many different stakeholders in Scotland involved in both the decision making and with a vested interest in the delivery of the potential event. With this in mind, Motorsport UK took a contingent of guests from Scotland to the WRC Rally Finland to experience first-hand the scale and impact of the event. The rally based out of Jyväskylä has been running pretty much non-stop for the past 60 years and is a firm favourite for fans all around the world. But that does not mean they have rested on their laurels, as they continue to innovate and expand their repertoire, as expressed in their slogan which is 'More Than A Rally'. Our ambition in Scotland is to take things to another level, building on the action at the heart of the show, with a whole range of other activations including the community and industry in the North-East of Scotland, all designed to ensure the greatest return on investment for the government and people there.



Nick Tandy was awarded the Seagrave Trophy by the Royal Automobile Club



Petter and Pernilla Solberg hosted guests from the Scottish government at Rally Finland

We met with the full range of key stakeholders including the FIA, the WRC promoter, as well as team representatives including Malcolm Wilson of M-Sport and who is also the deputy president of the FIA. One of the most enthusiastic people in support of the Scottish project is Pernilla Solberg, President of the WRC FIA Commission and wife of 2003 champion Petter and mother of the young WRC winning star Oliver. To see the enthusiasm from everyone at the event certainly crystallised the opportunity for our guests. This was further endorsed by a meeting of Aberdeen City Council in

the days thereafter where the project was formally supported with the immediate action to progress to a detailed local plan. It has taken real energy to counter the inertia inherent in creating a new event from scratch, but I feel the momentum is now gathering for the weeks ahead.

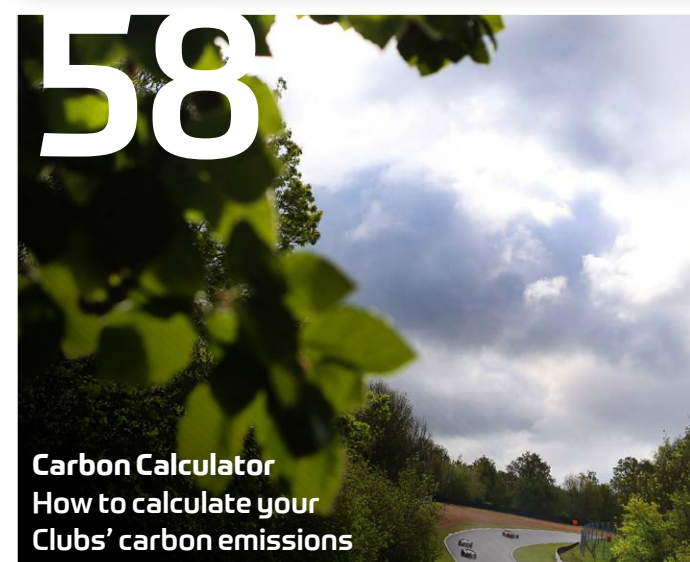
Wishing everyone a safe and enjoyable month of motorsport.

Best regards,
Hugh Chambers
CEO, Motorsport UK

Inside this issue: **Family Fortunes** – paring up with partners, or parents and children, for success on the stages is a great way to strengthen bonds. **International Rescue** features three UK-based marshals and their volunteering adventures from around the globe. StreetCar EVs take on the Scottish round of the **Bridgestone FIA ecoRally Cup**; Three Academy Graduates making moves on their career in **On The ladder**, plus **How to use the Carbon Calculator**, **National Court** and more...



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Cover image: Dom Gibbons



FAMILY FORTUNES

Motorsport is often focused on individuals, but in some disciplines like Navigational Rallying, Trials and Cross Country, it is the in-car partnerships which are key to success



Michael Leete and Christine Bird



Tony and Tom Purdy



Allana and Mark Burgess

Perfecting any partnership takes time and patience. Whether you are driving at speed or making a decision under pressure, it can test your relationship to the limit. Despite that, all around the UK there are men and women teaming up with their partners, and sons and daughters joining with their parents, to take part in competitive motorsport.

Grassroots disciplines such as trialling, navigational road rallying and Cross County are perfect for participating with a partner – they are low in cost, can be done in an everyday car, require no special equipment and require teamwork to take part. They offer family members the chance to travel and compete together, build stronger relationships, grow wider social groups, and experience the sport on an entirely different level – as these three motorsport matchups can reveal.

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BEGGARS ROOST
1922 - 2022
Used by the MCC for The Lands' End Trial





Tony and Tom Purdy
Navigational 12-Car Rallying
Beverley and District Motor Club

Tony and Tom Purdy competed in their first 12-Car Rally last year, not long after the now 18-year-old Tom had passed his driving test. Inspired by stories of his dad participating in local rallies while on Royal Air Force duty in Cyprus in the 1970s, Tom decided it would be nice for the pair to do it together and, after a bit of research, they both decided to join their local Club.

"The hardest thing was actually signing up and turning up on the first week," admits Tom. "We put it off a bit at the start because we didn't know what to expect, we didn't know what

we were getting into, but as soon as we had committed to it, we were rolling, and it was then so easy just to keep going back."

The pair started off by marshalling on a 12-Car event last March. As it is a winter sport, that was the last chance to participate before the summer break, so they took part in 'Tabletop Rallies' through the off season to bridge the gap and learn the skills of navigating and have since completed their first full season of competition.

"We had no idea what it was all about at first, but when we did the marshalling, we saw how exciting it was and immediately knew it was something we wanted to do," recalls Tom. "It was a bit of unfortunate timing, but doing the Tabletop Rallies really helped, so when we did finally start this season, we were already very well practiced."

The 12-Car Rallying events involve driving at night on local roads and lanes through a series of checkpoints, within the legal speed limits. Teams only receive the route card for the next checkpoint when they arrive at the previous one and must quickly work out the best route to get through the course in the scheduled time.

The Tabletop Tallies mimic the navigation side of 12-Car rallies and Tom explains: "You get the route cards and have to plot the course on the map, against the clock. The only



Navigation is an essential skill in 12-Car rallies

Blue Passion

difference is you are not sat in the car driving! Dad and I turned up every three weeks, working out the navigation together, and slowly got better and better.

"There was a lot to learn, and there isn't really any training, you have just got to work it out yourself, get help from other people and keep practicing. We were both learning together at the same time, so dad helped me with some things, and I helped him with others, we kept encouraging each other and eventually it just clicked."

Those practice sessions also helped the pair to quickly establish their individual roles and Tony recalls: "We very quickly discovered that Tom was on-the-button when it came to navigation. Obviously, I am a lot older than him, and I am not as quick, so it did not take us long to decide that I would be the driver, and he would have the map and directions.

"Once we got in the car, we then quickly established that as a driver, I must do as I'm told and basically never argue! That's how it works with all the top crews in the Club. I shout out what junctions are coming up, Tom directs me where to go and I'll not question that at all, because as soon as you do, you are losing time and creating confusion.

"The events always run in the dark, often on B roads and tracks, which means local knowledge does not really help and as a driver anyway, so if he says this is a straight, press on, that's exactly what I'll do. In most aspects of life, the parent is obviously guiding the child, but in this respect, it is the opposite way round – and it has worked very well."

As one of the StreetCar disciplines, competitors in 12-Car Rallies can use a standard road car – in this case a 1.6-litre Ford Fiesta Mk7 – and do not need a helmet or overalls. Tom and Tony work together to ensure the car is in good order, filled with fuel and has plenty of pencils and rubbers onboard for Tom's navigational notes, then they just turn up and go.

They were so keen to start competing, they could not wait for the winter season to begin, so last summer they decided to enter the De Lacy Taurus Rally. A mammoth six-hour all-night event, it attracted 50 experienced crews from all around the country and turned out to be a baptism of fire – but it did not put them off.

"We were not ready for it," admits Tom. "It was much bigger than a normal 12-car and we just couldn't keep up with the navigation. We got about halfway round then pulled into a lay-by and went to sleep! It was disappointing, but we kind of expected it. We still really, really enjoyed it!"

Having now completed a full season, the pairing has found the experience to be a great leveller and has brought them closer together. "We quickly discovered that in a Rally, we are both absolutely equal and both contribute in the same productive way," says Tony. "We have a more mature relationship now, we are more buddies than father and son, and that's good."

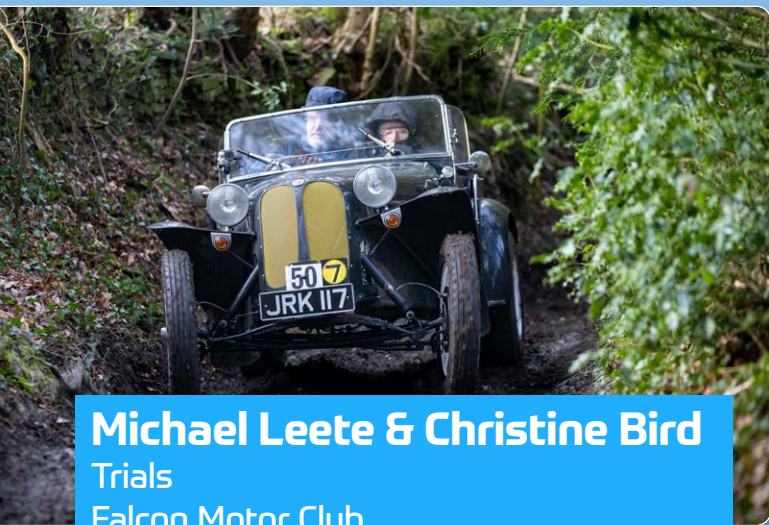
Tony says the family has always spent time participating in active pastimes together, going skiing in winter and doing water sports in the summer. However, their involvement in 12-Car rallying is a more long-term commitment that involves them both working together to improve, and with the pressures involved things could have gone either way.

"Given how stressful and fast-paced it all is, I am actually surprised how well we have got along together," admits Tom. "I thought there'd be more fall-outs and arguments and it's great how matter-of-fact we've both been, working together, accepting when things go wrong – because they do go wrong – and trying to fix it as best we can."

>>>>>

Tom and Tony are considering Targa Rally as their next 'step up'





Steve Shelley

Michael Leete & Christine Bird
Trials
Falcon Motor Club

"It helps that we have been learning at the same time. It is not something my dad's introduced me to through his experience or vice versa; we both went into it knowing absolutely nothing and thought 'how can we learn this; how can we get better?' I honestly think if it had just been one of us joining the Club, we probably would not have even made it this far.

"After every event, we sit down and talk about what we've done and discuss how we can improve. We work really well together, and I think it's because we do really enjoy spending time together at the Club and in motorsport in general, we both want it to be an enjoyable experience, so we try hard to make sure it is."

Participating in 12-Cars has even opened Tony and Tom's eyes up to the wider world of motorsport, and when they are not in the car, they have started to attend other events together as spectators. They have also become more involved in the Club – and this year they were even awarded its Kelvin Brown Trophy for Enthusiasts of the Year.

"The Club has recognised that Tom, particularly, is moving forward with great enthusiasm and being awarded the trophy was great recognition that we're being accepted," says Tony. "Tom has youth on his side and I think he may well do big things within motorsport, and within the Club, with me in support alongside him.

"As a parent, it's been great to see him interacting with other people who have the same interests. It's very maturing. He's communicating with guys who've been rallying for 20 or 30 years, and he has built his confidence. With my encouragement, he recently put himself forward to organise a Tabletop Rally, so he's contributing to the Club as well."

Tom also plans to help one of the other Club members manage a 12-Car Rally for next year – and if all goes well, he has been invited to organise and run his own one the year after. Meanwhile, inside the car, with a season of experience, the Purdys are now planning to step up a level and make a mark on the results, which could test their relationship further.

"Last year was all about learning the ropes and this season we want to be more competitive, so we will see how that goes" says Tom. "There was no real pressure last year because we knew we were going to come last, so it didn't matter. Now there will be more pressure, but if things become challenging, we just need to remind ourselves why we're doing it.

"We are also starting to think about the future now and wondering what other events we can compete in once we have got Navigational Rallying nailed. We have talked about jumping into a Stage Rally, but that's a big, big step up, so we will probably do some Targa Rallying next and see where we get with that."

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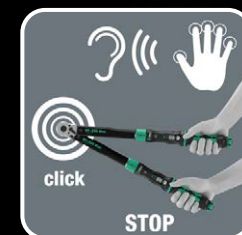
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The pair's positive approach is clear to see, and Tony believes that their partnership will only continue to get stronger. "If you are not positive, you don't get the enjoyment out of it and it just wouldn't be the same thing," he concludes. "Our relationship has grown through motorsport, it's something we have shared and we will both remember that forever."

Michael Leete has been taking part in grassroots motorsport for nearly six decades and introduced his life partner Chris to the passenger seat when they got together 20 years ago. The pair quickly discovered that the inside of a car was a perfect place to bond, and they now compete all around the UK in a variety of different Trials events.

Their favourite, Classic Trials, feature competitive sections – in which the cars are driven up steep muddy tracks, at night on some events – and road sections – where competitors must navigate from one section to the next within specified times, to stay on schedule. They also participate in single venue Car Trials, where the course is marked by a series of canes.

The pairing enters around 15 to 16 events each year, some lasting a day and others, like the Land's End Trial, Exeter Trial, and Edinburgh Trial, running for more than 24 hours. That places huge importance on the partnership, and Michael explains: "They are not just a motoring competition, they are an emotional experience – and you go through lots of highs and lows."

"On the day-night events particularly, you are together in the car for a long time, and it is a great experience to work together. Chris had no prior motorsport interest before we met, and she had never participated in anything like this, but she immediately took to the navigating side."

"On the sections, the biggest role the passenger has is what we call bouncing, where they bounce up and down in the car to help it gain traction. That is a major contributor when the sections are muddy – which they often are because it's a winter sport – and a good bouncer can make all the difference."

"In some partnerships, the relationship might not work because it is very easy to fall out with each other when you have a problem with the car or you are lost, or when you are halfway up the hill and things aren't quite going right, but that's never happened with Chris and I, and I think the secret, in our case, is simply that we are compatible."

The pairing has three different cars they use for different events – a VW Beetle, which was Michael's first trials car; a Dellow, which is a classic specialist open-top Trials machine; and a convertible Austin 7 Special, which only comes out for single venue Car Trials.

The biggest technical driving challenge comes on the hills, with the course demanding increasing levels of skill as the pair progress through each cane. This is where the



Chris acts as an extra pair of eyes as they navigate the Austin 7 Special around the Trial

partnership comes into its own, and over the years, Chris has mastered the technique of bouncing – and the art of listening to Michael's instructions as they progress.

"If there's a lot of mud on the course, or if there's a section where we have to stop and restart, Chris will have to bounce," he explains. "Sometimes, though, I need her not to bounce, because the motion causes me to lose the feel of the car a bit, so I am always shouting out instructions for her to respond to as we go up the hill."

"Knowing when to bounce, when not to bounce and which side of the car to bounce on is actually quite a challenge. When we're heading up the hill, it's also very easy to miss a gate so Chris will also be instructing me – looking and pointing where to go with her left hand, rather than doing it verbally."

The pair had known each other for a while before they started competing, so Michael was confident that Chris would take on the challenge with relative ease. However, even when a couple gets on well together, there is always the occasional tense moment of pressure during competition that can stretch each other's patience.

"I've got mates who stopped trialling together because of that," says Michael. "Inside the car it's a different situation. It has sometimes tested us – doing an event in January in an open-top car when the temperature was below freezing, for example! – but we dress for the conditions, prepare well, and Chris is always happy to get out there and do it!"

"We are life partners, so the first challenge was to make sure she was safe because if you get too enthusiastic, you can potentially get hurt. After that, it's just about having fun. I wouldn't say we're very good at it – but if you look at the people that are, you can clearly see that they always get on and that really is the key."

"Ultimately, you've got to get on. That's the number one thing. If you're the driver, you have to understand, particularly when you're doing a road event, that the passenger's job is not easy. If you get to a junction and the passenger's a little bit unsure of which way you should go, you've got to not shout at them! Give them time."

"What we love most with the Classic Trials is that they take us to all sorts of places and give us time to look around. It's a weekend out, so it can be more than just doing the event. In some cases, we have taken friends on road trips to show them places that we've discovered through doing Trials."

"If we do well on a particular event – and that is not necessarily winning an award but just doing better than we normally do – it's always a shared thing and we're both there in that moment. It's nice to be able to experience things together, rather than having individual achievements that we just tell each other about."

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The test of a solid partnership is in rising to the challenges, remaining positive, and having fun!





Allana and Mark Burgess

Cross Country Competitive Safari

Staffordshire and Shropshire Land Rover Club

Allana Burgess has been going to Cross Country Trial events with her family since she was three months old. Now, a couple of decades later, she sits in the driving seat with her dad Mark alongside her, often competing against her older brother Jake, with her mum Joanne taking control of the timing.

It is a family passion that dates back to 1986, when 21-year-old Mark joined a friend to watch an event and got hooked. "I used to drive myself until my son nicked my motor," he smiles. "I often had a different person navigating at every event, but when Jake came to the age where he could sit in, he did two years with me driving then started to drive himself.

"At that point, Allana was at the age where she could sit in, so she sat in with me until she was old enough to do it herself. At first, it was a new experience for them both, but they were both really keen and got the hang of it pretty quickly. In the end, she bought her own motor, Jake took mine, and I became the passenger!"

The Burgess family all participate in Competitive Safaris, also known as Comp Safaris, which are the most exhilarating of Cross Country events. They involve driver-navigator teams taking on multiple runs on a challenging off-road course of up to nine miles, competing against the clock in a variety of car-related classes, with penalties handed out for any markers they hit.

Allana's first event was when she was 16, sat alongside her 23-year-old brother, and she recalls how calm he was behind the wheel. "Jake and I get on really well and we are pretty good at working together," she says. "Nothing fazes him, whereas I am a bit more frantic, so I used to love sitting in with him because he just kept me calm."

If Jake is calm, however, Allana describes her dad Mark as "so relaxed, he's horizontal" and that turned out to be a real help when she first got behind the wheel. She chose an event in Evesham to make her debut and admits now it was "probably the worst one I could have picked" for her first time out.

"It was basically a woodland track with constant trees lining the route and I did not know what the car would do, or when it would kick up, so I was absolutely terrified," she admits. "I was a bit cautious, but dad was just saying 'you are doing really well, take it at your own pace' and that made me feel calmer. It took the pressure off everything bar the driving bit.

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Ian Wilson Photography

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Revolution - August 2025



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"We did have a few little hiccups along the way – the fuel pump came off on the first run and on the second I ended up in a ditch – but I got used to the car by the third run, and we made it round, although it was very slow and steady! I remember coming through the finish line and everyone was there clapping, which was a fantastic experience."

Mark recalls: "I'm usually pretty laid back, but this was a bit different. One of the challenges with Comp Safaris is there is no easy way in, the speed events are something else. Obviously, it was very nerve-racking, both for her and for me sitting in, but she actually surprised me with how well she did, and how well she coped with it all."

"There were certain areas where she was very restrained – generally on the sharp bends or going steep downhill on mud, which are all beginner fears – but on the straights or almost straights, I was impressed by how she got her foot right down, to the point where we were coming into corners and I was wondering 'is she going to stop?'"

"The course had a hairpin that started off level then went up a rising bank and that is where we ended up in the ditch. I told her to give it some power, and she listened to me to the button, which ended up going a bit wrong! We learned from that straight away – it is that sort of thing that you learn the fastest from in a partnership!"

Comp Safaris are not just about pure speed, they are a test of strategy, ingenuity and team spirit, and the working relationship between the two people in the car can make or break the day. "When I used to have different people in with me, some would be really into it and gave it their all, others would just sit there and take in the ride," explains Mark.

"As a driver, you need a navigator who knows what they are talking about and once you have driven yourself, you know better what information you need to feed back to the driver. Jake and Allana both know what information they want from a navigator, and with Allana, I usually drive the third run, so she knows what information to give me."

"The more you sit in with somebody, the more you build combined confidence, and it becomes a trust thing both ways. Allana is a very different driver now than she was a few years ago, and the whole thing has built up as a partnership. She trusts me, I trust her, and she trusts the motor, which is more important than anything."

"She understands how far it can go before it is likely to go on two wheels or get really out of shape. I am quite a calm person, and I have driven for many years, so I know when something's going bad or when something's going very bad! I have rolled or got stuck endless times in the past, so there's no flapping from the navigating seat, she's in full control."

"That is something she has learned over the years. If you're getting into a slide, she used to come off the power, correct it and go again. In a speed event, you are not getting very far if you do that so I have slowly educated her to a point where she can get in a good side drift, keep the power on and correct it without any drama."

"As a parent, when you are working with your children, you must be patient with them. Thankfully, both of mine are quite placid, so we have never really had a blazing row. You need to consider that they're learning the sport, certainly early on, so your expectations need to just sit in that category and then slowly build with them."



Allana and Mark have a 'ditch' moment, but it never detracts from the enjoyment

"Some people expect a new driver to almost drive the same way they would, but that is impossible. I have seen that in the past, and it can easily go downhill if you are not careful about how you respect each other's speed of learning."

There are, of course, the inevitable differences of opinion, but Allana says she and her dad never have cross words on track. She puts that down, in part, to the fact Mark's experience allows him to take a relaxed approach. "He knows exactly when to say what," she says. "I'm a big worrier, but he's got a lot of patience and keeps me positive."

"The only time we have different opinions is when something breaks on the car. He will literally do anything to get us back out on the track – but I am more conservative – so, if he wants to do a fix that risks breaking something else or costs more, that is when we have disagreements. When that happens, Jake comes in and tells us what to do!"

Over time, the pair have learned to listen to each other and discuss both points of view. When walking the course before an event, for example, they will sometimes have different opinions on the best way to tackle a particular obstacle, so they usually try out both approaches on different runs to see who was right.

"Walking the course is an absolute must, and it is really important to be able to take each other's opinions and compromise with each other," says Mark. "That all comes down building the ability to trust each other's information and we are at the point now where, as much as I would like to always be right, sometimes Allana makes the better decision."

That trust becomes even more important on the course, where things come at pace and decisions need to be taken quickly. A wrong call can be catastrophic in this type of event, and Mark says that as their partnership has developed, he has shifted from giving Allana direct advice to providing her with information and letting her make her own decisions.

"Our driver-navigator relationship has really come on as she has developed her driving skills," he continues. "She can absorb more information now and she will very much make her own mind up when she's driving. I want her to develop at her own pace, so I wouldn't say I push her, but I will tell her where she could go faster if I think it will help."

"We also share advice with Jake and vice versa, because we are commonly all at the same event. If one of us goes out first and realises there's something we ought to know about the course, we will feed that back. Ultimately, it comes down to the driver's decision, but all the feedback's there to make that decision."

Over the years, Mark has enjoyed plenty of memorable moments in different off-road vehicles alongside his two children, and now that both have left the family home, the partnerships they have developed in motorsport give them a way to stay together, joining not only in competition but also in social events with the family and friends.

"Once people leave home, you don't often see so much of each other because lives are busy, so by all being in the sport, it still brings us together for between 10 and 12 weekends throughout the year," he says. "They are both quite happy to sit with us as a social circle in the Club and it even becomes a topic over Christmas dinner, looking back on the season!"

Allana agrees, adding: "I've always been a daddy's girl, but I think this has really brought us closer. He loves to see his kids doing what he has loved doing since he was 21 and he also really loves the family all being together. The main thing for me is that I enjoy it and that my dad's enjoying it and having fun too."

"At the end of the day, we're just there to have fun – and if you enjoy it, you will have the spark to be competitive. We won the Championship for our class last year, which was a very memorable and happy moment, and because we are all involved, when we got the trophy at the Club's annual dinner dance, we were all there to celebrate together."



Take up the challenge here



ecoRally Scotland celebrates successful international debut

The weekend of the 26th and 27th July saw a new kind of motorsport electrify both Tayside, Scotland, and the ExCel at London's Royal Docks, as Motorsport UK's Electric Weekend got well underway. With 22 teams at Formula E, and 21 teams, and eight different nationalities, competing in Scotland, the field was packed...

Dundee, the UK's only UNESCO City of Design, hosted Round Eight of the 2025 Bridgestone FIA ecoRally Cup, the first Scottish-based FIA event for 14 years.



Dundee's sustainable innovation credentials, and the City Council's key role in delivering Scotland's promise of a net-zero society by 2045 complimented the event. One of the UK's leading EV cities, Dundee has 34 per cent of vehicles running on electric, and an extensive charging hub network for electric vehicles.

Following a ceremonial start and scrutineering on a balmy Scottish Friday evening at John Clark Group, the teams started at seeded one-minute intervals from Dundee's Innovation Parc on Saturday morning.

A range of marques at both National and International level received their regularity route 30 minutes prior, conquering the infamous 'Dragon' stage and stopping halfway on the route at well-known Scottish motorsport venue, Knockhill.

With set times for crews to complete each stage, points are awarded for every tenth of a second out, with the daily total calculated at day end.

As Saturday concluded, reigning Vice-Champions, and current championship leaders of the 2025 Bridgestone FIA ecoRally Cup, Guido Guerrini, (San Marino) and Artur Prusak, (France) lead the pack at 31.1 seconds. Bridgestone FIA ecoRally Cup Champions, Michal Žďárský and Jakub Nábělek, (Czech Republic), came in second with a 2.9 second difference, with the furthest-travelled team, Kalin Dedikov and Antoaneta Dedikova from Sofia in third. Father-son team Gerard 'Gerry' McGill and Finlay McGill were the top Brits overall, at 60.6 seconds.

Within Category Two, the works-backed Alpine A290 driven by ten-time French rally champion, Emmanuel 'Manu' Guigou, and co-driver Emilien Le Borgne headed the field with 30 seconds of penalty on the clock.

Tackling the Scottish roads in the Bridgestone FIA ecoRally Cup



Day Two, Sunday, had crews heading out into the Highlands and breaking for lunch at Queen's View, Pitlochry, before a ceremonial finish and podiums.

Bridgestone FIA ecoRally Cup Champions, Michal Žďárský and Jakub Nábělek, (Czech Republic) claimed the ecoRally Scotland title, for round eight of the FIA Bridgestone ecoRally cup, with Hyundai scooping the manufacturer's cup.

In the International Category One, reigning Vice-Champions, and current championship leaders of the 2025 Bridgestone FIA ecoRally Cup, Guido Guerrini, (San Marino) and Artur Prusak, (France) took silver, after a day of skilled and nimble driving.

The furthest-travelled team, Kalin Dedikov and Antoaneta Dedikova from Sofia, Bulgaria, placed third.

Alpine claimed the Category 2 Manufacturer Trophy and secured two podium finishes, with ten-time French Rally Champion Emmanuel 'Manu' Guigou and co-driver Emilien Le Borgne, securing the first-place win in the Category Two International Class.

Also climbing the podium was Scottish rally driver Ashleigh Morris, partnered for the first time with experienced co-driver Craig Parry. The duo placed third overall in their Alpine UK-backed A290, despite meeting just 24 hours before the start of the event.





Visiting Knockhill for a Rally Stage as part of the overall Regularity Test

In the National Class, for ecoRally Scotland, it was another podium for the daring duo of James Hoyles and Iain Tullie, representing Ilkley and District Motor Club, defending their title in the ecoRally Scotland event for the second time. Motorsport UK's StreetCar programme saw the winning regional talent of Sam Naylor and Iain Carr, placing second – truly going from StreetCar contender to FIA Rally driver in under six months.

Sam, who drove the Kia Niro, added, "We didn't quite know what we were signing up for... we kind of took to it like ducks to water really! I wouldn't say we did stellar..." and co-driver Iain added, "We've continually learned, and we've continually improved!"

For Richard Crozier, Clerk of the Course, the event has been a truly special celebration of electric vehicles and Gaelic beauty, "It's been an amazing opportunity to have the two championships of electric motorsport, one for single-seaters and one for road cars in the UK on the same weekend.

"Here in Scotland, we have access to so many good roads, the event was about showcasing EV and showcasing Scotland."

Ian Smith, Technical Director, Motorsport UK, added: "ecoRally Scotland represents an exciting new chapter and one that emphasises the importance of motorsport in promoting awareness and adoption of future propulsion technologies.

"The 2025 ecoRally was a truly collaborative effort between the Scottish Regional Association, the Saltire Rally Club, Knockhill, Motorsport UK and the Scottish Motor Racing Club (SMRC), along with several local businesses in and around Dundee, not least of which John Clark Group, who supported five international crews with vehicles, and hosted Scrutineering and the ceremonial start.

Thanks to Richard Crozier, Becky Smith, Peter Weall, Andy Jardine, Ian Afek, Neil McIntyre and Charlotte Mackenzie for their extraordinary efforts in leading a great team of officials and volunteers who made the event such a success."



Bridgestone FIA ecoRally Cup Champions, Michal Žďárský and Jakub Nábělek, from the Czech Republic, claimed the ecoRally Scotland win



Emmanuel Guigou and co-driver Emilien Le Borgne came first in Category 2



James Hoyles and Iain Tullie top the National Class podium, with Sam Naylor and Iain Carr in second and Johnnie Mackay and Cameron Stout third

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UK FF1600 Esports Cup Returns

Motorsport UK is pleased to announce the return of the UK FF1600 Esports Cup for the 2025 season. While the new season will largely follow the same format and structure as in previous years, there have been some updates to make it simpler to understand the entry criteria:

- Drivers must be 13 years old or over
- Drivers must have a 7,500 iRating (Formula Licence) or less
- Drivers must have no affiliation to a professional esports / sim racing team who has ever competed in the British F4 Esports Championship

The UK FF1600 Esports Cup is designed to act as a ‘feeder championship’ and help aspiring independent drivers to showcase their talent, and to maybe get signed to pro teams, and then to move on to the British F4 Esports Championship.

Pre-Qualifying

To qualify for the main championship drivers must be in the top 25 fastest drivers during the pre-qualification, which is hosted through iRacing in the Time Attack section.

- 18th August 2025 09:00am (BST)
- 24th August 2025 11:59pm (BST)

Hosted at the top of the ‘Time Attack’ section of iRacing
Car: Ray FF1600
Track: Oulton Park – International w/o Brittens
Fixed car setup
All nationalities welcome

No Motorsport UK Esports membership or entry fee required to enter pre-qualification, and the top 25 drives, with the fastest times at the end of the Time Attack, will be invited to enter the main championship.

Event	Date	Circuit
Round 1	24th September	Donington Park GP
Round 2	1st October	Thruxton
Round 3	15th October	Snetterton 300
Round 4	22nd October	Oulton Park Int’
Round 5	29th October	Silverstone GP
Round 6	23rd November	Knockhill
Round 7	19th November	Zandvoort
Round 8	26th November	Brands Hatch GP

Each race is broadcast live as the support races for British F4 Esports Championship, and will feature two 15-minute races per Round.

There will be a 10-minute lone qualifying for Race 1, and then a partial reverse-grid for Race 2. All drivers under 18 will require full parental consent to participate, and a full vetting and approval process will be in place for all qualifying drivers. All drivers will be required to have a paid Motorsport UK Esports Membership (£27.99), plus there is an £70 entry fee per driver.

For 2025 Heusinkveld are an Official Prize Partner of the Championship and are providing these fantastic prizes:

- The winning driver will receive a Heusinkveld Ultimate+ Black 3-pedal set >>>>>
- The second-place driver will receive a Heusinkveld Sprint 3-pedal set
- The third-place driver will receive a Heusinkveld Sprint 2-pedal set

Plus, the top two drivers in the Championship get a free entry to the 2026 British F4 Esports Championship, and the top three FF1600 Cup drivers each receive a trophy.



For all the detail and to sign-up – see <https://esports.motorsportuk.org/events/uk-ff1600-esports-cup/>



Abruzzi Prototype Challenge Decider

Season 2 of the Abruzzi Prototype Challenge moved to the final round at Silverstone, with LMDh (PRO) driver Ben Ford in a commanding lead after winning Rounds Three, Four and Five – but could he make it four-in-a-row on the Northamptonshire Grand Prix circuit?

Qualifying went Ford’s way, placing his BMW M Hybrid V8 in pole position just two-tenths ahead of Christian Szaruta in the Ferrari 499p. In LMDh (AM), it was the Porsche 963 GTP driven by Christian Malcharek who qualified fastest, with Andy Madel and Mikey Storey taken the top slot for LMP3 Pro and AM respectively.

In the race, Storey converted his starting position into victory, although Jenson Bosworth took the honours for fastest lap. Ethan Barford claimed the LMP3 Pro win, and fastest lap. In LMDh (AM), Luca Munro took fastest lap and then was promoted to first place when Malcharek picked up a five-second penalty, but Round 6 – and the Series – belonged to Ben Ford, who did take the win at Silverstone to make it four wins from five races, and claimed the 2025 Abruzzi Prototype Challenge title with a margin of over 50 points even after the dropped score.

Ethan Merone and Christian Szaruta took second and third in the Championship, with just two points separating the drivers.



UK presses home advantage in the Four Nations Cup

Race 1 of the 2025 4 Nations Cup was held at Mount Panorama Circuit, in Bathurst, New South Wales, Australia.

It was British driver Marley Joffe who grabbed pole from New Zealander Antal Sabo, but just nine-hundredths of a second, and they were closely followed by Samuel Smith of Australia. The top qualifier for South Africa, who joined the 2025 event for the first time, was Nikolas Roos down in 16th place.

After 30 minutes of racing, it was Marley Joffe who took the first race for win the United Kingdom, and behind him were three flying Kiwis in a row – Antal Sabo, Stefan McCartain, and Marcus Watson, which gave New Zealand a healthy points haul. Fifth place went to Adam Watson, contributing to the UK’s points, and the top South African, Cameron De Bastos was sixth.

At the half-way point New Zealand led the points table from the United Kingdom, but as this is a two-race series, any deficit can be made up in the second race, which was held at Silverstone.

4N
FOUR NATIONS
ESPORTS CUP

TOP DRIVERS

United Kingdom – Marley Joffe
New Zealand – Antal Sabo
South Africa – Jacques Eva
Australia – Ian Xu

4N
FOUR NATIONS
ESPORTS CUP

COUNTRY STANDINGS

United Kingdom - 182 points
New Zealand - 155 points
South Africa - 50 points
Australia - 47 points

Race 2 saw Marley Joffe claim pole position again, and this time he was joined by countryman Matt Caruana on the front row. Samuel Smith put in a strong lap to take the third spot for Australia, and Ewan Baker was the top New Zealander in fifth. Nikolas Roos was still the best South African qualifier, but this time he was placed 20th on the grid.

Perhaps it was the home track advantage, but the result at Silverstone was a huge points haul for the United Kingdom, with them occupying six of the top seven places. Victory went to Marley Joffe, with Matt Caruana second and William Chadwick third to make it an all-UK podium. New Zealander Ewan Baker in fourth place and Marcus Watson in eighth place were the top two Kiwi’s over the line, while Nikolas Roos fought hard for South Africa and moved up to 10th, ahead of top Australian Benjamin Roberts in 11th.

The top driver from each nation wins a HF8 Haptic Gaming Pad each.



Jam-packed July for Equality, Diversity and Inclusion

It has been a busy month for Motorsport UK's Equality, Diversity and Inclusion (EDI) team, with **Girls on Track UK**, the **Motorsport UK Inclusion Hub** and **Race for Diversity** out meeting with current community members and introducing our initiatives and opportunities to even more young people across the UK.

The month began with Girls on Track UK supporting McLaren Racing during its Trafalgar Square take over, and then Girls On Track UK and Race for Diversity were both invited to 10 Downing Street for a celebration of 75 years of Formula 1.

Jenny Fletcher, Girls on Track UK Manager, and Evelkah Powell, Race for Diversity Manager, were both invited to present on panels during the British Grand Prix weekend, and Motorsport UK's Inclusion Hub attended Goodwood Festival of Speed, bringing together complimentary organisations within the Science, Technology, Engineering,

and Mathematics (STEM) and Equality, Diversity and Inclusion (EDI) space under Motorsport UK's umbrella.

Nine of the Hub's 27 member organisations joined the team during the weekend, during which hundreds of conversations were had with young people aged 14-24, around competing, volunteering and careers, with the Motorsport UK EDI team on hand to signpost them towards organisations that can help them to meet with their aspirations.

Girls on Track UK and Race for Diversity also attend the Institution of Mechanical Engineers Formula Student during its national finals at Silverstone, introducing community students to the Formula Student programme, many of whom may never have considered motorsport as a route to learning more about STEM. Then for the final weekend in July, both programmes got to enjoy wheel-to-wheel action at the FIA Formula E Championship round in London.



Click here for more about [Girls on Track](#) and [Race for Diversity](#)

Road Section insurance update

Motorsport UK has become increasingly concerned about the limited availability and rising costs of Road Section and Road Rally top-up insurance over the past year. During this time, we have been working closely with insurance representatives to understand the challenges, and to ensure fair and sustainable insurance cover is available for all Competitors and Event Organisers.

Following recent incidents and claims, a major insurance provider has increased their premiums for Events on the public highway. While we recognise

the reasons for this, it is disappointing that the actions of a few is having a significant impact on grassroots motorsport, potentially making some Events unaffordable for Clubs and Competitors until an alternative solution can be found.

Motorsport UK has been working with stakeholders for a number of months and remains committed to protecting our thriving grassroots motorsport community in the UK, and is confident that both short and long-term solutions will be found as this work continues.



In the meantime, all Competitors, Clubs and Organisers are called upon to ensure that all Motorsport UK Permitted Events continue to comply with the National Competition Rules (NCR) and, where relevant, the Road Traffic Act (RTA). Not complying risks damaging progress with insurers as well as being subject to Motorsport UK investigation and may be brought before the National Court.

Discussions with insurers continue as a matter of urgency, and updates will be provided as soon as they are available

Ewan Thomas crowned Motorsport UK Academy 2025 Young Driver of the Year

LMP3 European Sprint Prototype Cup competitor, Ewan Thomas, has been crowned the Motorsport UK Academy 2025 Young Driver of the Year, having impressed against tough competition at the iZone Driver Performance shootout finale.

Each year, standout second-year Motorsport UK Academy Enhanced DiSE students are shortlisted for the award, which recognises sporting excellence as well as academic performance, attainment, effort and overall engagement. Five drivers made the cut this year:

- Leo Brown – iRacing Formula Skip Barber Series
- Jack James – Nürburgring Langstrecke Serie
- Gracie Mitchell – Iberian Supercar Endurance Championship
- Ruan Lowry – Competing in National Stage Rallies
- Ewan Thomas – LMP3 European Sprint Prototype Cup

The shootout involved a series of physical fitness tests to check muscular endurance and max VO2 levels, driving skill assessments on Silverstone-based iZone's three state-of-the-art GT and single-seater simulators, to test race runs and vision on both known and unknown tracks, in addition to undergoing panel interviews and presenting on their own experiences gained during the Motorsport UK Academy Enhanced DiSE Programme, drawing on their own career goals and aspirations.

"I'm super pleased, it's been a really, really tough day, very physical, mentally draining... said Thomas, "it's been a goal of mine to come away with when I came onto the course two years ago, so I'm just really happy that I was able to make it happen today."

Motorsport UK would like to thank the entire iZone Driver Performance team and Chris McCarthy for their extensive time and support with the award.



Ewan Thomas will receive his trophy at the 2026 Night of Champions, presented by Motorsport UK CEO Hugh Chambers, as well as a comprehensive package including training and development with iZone Driver Performance, and a place as a guest judge in next year's Young Driver of the Year award.



The five shortlisted drivers for 2025 – Gracie Mitchell, Leo Brown, Ewan Thomas, Jack James, and Ruan Lowry

Nick Tandy awarded the Segrave Trophy

The Royal Automobile Club has awarded Nick Tandy the distinguished Segrave Trophy in recognition of his outstanding achievements across the globe's most storied endurance races.

Tandy's record claiming victories at the 24 Hours of Le Mans (2015), Nürburgring 24 Hours (2018), Spa 24 Hours (2020), and the Daytona 24 Hours (2025) underscores a career defined by extraordinary talent, grit, and a relentless pursuit of motorsport excellence.

The Segrave Trophy is presented annually to the British or Commonwealth individual or team who demonstrates outstanding skill and courage on land, water, in the air or in space. Past recipients include such luminaries as Sir Malcolm Campbell MBE, Sir Stirling Moss OBE, and more recently, the Birchall Brothers. The Trophy, named in honour of Sir Henry Segrave – a trailblazer who broke land and water speed records – reflects a spirit of adventure, innovation, and courage.



Alex Meiz Photography

Member Benefit of the Month



Wera Tool Rebel Roller Cabinet

The Wera Tool Rebel Roller Cabinet is more than just a storage solution. It's a fully customisable tool control system, designed for professionals and serious enthusiasts alike. Finished in striking Tool Rebel styling, the cabinet features a double-walled steel construction for outstanding durability and comes equipped with seven drawers: five flat and two tall. Two of the flat drawers are pre-loaded with a selection of Wera tools laid out in custom foam inserts, making it the perfect starting point for an efficient and tailored workspace.

Flexibility is at the core of its design. A wide range of precision-cut foam inserts, allows you to configure each drawer to meet your specific needs. Whether you need a socket-focused layout, a dedicated screwdriver drawer, or a perfectly organised row of Joker spanners, each insert fits seamlessly to keep tools visible, secure, and ready for action.

Bring order to your workspace with a setup that offers faster access, less wasted time, and the confidence of knowing every tool is exactly where it should be.



Exclusive Motorsport UK Member Offer

Now, thanks to a partnership with Toolmaniac, Revolution members receive 10 per cent off all Wera foam inserts when purchased with the Wera 9700 Roller Cabinet.

Clark and Bowen claim Welsh Rally Championship awards

Liam Clark and Jack Bowen are the two Motorsport UK Pirelli Welsh Rally Championship contenders who have won the opportunity to work with the M-Sport World Rally Championship team on Rally Japan in November. This unique prize has been developed to help promote young competitors in rallying. Clark and Bowen will experience how the M-Sport team works on an event, learn from team professionals, and meet the current M-Sport drivers and co-drivers.

Clark, now 25-years old from Skipton in Yorkshire, thinks it is brilliant, and said "I am sure the chance to work with M-Sport is going to open my eyes. It's the preparation that goes into a rally beforehand, it's going to be massive."

Bowen, is a rising star in the co-driver ranks who turned 25-years old in early June. He is one if the UK's busiest co-drivers and contested 23 rallies last year. This season he has been scoring PWRC points alongside Robert Gough in his historic specification Ford Escort Mk2.

Championship co-ordinator Bryn Pierce added, "We are delighted to confirm Liam Clark and Jack Bowen as winners of this amazing prize. I am sure it will be a truly memorable trip and an unrivalled chance to learn about how a top team goes about a round of the World Rally Championship."



Revolution - August 2025



Adam Gumbs

Vega Tyre Contract extended for Cadet Karting

Motorsport UK is pleased to confirm the extension of its agreement with Vega as the exclusive tyre supplier for Cadet karting across the UK. Following the initial appointment for the 2024 and 2025 seasons, the contract has now been extended until 28 February 2028, ensuring continued consistency and quality for young drivers competing in Cadet classes.

Since its introduction, the Vega tyre has been universally welcomed by competitors, teams, and event organisers alike. The tyre has delivered consistent performance in all conditions across all Cadet classes, contributing to closer racing, greater reliability, and a level playing field.

The selection of Vega followed a thorough tender process and technical assessment, and its extension reflects Motorsport UK's commitment to providing a fair, competitive, and cost-effective environment for the next generation of British karting talent.

"We have been really pleased with how the Vega tyre has performed since its introduction," noted Motorsport UK's Head of Karting Dan Parker. "The consistency across conditions and classes has helped support both fair competition and driver development. Extending the agreement gives stability to the Cadet categories and demonstrates our commitment to Vega as the exclusive supplier for the cadet classes."

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At the heart of the hotel is the luxurious spa, where guests can slow down and switch off. With a hydrotherapy pool, 20m swimming pool, aroma steam room, and a full menu of treatments and facials, it's the ultimate space to restore body and mind. From solo pampering to spa days with friends, you'll leave feeling lighter, calmer, and fully recharged.

When it's time to dine, the hotel's bright and welcoming restaurant and bar offer everything from fresh, seasonal menus to afternoon tea on the terrace. Whether you're here for a relaxed lunch or an evening cocktail, the food, service, and atmosphere never disappoint.

For those who like to stay active during their getaway, the hotel also offers a health and fitness club, including a fully equipped gym, 200 meter swimming lake and a 9-hole golf course surrounded by rolling countryside – perfect for a scenic stroll or a few casual holes between spa sessions.

With classic styled bedrooms, beautiful views, and warm, welcoming service, Bicester Hotel is a place where you can truly switch off from everyday life and focus on you.



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The 2024 FIA Karting World Cup, held at Kartodromo do Algarve, was won by Cristian Bertuca, from Italy

Applications open for 2025 FIA Karting World Cup

Motorsport UK is inviting expressions of interest from eligible drivers for selection to represent the UK at the inaugural FIA Karting "GKP" World Cup, taking place from 14th to 16th November 2025 at the brand-new LYL International Circuit in Kuala Lumpur, Malaysia.

This new event is part of the FIA's Global Karting Plan, which aims to create more accessible, high-quality international karting opportunities for emerging talent around the world.

The World Cup is specifically aimed at drivers currently competing in championship-level karting and who hold at least a Motorsport UK National Licence. Please note that a valid FIA International Licence will be required to compete at the event – if you are unsure about how to upgrade your licence, please contact us for guidance and support.

Two categories will be contested:

- Junior: Drivers born between 2011 and 2013
- Senior: Drivers born between 2007 and 2011

The event will not be open to drivers who have previously competed in an FIA Karting Championship (OK, OK-J, KZ, or KZ2), ensuring opportunities for developing drivers to experience international competition on a level playing field.

"We are incredibly proud to support the FIA's Global Karting Plan and offer British drivers this unique opportunity to represent their country on an international stage," said Motorsport UK's Head of Karting, Dan Parker. "The GKP World Cup has been designed with fairness and accessibility at its core – providing high-quality competition for developing talent. We encourage all eligible drivers to express their interest and to seeing UK talent shine on the global karting scene."

The race weekend will include free practice, qualifying, heats, and final phases – all condensed into a dynamic three-day format. Every competitor will benefit from equal track time, including the introduction of a consolation final for non-qualifiers, ensuring continued racing opportunities until Sunday afternoon.

Participants will only need to bring their personal racewear that is CIK homologated, and a mechanic. The entry fee will include a complete kart package – chassis, engine, tyres, fuel, trolley, and tent space – with only wet-weather tyres requiring purchase on site. Please note that the Competitor will be required to pay all entry fees (£3,336.43 or €3,850), travel and accommodation.

The event offers not only international exposure but also progression opportunities as the top three finishers in each category will be invited to the FIA Karting Excellence Centre shootout, where:

- The Senior winner will receive a scholarship towards FIA Formula 4
- The Junior winner will receive budget support for a season in FIA Karting

Interested drivers are encouraged to submit their expression of interest promptly. Motorsport UK will review all submissions before confirming its nominations. Register your interest [HERE](#)

If you have questions or would like assistance with licence upgrades or event details, please get in touch with the Motorsport UK Karting team via kart@motorsportuk.org

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Race-Keeper Connect

Race-Keeper Connect 1080p HD Video Data Logger offers a comprehensive suite of features that transform raw track time into actionable intelligence.

Race-Keeper Connect goes far beyond simple video. With OBDII data logging, CAN bus connectivity, high-accuracy GPS, and internal three axis accelerometers, it captures speed, RPM, throttle, steering angle, gear, and brake pressure directly from your ECU. Plus, when the 'Live' option is purchased, the Race-Keeper Connect system is delivered ready to stream.

Scan the QR code on the logger to view and share the live stream video and data. The built-in 4G modem streams both video feeds, GPS position, and critical vehicle data. No 4G coverage? No Problem - the Race-Keeper Connect also streams over built-in WIFI, so connect to your on-board network and you are ready to roll.

The seamless integration with the Race-Keeper Comparo HD video data analysis application lets you visually synchronise video with course maps and data traces, for precise analysis of lap times, split times, and driver inputs. Race-Keeper Connect is an investment in serious performance enhancement for professional and club racers.



Comparo data analysis software



Road-Keeper HD

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FIA Sustainable Innovation Series at Silverstone



Members of the Motorsport UK Sustainability team attended the FIA Sustainable Innovation Series at the British Grand Prix last month.

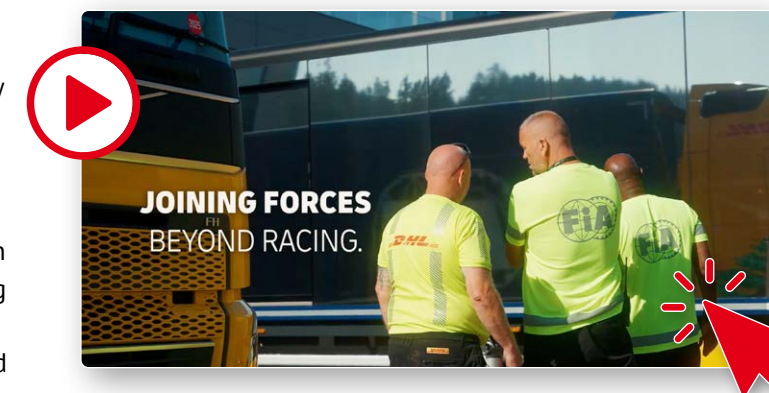
This was the first time that the FIA and Formula 1 had co-hosted a joint sustainability event as part of the FIA Sustainable Innovation Series.

Held at the Silverstone Museum the event showcased how motorsport is driving global progress on sustainability through cutting-edge innovation.

A keynote presentation by Dr. Walker J Ross, explored how sport is accelerating sustainable action, from venue design and governance to fan engagement, plus a panel, featuring experts from the FIA, Mercedes-AMG PETRONAS Formula One Team, Visa Cash App RB F1 Team, and Pirelli, discussed how cutting-edge engineering is driving a sustainable future for Formula 1.

Other sessions spotlighted the role of global transport and logistics in reducing emissions, and this included the announcement of DHL as Official Logistics Partner of Formula 1, Formula E, and the World Endurance Championship (WEC).

As part of the collaboration, DHL will provide essential infrastructure and installations required for racing events in Formula 1, Formula 2, and Formula 3. This will include transport, set-up, and maintenance of the FIA's mobile office units, garages, and racetrack signalling equipment. The collaboration will be shaped by a commitment to sustainability, with DHL using seven trucks powered by hydrotreated vegetable oil (HVO) in Europe.



Formula E gets certified

Formula E announced last month that it has achieved certification to BSI's Net Zero Pathway – the first-ever sport to do so. Following an independent, rigorous and successful audit, the ABB FIA Formula E World Championship has officially achieved the British Standards Institution's (BSI) Net Zero Pathway certification for Season 9 which ran in 2022-2023, confirming it has robust, science-based emissions reduction targets in place. This is supported by a verified carbon footprint and a management system aligned with the ISO Net Zero Guidelines (IWA 42:2022), the globally recognised framework for developing credible science based, net zero strategies.



The GR Yaris Rally2 H2 Concept, a hydrogen-engine rally car, from Toyota Gazoo Racing, made its debut on the stages of Rally Finland. Toyota has been competing with a hydrogen-engine Corolla since 2021 in the Super Taikyu series in Japan. In 2022, the technology was demonstrated on the rally stages of the FIA World Rally Championship round in Belgium, driven by Akio Toyoda and Juha Kankkunen. The car is based upon the GR Yaris Rally2 chassis and fitted with an internal combustion engine fuelled by compressed hydrogen, delivering near-zero emissions while retaining the sounds and sensations so enjoyed by rally fans.



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

Sitting on 9th July 2025
Case No. J2025/19
Guy Spollen (Chair), Mike Harris, John Hopwood

This matter comes before the Court:

1. By way of an appeal by Chris Dyer who on 24th May 2025 was disqualified from a Porsche Club Championship race at Brands Hatch for running a Porsche Cayman S with power in excess of that permitted by the Regulations.
2. For consideration of the NCR Ch 7 Art 1.2 which states that: “At all times it is the responsibility of the Competitor to establish that the Vehicle presented is in conformity with the Regulations of the Event.”

The essential facts are:

1. Following the last race of the day on 24th May 2025 the Appellant’s Porsche Cayman S was transported to Parr Motorsport for a mid-season power test. The rolling road test conducted on 27th May 2025 revealed that the Appellant’s vehicle produced 215.7 kW at the rear wheels when the mandatory maximum power permitted is 211 kW (Championship Regulation 45.1 Appendix 1).
2. A Scrutineer’s Non-Compliance Report was duly submitted, and a telephone hearing was thereafter held on 29th May 2025 when the Appellant stated that:
 - a) The car was new to the championship last year when black box data power units were fitted to monitor power.
 - b) He had been told that his car was initially under powered and then later on in the season was just below the permitted power figure.
3. Subsequent written submissions by the Appellant indicated that:
 - a) The Porsche Cayman S in question had been purchased with an unrepairable engine.
 - b) A second-hand engine had been obtained from a breaker’s yard, stripped and rebuilt using all genuine Porsche Cayman S components.
 - c) This engine was subsequently found to be from a Porsche Cayman R.
 - d) The ECU engine mapping of the restored engine had not been altered but from the back of the catalytic converter to the end of the exhaust system had been replaced as permitted together with the fitting of other permissible upgrades including the fitting of a dual mass flywheel, smaller crankshaft pulley, etc.
 - e) At the start of the 2025 Porsche Club Championship the organisers reinforced the need for engine numbers to match those of the V5 documentation and that the Appellant had

Technical Eligibility Appeal – Chris Dyer

- accordingly etched the old engine number on the replacement without obliterating the original letters and numbers, and in particular, the ‘R’ designation.
- f) It was categorically refuted that any attempt, deliberate or otherwise, had been made to gain any unfair advantage.
4. The Court noted that:
 - a) The power test readings at Parr Motorsport, when an excess of power of approximately 2 per cent above that permitted had been found, had not actually been challenged by the Appellant.
 - b) Under the Rules of the Porsche Club Championship competitors are able to access the testing equipment at Parr Motorsport to check if the power output of their competition vehicle is compliant with the Regulations.
 5. The Court concluded that:
 - a) The power of the Appellant’s Porsche Cayman S was in excess of that permitted by the Regulations.
 - b) Accordingly, the appeal must fail, and the appeal fee is forfeited.
 - c) This is not however a case where there has been an attempt to gain an unfair advantage by running an engine with a power output in excess of that permitted by the Regulations.
 - d) It is incumbent upon any entrant, particularly one who has a vehicle with a ‘bitza’ engine, to have it properly tested before competing with it in order to ensure that it is compliant with all the prevailing regulations.
 - e) It was careless of the Appellant not to undertake a proper power output test of his Porsche Cayman engine.
 - f) It cannot be appropriate for engine numbers, etc., to be changed by etching or otherwise.
 - g) There should be no further penalties imposed.
 6. Although the Regulations in this case appear well considered and presented, it is suggested that the Chart on page 27 of the Technical Regulations currently titled Appendix, Weights and Power be amended to read Appendix 1, Eligible Models, Weights and Power, that the column headed Model be consistent in including in the model description the Porsche model designation number (currently included for some but not all eligible models) and immediately below the chart a sentence added stating that any model not listed above is not eligible.

Guy Spollen, Chair
9th July 2025

Sitting on 9th July 2025
Case No. J2025/20
Guy Spollen (Chair), Dennis Carter, David Scott

Mr Nick Bamber and Ms Sian Woolley appeared on behalf of Motorsport UK.
Adam Shepherd appeared before the Court represented by Ms Sarah Franklin.

Sporting Appeal – Adam Shepherd

1. This matter came before Chairman Mark Heywood KC on 27th June 2025. Mr Shepherd had applied to this court to appeal against the decisions of the Stewards of the Event at Croft on 15th June 2025 to reject his appeal to them and uphold the decision of the Clerk of the Course that he was in breach of NCR Ch.12 App.7 Art.1.8 causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car concerned and his disqualification from the results of the race pursuant to NCR Ch.2 App.2 Art 1(e).
2. Chairman Mark Heywood KC considered that there was an arguable case that a gross miscarriage of justice had occurred and that the penalty was wholly inappropriate. Accordingly, this court will consider Adam Shepherd’s appeal and the facts of this matter.
3. Adam Shepherd is a very experienced and successful motorsport competitor, who prior to this incident had maintained a clean competition licence. For 2025 he is a registered competitor in the TCR UK Championship. With race no. 117 he was competing in this championship at the Croft circuit during the weekend of 14th and 15th June 2025. During the second TCR race (Race 8) there was a “front to back” collision on lap 6 between the appellant’s car no. 117 and car no. 100 driven by a Steve Laidlaw. Although the contact was comparatively light, Steve Laidlaw driving the leading car lost control and spun off circuit, eventually finishing in 10th position. The appellant went on to win the race.
4. After the race, the Clerk of the Course reviewed the incident and held, after reviewing the onboard footage from car no. 117 and car no. 100 and interviewing both drivers, that Mr Shepherd was at fault. The appellant received a penalty of disqualification from the race and 4 penalty points. The appellant appealed this decision to the Stewards who viewed the onboard footage from both cars, the live stream footage, telemetry provided by the appellant and the explanation from both drivers. The Stewards upheld the Clerk of the Course’s decision. It has to be said that neither the Clerk of the Course nor the Stewards adequately explained in their reports how they had reached their decisions.
5. The court had the advantage of hearing evidence from Mr Salmon who was the Deputy Clerk of the meeting as well as from the appellant. Mr Salmon in the course of his evidence:
 - a) Conceded that it is not easy for officials to ensure consistency of penalties.
 - b) Maintained that the appellant had been disqualified because of serious errors of driving on his part.
6. The appellant gave detailed evidence before the course and explained how and why the incident had in his opinion occurred. The court permitted him to play the video footage available and to provide a running commentary on all video footage he and his representation considered relevant.
7. Having heard the appellant’s explanation the court noted that:
 - a) The appellant was and is justifiably proud of his racing record and reputation for racing hard but fair.
 - b) In Race 8 he started in 10th position and quickly elevated himself to position 2 without any issues or incidents.
 - c) Immediately prior to the incident complained of car no. 100 had hit the tyre stack at the chicane before locking up into Tower Ben.
 - d) The appellant when giving evidence before the court conceded that:
 - I. Prior to the inter car contact car no. 100 was moving left to right and wandering somewhat and could have sustained damage in the collision with the tyre stack.
 - II. He had found it “difficult to know what was going on” and the circumstances were unpredictable.
 - III. Upon reflection it may have been more prudent to fall back as it was “he caught me out”.
 - IV. The driver Steve Laidlaw was in any event unpredictable.
 - e) Despite the uncertainties and unpredictability of movement of Laidlaw’s car no. 100, the appellant’s speed it appears was in fact increasing immediately prior to impact from 94 to 99 mph.
8. Despite the best efforts of Ms Franklin to suggest that the court was dealing with a “racing incident”, the court did not agree. The court considered this to be a serious error of judgment on the part of the appellant who collided “back to front” with car no. 100 at high speed. The appellant in all the circumstances should have been more cautious, fallen back and provided more space between his own car and car no. 100. The court did not consider the penalty of disqualification with 4 penalty points to be unreasonable or inconsistent with the penalties imposed for this type of offence. Neither did it feel the penalty imposed was inconsistent with penalties imposed on other competitors and, accordingly, this appeal is dismissed. The appellant was directed to pay £500 towards the costs of this unsuccessful appeal.

Guy Spollen, Chair
9th July 2025

Sitting on 9th July 2025

Guy Spollen (Chair), Dennis Carter, David Scott

Case No: J2025/21

**Mr Nick Bamber and Ms Sian Woolley appeared on behalf of Motorsport UK.
X appeared before the Court with their parents. X was not legally represented**

Disciplinary Proceedings – X (a minor)

1. This matter comes before the Disciplinary Panel of Motorsport UK for consideration of further penalty under the provisions of NCR Ch.2 App. 12 Art.1.6 which provides: “Should a Competitor receive twelve penalty points within a period of twelve calendar months, it will result in referral of that Competitor to the National Court by the ASN for consideration of further penalty.”
2. X’s recent history of motor racing is important. In 2024 X was in their second year as a competitor in the BRSCC Junior Championship. Between 8th June 2024 and 13th October 2024 X accumulated 12 penalty points on their competition licence. X was referred to this court on 2nd December 2024 where they expressed their regret to the court and indeed to their fellow competitors for the number of offences they had committed and said that they had learned from their mistakes and would endeavour to ensure that there were no further such incidents. While this court accepted X’s sincerity in that aim, it did suspend their license for an immediate period of three months.
3. For the 2025 season X progressed to competing in the Trophy Class of the Mini Challenge series which commenced with its first round at Snetterton on 13th April 2025. During this event X was penalised for causing collisions in both Races 8 and 14. These incidents resulted in position penalties being applied in the respective races and further grid penalties being issued in subsequent races. More importantly, however, three points were imposed on X’s licence for each incident, a total of six points.
4. By letter dated 16th April 2025 Ms Cheryl Lynch, Head of Race & Speed at Motorsport UK, took the trouble to write to X’s parent to express her concerns about X’s driving behaviour and the need for a marked improvement to be seen in their driving standards. She warned that further such incidents could result in X’s referral back to the National Court.
5. Despite receiving the above letter, X went on to incur a further 4 points and a disqualification for contravention of NCR Ch.12 App.8 Art.1.10 at Brands Hatch on 11th May 2025 and a further two points in each of two races at Thruxton in June 2025 for contravention of NCR Ch.12 App.7 Art.1.8.
6. Accordingly, X appears before this court for a second time under the points accumulation provisions of NCR Ch.2 App.12 Art.1.6.0
7. X’s parents produced glowing references for their child, both as a person, and also as a driver. X is obviously a very talented driver. X properly conceded to the court that they must learn to be more predictive rather than reactive in their driving.
8. It was suggested by those representing Motorsport UK that perhaps X might benefit from undergoing some one-to-one instruction from an approved ARDS instructor. This court very much approved of that constructive suggestion. In all the circumstances of X’s case, the court therefore orders that:
9. X should as a matter of some urgency undergo a minimum of 10 hours training with a UK Motorsport approved ARDS instructor who should thereafter continue to provide quarterly reports to those at Motorsport UK on X’s progress or otherwise as a driver.
10. X’s competition licence as from Wednesday, 9th July 2025 is subject to a 12-month suspension period whereby:
 - a) for the first two months, namely from Wednesday, 9th July 2025 until Monday, 9th September, X is not able to compete, but
 - b) for the remaining 10 months of the suspension period, their licence’s suspension is itself suspended on condition that during that remaining 10-month period they do not incur six or more points on their licence.
11. The Sporting Manager within the Mini Challenge Series, Mr Luke Caudle, provide to Motorsport UK a short report on X’s driving after every race in which X participates within the Mini Challenge Series
12. There be a contribution to the costs of this hearing in the sum of £500.
Before leaving court X and their parents were left in no doubt that:
13. X was very fortunate to have been given the opportunity to race again in 2025.
14. X must now show a marked improvement in their driving behaviour and standards. X must concentrate in becoming a more predictive rather than a reactive driver.
15. X’s driving will henceforth be very closely monitored.

**Guy Spollen, Chair
9th July 2025**

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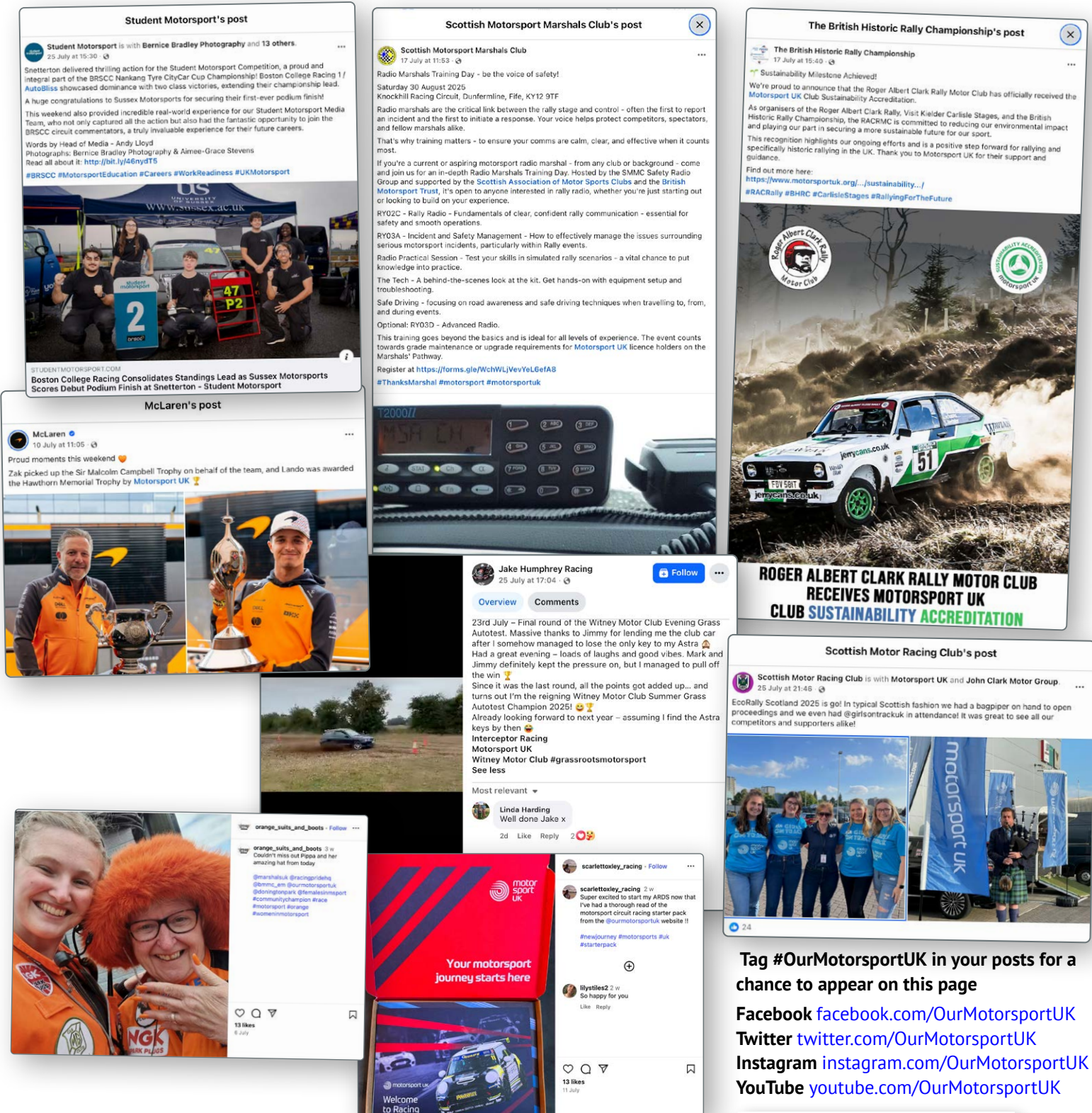


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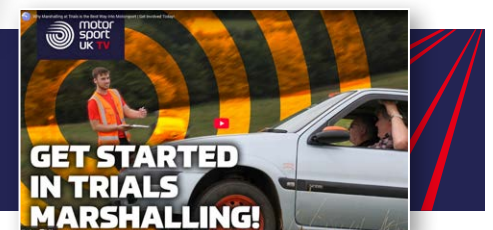
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Marshalling at car trials, sporting car trials, and vintage trials is the perfect grassroots entry point – and it's open to everyone!



AMBASSADORS OF EXCELLENCE

The UK's 'orange family' of volunteer marshals is renowned around the world for its skills and knowledge. **Will Gray** met three of those who are taking their expertise overseas



Janette Pearce



John Bennie



Matthew Greenwood

John Bennie will be entering his 50th year of marshalling in 2026 and he is possibly one of the UK's most prolific overseas volunteers. Last year, he attended six events in the US covering F1, IndyCar, Formula E, Nascar and Sportscars. This year, he has already participated in two famous 24-Hour events – Daytona and Le Mans, plus the Miami F1 race, and will be heading Stateside again soon for the F1 and WEC races in Austin, Texas.

These high-profile global spectacles are a world away from his first marshalling experience, which took place at Ingliston in Scotland in 1976. "I was there as a spectator taking photographs alongside my father when a marshal asked if I would like to 'get closer to the action' and I ended up waving a flag," Bennie recalls. "It was a totally new experience, and it led me to become hooked on motorsport marshalling for the rest of my life."

"I have marshalled for a whole spectrum of events including British GT's, British Touring Cars, the World Endurance Championship (WEC), Formula Fords, historic, vintage and classic racing, the Britcar 24-hours, Scottish and International Rally championships and the Manx Rally. This year will be my 27th year of volunteering at the British Grand Prix – one of my favourite events, alongside Forest Stage Rallying, and Endurance Racing."

It was not until 2011 that Bennie decided to take his marshalling experience overseas, embarking on a volunteering trip with four fellow UK marshals to the Nürburgring 24 hours. "By the time I went overseas, my experience of marshalling at UK events was extensive, but nothing compared to the scale of the Nordschleife," he recalls. "It was greater than anything most of us had previously experienced, and we all thoroughly enjoyed it."

>>>>



The British Grand Prix may be the pinnacle of UK marshalling, but you can take it much further

"We were flagging and radio communicators at two posts on the epic Carousel corner. The sector was manned by a large UK contingent, and the overseas marshals and fans made us very welcome. It was a real party atmosphere, totally exhilarating, and it opened a whole new range of opportunities. The next year we volunteered for the Le Mans 24 hours and that led to us going to Daytona for the Rolex 24 hour the year after that."

Matthew Greenwood started his marshalling journey a little over a decade later than Bennie, when he took part in a training day in 1989. He signed up with the British Racing and Sports Car Club (BRSCC) South East region and has since worked his way up to Crew Chief for the BRSCC Midland Rescue team, covering the Club's meetings throughout the year, as well as providing the unit to Lydden Hill for various race and rallycross events.

After nine years marshalling and having reached the level of Incident Officer and Rescue Crew licence holder, he decided to attend Le Mans 24-hours. "A friend of mine had marshalled there before and I thought it sounded interesting," says Greenwood. "I filled out all the information, was assigned as a flag marshal and was welcomed very kindly."

A simple hop across the channel, Le Mans offers a unique event format and a very welcoming atmosphere – and is far easier to apply for online than it was by paper and fax back then. Greenwood's first time there, however, turned out to be rather dramatic – as he was located on the Mulsanne Straight marshal post where Mark Webber's Mercedes had its infamous high-speed flip during practice.

"I was on the flag marshal's point, and I saw him move out to overtake a car just as he went over the hump in the road nicknamed the 'Bosse de Mulsanne,'" he recalls. "The car went light, the air got under it, and it went straight up. As soon as



Matthew Greenwood has enjoyed marshalling at Le Mans for many years

we saw it, we put out double yellow flags out. He flipped and hit the barrier and by the time he stopped he had travelled all the way down to the Mulsanne corner on his roof. It was certainly a memorable moment!"

Since then, Greenwood has travelled to a huge range of international events. "When I go abroad, my main series has been the WEC and the US equivalent, IMSA, and also Indycar. I have done a lot of events overseas but these days I only volunteer at Le Mans. This year I was at the Forest Esses, which is the section where they sweep down out of Dunlop Bridge. It's a great series of corners and it was an excellent experience."

>>>>>

Janette Pearce combined her passion for travel and motorsport to become a marshal at the Canadian Grand Prix in Montréal



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Janette Pearce started her overseas marshalling adventures in 2012, when she decided to head out to the F1 race in Montreal, six years after she started track marshalling at Oulton Park. "I had always enjoyed watching the Canadian Grand Prix and I spoke to a fellow marshal, Steve Caswell, who goes every year as part of a British contingent," she says. "Combining my loves of motorsport and travel together made perfect sense and that inspired me to go!"

"I was an experienced grade marshal by that time, and I had already done three British Grands Prix at Silverstone, but Canada turned out to be one of the best of my marshalling career. Everyone initially meets in a bar in downtown Montreal and the festivities start at that point! The people were so welcoming and enthusiastic, and I was excited to see the circuit, which turned out to be far smaller than it looks on television."

"As a member of the international crew, I was assigned a group captain who dealt with my assignments and looked after me and I was allocated a different corner each day. Duties were also rotated, so I did incident, flagging and comms roles. It was all a learning curve, as each aspect brings different challenges, different perspectives and new ways of doing things, and I also had to deal with getting hands on with a few F1 cars."

"On the Saturday for practice and qualifying, I was on turn three as lead intervention and that was an interesting location, because there was no public, just trees and the St Lawrence River behind. The first driver I had to deal with was Pastor Maldonado in the Williams, who we went down the escape road. I hopped over the wall and helped turn him around, giving him a little push, all on my own!"

"I was thrilled at having touched an F1 car and had only just hopped back to safety when Lewis Hamilton appeared under my nose and did exactly the same thing! Then, later in the

day, Felipe Massa lost control of his Ferrari in the rain and crashed into the barrier. I ran out to him, and he was thumping the steering wheel with his fists... but when I asked if he was OK, he nodded. I got him out of the car and the session was red flagged for recovery.

"The rest of the weekend then became rather surreal, because when I was going in and out of the circuit, people kept asking me for selfies as the marshal who 'saved Massa'! Oddly, I was in the queue at the hotel when we checked out and Felipe was standing right next to me... and there was no recognition whatsoever!"

After that first event, Pearce was bitten by the international bug and has now become a regular overseas marshal. As a member of the US 'Pit and Grid' team for major motorsport events, she has worked at several Miami and Austin Grands Prix, plus the inaugural Las Vegas F1 event. One of her most memorable moments yet came at this year's race in Miami, where she was asked to wave the green flag at the back of the grid.

"Obviously, I said yes," she smiles. "It was an absolute honour and definitely one of the most exciting things I have ever done in my life. When the cars go off on their formation lap, you're left alone out there with nothing but your thoughts. I felt so privileged and proud to be given this awesome opportunity in a foreign country – but my blood pressure at that point would probably have been through the roof!"

"The odd thing was, after Max Verstappen had done a burn out in front of me and the cars started arriving at their grid slots, it felt comfortably familiar, and my confidence shot up. The starter said he would not begin the light sequence until I reached the medical car, and that is exactly what happened. The Pit Chief and gate crew were waiting to get me to safety, and it was such an indescribable rush – made even better by the fact it was in Miami!"



John Bennie as part of the helicopter medical crew

Different Challenges

Motorsport volunteering overseas can lead to many memorable moments, but it comes with its challenges. As with any trip abroad, the cost of accommodation, hotels and meals can quickly mount up, making it an expensive hobby to get involved in. Thankfully, though, the welcoming nature of the marshalling family extends beyond the UK and often leads to opportunities that help reduce costs and increase the sense of adventure.

"You have to buy your own flights, of course, but sometimes people offer to put you up in their homes," says Greenwood. "I have had a marshal do that for me and it cut the cost down quite considerably. It also helped with logistics, because she also had a car and took me into the circuit too. Marshalling is a big family and especially in America, they do tend to like to look after us Brits!"

Some events, particularly in the US, arrange their own marshalling accommodation and the ability to move around with all the other team members can be a huge benefit. Pearce explains: "Travelling to the circuit can sometimes be challenging, so it is good to have some local knowledge and to get help from the organisers. In Canada, the easiest way in is by train, while in Las Vegas, we all stayed at the Luxor Hotel and were taken in by bus."

Once at the track, things are not always the same as in the UK either – and it often takes time to understand the different methods of marshalling. Each country has its own unique approaches and techniques and although the universal language of hand signals does tend to cross international boundaries, some of the procedures and processes that are implemented on a race weekend can be very different.

>>>>>

The USA has its own style of marshalling, but welcomes the British crews to join their ranks



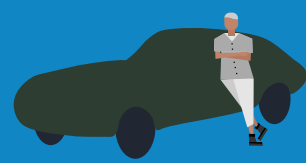
Janette waving the green flag on the F1 grid in Miami



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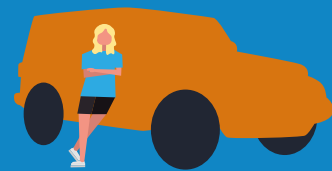
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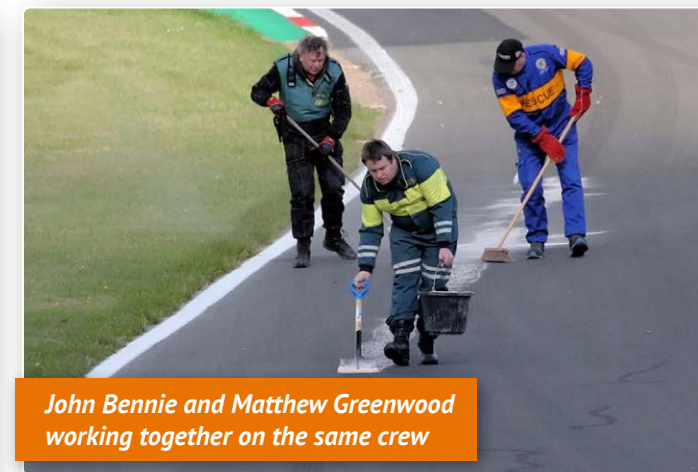
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MARSHALLING HEROES



John Bennie at Circuit of the Americas



John Bennie and Matthew Greenwood working together on the same crew

"There are often differences in expectation," explains Pearce. "When I was briefed at my first event in Canada, the expectation was that rather than let the dust settle after an incident, you get to the driver immediately. I have noticed most marshals in the USA are often also racing drivers themselves, so they have a different perspective. Some maybe lack the technical marshalling knowledge, but they understand it through their own racing experiences."

Bennie adds: "The level of training also differs from country to country and there is always something new to learn every time. As a Motorsport UK Trainer and a Mentor for Rescue Crew Trainees, I see a lot of similarities but also several differences. I was accepted onto the Safety Team crew at the Circuit of The Americas in Austin and when I trained alongside them, I learned several new methods and techniques."

Greenwood says that even the progression processes within the marshalling ranks are different in some countries. The British approach is to start off as a general marshal then move over to more job-specific roles, including flag marshalling. In contrast, others start out as flag marshals then move on to intervention. In the USA, bank marshals do not get involved in intervention at all.

"They have a totally different grading system to ours," he explains. "They start with a basic introduction, like a lot of circuits do in the UK with their taster days, then they sign up for a region. The intervention team is different, with specific teams who are typically professional paramedics. The only volunteering option in the USA is flag marshal, but over there they are called 'F&C' – which stands for Flag and Communications."

"The other difference between the American system versus ours is that they tend to move marshals around on different days – and that can be great when you are an international visitor. When I was at Laguna Seca, I did three different corners and one of them was the Corkscrew, which they like to put visiting marshals on. I got to stand and flag at the top and it was a phenomenal view from up there."

"To enjoy marshalling abroad you need to be flexible. They have got their systems, and you must take on their way of doing things. Some visiting marshals try to implement their own approach and that does not go down too well! I have always been able to adapt how I work very quickly, and I think as long as you are capable of following direction, you will not have a problem."

The other challenge can be the language barrier – but that is not always as much of a problem as you might think. Greenwood has tried to build up a basic grasp of French for Le Mans and has also learned a bit of Spanish for the east coast of the USA, where there is a large Hispanic population. That can sometimes help eliminate delays in responding to non-English language instructions, but if not, there is usually someone nearby to translate.

"There has always been a fair few Brits around at Le Mans and there is also usually at least one French person on your post that can speak English and help you out," he says. "On our post, one or two of our English people spoke reasonable French, and two of the French marshals spoke English, so we could all communicate. It used to be all in French, but since it merged with the WEC, a lot of the communication now tends to be in English."

Pearce has had similar experiences with language and adds: "In Canada, radio calls were in both English and French but on occasions I only heard the French and while I knew 'drapeau rouge' meant 'red flag' I did not understand the rest of the message, so I had to grab a French speaker quickly! It is not just foreign languages, though, radio calls and etiquette also differ and there is often different terminology when everyone is speaking English!"

The universal language of pointing and waving is something that does cross over between all the different countries and Greenwood continues: "If you put your hand up in the air – which is a signal in the UK for a doctor – it is the same in France, so they will understand that you want medical assistance. The USA tends to use a lot more hand signals for



USA 2018 – Janette watches over the teams as they prepare the cars for the start

all sorts of things, including oil spills, car numbers, what side of the track the car is on, and lots more.

“Their marshalling points are not necessarily in the same places as we would put them because they tend to deal with a lot of their instances using intervention vehicles, so their posts can be more spread out, depending on what circuit you are at. As a result of that, they do tend to make more use of hand signals to signal between other marshals when there has been an incident.”

Outstanding Opportunities

One of the recurring themes when it comes to discussing international marshalling is the camaraderie that is involved and the joy of meeting different like-minded people. All around the world, trackside marshals share the same passion for motorsport and the same desire to be involved in the action – and that makes for an unforgettable atmosphere and memorable experiences, wherever you go.

“For me, it is all about meeting people and sharing experiences,” says Bennie. “Working alongside other volunteers in the same role makes for interesting experiences and it is good to see how other countries operate – the

different terms used, and the differences in communicating – but the biggest and best aspect for me is the friendships and bonding and over the years, I have met and made friends with so many kind and generous people.”

Pearce concurs, adding: “It is very interesting to see how other bodies organise events and marshalling practices, and to learn from each other. However, the biggest advantage is the wonderful network of international friends I have made, and the experiences I’ve enjoyed with them – like sitting in a bar in our hotel in Montreal with Formula One driver Nico Hülkenberg at the next table!”

The teams that manage the Officials at major events often try to bring them together during the race weekend, helping people to get to know each other better. Greenwood has attended many memorable Marshals dinners in the USA, and he explains: “There is quite a lot of marshals, so these events give people the opportunity to meet people they might not have otherwise met on their specific post.

“In the United States, people can travel quite a long way, so you get to meet people from all over the place – and that can often lead to other opportunities. That happened to me at Sebring once. I met some people from California and one of them asked me if I would like to go to volunteer at a race in Laguna Seca. That ended up with being driven around the track in a fire truck – which was a very interesting experience!”

Given the UK’s global reputation for exceptional volunteer marshals, the door to overseas volunteering is wide open. With the right level of Motorsport UK qualifications, a bit

of budget and an ever-widening network of friends in the ‘marshalling family’ there is literally no end of opportunities out there. So, how would Bennie, Greenwood and Pearce advise those who might fancy giving it a go?

“My top tip would be to make sure you understand what will be expected of you, because you may be asked to do something you do not normally do in the UK,” offers Bennie. “You might work longer shifts, possibly different shift patterns, and be expected to do more. Also, if you are in a country with a different language, try to learn at least a few words and make friends with local marshals before you go, so you can tap into their local knowledge.”

Pearce agrees and adds: “My top tip would be to speak to someone who has been to that venue before and try to get their insight but also take time to do your own research. Plan for issues – like what if your luggage goes missing – and above all, just enjoy it. To quote the US Pit Chief I work with: ‘how lucky are we to have a hobby we love, in a place that feels like home, with people who feel like family?’”

Greenwood concludes: “It just depends on what you want to get out marshalling. Some people are happy to go to their local circuit and do a couple of race meetings now and again. Other people, like me, want to go abroad to immerse themselves in all the different cultures and broaden their view of motorsport – and the only limit to that is your budget and your imagination.”

Many British marshals choose to volunteer at the Le Mans 24hr

How to Marshal Overseas

Marshals from the UK can volunteer for overseas events at most Formula One races as well as the bigger international events at Spa, Le Mans and across America, says Sue Fletcher, Motorsport UK Volunteer Lead.

You need to hold at least a Grade 1 registration in the discipline that you wish to apply for and must apply directly to the events themselves. If successful, you must then request a letter from Motorsport UK to confirm your credentials and supply it to the event you plan to attend.

International volunteering is reciprocal, so at Motorsport UK we often have people from different countries applying to participate in events around the UK. Overseas Marshals must apply for positions in the same way as we do to marshal abroad, supplying a letter from their own ASN. Some UK events do have a maximum limit on the number of non-UK Marshals that can apply and the same goes for UK marshals attending overseas events.

Ultimately, volunteering overseas represents a fantastic opportunity to get involved in big international events and to meet like-minded individuals who do a similar role in other countries. The UK is acknowledged as one of the leading nations of motorsport marshals, so this also enables our volunteers to impart their skills and experience to those abroad, helping to improve the overall global quality of motorsport marshals.

- To apply for a covering letter to Marshal abroad, click [HERE](#)

And check out this video on **Motorsport UK TV**



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A business of Marsh McLennan

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!



EcoRally Scotland Highlights

A landmark round of the Bridgestone FIA EcoRally Cup, hosted in the scenic heart of Dundee, Tayside



Trials Marshalling

Marshalling at car trials, sporting car trials, and vintage trials is the perfect grassroots entry point

An introduction to Tyro Trials

A fun, entry-level cross-country driving event designed just for newcomers and young drivers!



Live Rallycross Action

Coverage of Round 6 of the 5 Nations British Rallycross Championship from Pembrey

Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram, and World Rally Championship star Elfyn Evans, among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet three more young British hopefuls.



Archie Johnson

Born: Stapleford, 15th October 2006

Academy Programme: DiSE

Competes: Mini Challenge, JCW Sport Class

Recent Results: Mini Challenge 2025: P5, P2, P5, P2, P4

What is your earliest memory of motorsport?

I got my first taste for motorsport when I had my 11th birthday party at a local TeamSport karting track. That lead on to me doing the TeamSport Academy and moving into outdoor karting at Daytona Tamworth and Club100.

What has been the highlight in your career to date?

It would be getting my first overall win at Donnington at the first round of the Mini Challenge this year, after never being in the car before – but quite honestly, every time I race it's a high!

What has been the lowest point?

In my first race weekend of the Fiesta ST240 Championship I rolled my car on my first qualifying lap, completely writing the car off. Fortunately, I was medically checked over and given the okay to race the following day, with Jamsport getting me a new car ready to race.

What has been the biggest and best opportunity you have had?

Getting the opportunity to race with Jamsport Racing. Without them I probably wouldn't be racing and chasing my dream.

What are your aims and when do you want to get there?

I love racing, I'm very passionate about and, ultimately, I want to make this my career. My aim is to become a professional racing driver within the next five years.

If you could get career advice from one person in motorsport, who would it be?

Kevin Estre. He's a factory driver for Porsche and races all over the world for them. Ultimately, this is a path I would like to try and take to make this my career, and I feel he has heaps of experience and knowledge that I would take onboard and learn from.



What is the biggest thing you have learned from the Academy?

How to prepare physically and mentally for race weekends and how to deal with disappointment from a mental perspective. The guidance the tutors have given me on the course has been second to none. The nutrition benefits and ideas have been really helpful for my journey, and the whole group of people I spent the two years with on the course made it enjoyable and fun. Everybody encouraged each other and helped build a good team ethic.

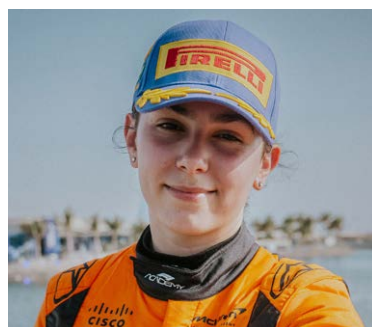
What is your biggest challenge?

I've had a few podiums, a win, and a few fastest laps, so given this is my first year in the car, my pace has been extremely strong. I have shown I can be the quickest in the Championship, but I've had a bit of bad luck, and the results haven't quite shown that – although I still fighting at the front end of the championship. It was tough finding the sponsorship for this year and the money didn't come through until the very start of the season, so I didn't get any preseason testing or time in the car before the season started. As a result, we had a lot of mechanical issues in the first couple of rounds that caused me not to finish or affected my performance. They car seem to be ironed out now, though, so hopefully I can have a strong second half of the season.





Formula One World Championship Limited



Ella Lloyd

Born: Pontypridd, 20th July 2005

Academy Programme: Team UK

Competes: F1 Academy and British F4

Recent Results:

F1 Academy: Canada: 2nd, 2nd, 2nd; British F4: Silverstone GP: 10th

What is your earliest memory of motorsport?

When my dad was in Rallying, I would go and watch when I was younger. My brother started doing it as well and I used to have a go a bit too, when I was about 12 or so. Then when lockdown happened and there wasn't much Rallying, and I ended up doing Ginetta Juniors in 2022 and progressed from there.

What has been the highlight of your career to date?

Winning in the F1 Academy in Jeddah this year. I started second, overtook the pole sitter going into the first corner and led the whole race from there. I built up a three-second lead, then there was a safety car, but I just managed the whole race. When I won, everyone at McLaren came over down by the podium.

What has been the lowest point?

I've not really had a low, but the assertive wheel-to-wheel racing with in the British F4 Championship has been challenging. I've ended up just giving it back to them a bit, and once they realise that they can't push the boundaries, they tend to stop and then it's good clean racing.

What has been the biggest and best opportunity you have had?

Joining McLaren as a Driver Development Programme (DDP) driver. They are a big team, and it was pretty amazing. Being in my third year of racing, I didn't think I'd get that opportunity so soon. That gave me the opportunity to do the Formula E all-female test and the rookie test in Berlin. It was a lot faster in a straight line than anything I'd driven, and there was a lot more going on with the all the systems onboard.

What are your aims and when do you want to get there?

My aim is to get to Formula 1, and I hope to get there in a few years' time. Obviously, there's not been that many females in the leading categories going up towards F1, so they've not been able to reach it. Now there's more of us at the lower level, it's just going to carry on going into F3 and F2 and hopefully I will make it all the way to F1.

>>>>



Getty Images

If you could get career advice from one person in motorsport, who would it be?

Lando Norris or Oscar Piastri. They're racing for McLaren F1, which is where I want to end up, so I think I could certainly learn some important things from them.

What is the biggest thing you have learned from the Academy?

I've been on the programme for the last two years and they did sponsorship things, nutrition, hydration and sleep. The sleep has been particularly useful with the F1 Academy, because we're doing long-haul flights and that has been a help to cope with that.

What is your biggest challenge?

My season had been very positive, continuing to progress throughout the year with a win and three second places. The biggest challenge was adapting from the F1 Academy car to the British F4 car, because they are very different driving styles.





Robert Proudlock

Born: Dumfries, 27th April 2000

Academy Programme: Futures Academy

Competes: British Rally Championship

Recent Results:

British Rally Championship (BRC) 2024: Junior Champion
BRC 2025: 5 rounds, 1 finish due to mechanical issues

What is your earliest memory of motorsport?

My dad introduced me to motorsport, and my earliest memories include sitting in his Group A Subaru Impreza, getting up early to go watch him rally and 'helping' with prep in the workshop between events. I was 13 when I started competing myself, in Cadet karting, and I've always been hungry for more ever since.

What has been the highlight in your career to date?

In the three-and-a-half years I've been Rallying each year has topped the last and our latest Championship victory was our biggest and most satisfying to date. It was extremely challenging, up against the best in Britain, and a week before the final round, I put the car on its roof at a test! Fortunately, the team sorted it out and we made the start ramp – albeit with a few creases in the roof skin!

What has been the lowest point?

In July 2023, I lost one of the most loved and important people in my life, my mum, Niki. It rocked us as a family, and it really doesn't ever get easier. She was always my biggest supporter – even though I'm sure she would have rather I was playing golf or football! The sacrifices she made to get me where I am today are countless and I'll always be grateful for everything she did. My rallying took a back-step until our local event, the Scottish Rally, where I received incredible support from competitors, organisers, friends and family – including my friend, European Rally Champion Chris Ingram, who turned up to a pre-event test to help get my head back in the game. That is something I can never thank him enough for. It was extremely hard to get back in that car but that's exactly what she would have wanted. She always lived life to the full, so that's what I would do – and now every time I step in the car, I do it for her.

What has been the biggest and best opportunity you have had?

This one's easy: joining the Motorsport UK Academy. I come away a better driver after every session, simple as that. The lessons learned, friends made, and opportunities given all account for our success last year. The confidence I have gained, both in and outside the car, reflect the brilliant job the whole team does.



What are your aims and when do you want to get there?

Whatever your level or sport, one of the most important factors is to set goals and make them realistic. I want to end up in World Rally Championship, but we are still a few rungs down the ladder yet, so right now, I'm fully focused this year and learning our new car. The jump to 4WD is big but the Rally3 Fiesta is perfect as it brings out the best from young drivers – so who knows. If a decent budget is secured for next year, hopefully this is the direction we will go.

If you could get career advice from one person in motorsport, who would it be?

On my way to an Academy event recently, I listened to Günther Steiner's audiobook. The story of how he climbed his way up the ladder, working with drivers such as Colin McRae, Carlos Sainz and Krzysztof Hołowczyc in Rallying, shows he can bring out the best out in a driver. His knowledge of motorsport is unmatched, so I'm sure some guidance from him would be very positive.

What is the biggest thing you have learned from the Academy?

As a Rally driver among mainly circuit racing drivers, I have learned many things that I thought I'd never relate to. I have discovered the techniques used to gain tenths of a second on a circuit also apply to Rallying far more than I would have thought. In the past, if I wanted to gain time I would simply push harder and take more risks, but I've learned that instead, fine tuning your technique to be more precise, consistent and controlled ultimately helps you gain experience a lot quicker – so I have learned that driving with your head and within your limit is one of the most important aspects of Rallying!

What is your biggest challenge?

It has been rather disappointing so far, with mechanical issues far outweighing successful events. We run our own car, so all the prep is done by our small team, and we have experienced silly things like map sensors failing and electrical issues. In the past, we rarely failed to finish, and I put that down to preventative maintenance, so to have a car this year that does not play ball is tough! Finally, it's back to where it should be, so now the season can only get better!



...Calculate your carbon emissions

Motorsport needs you to help monitor and reduce its carbon emissions

Motorsport is often seen by outsiders as an environmentally unfriendly pastime – which is why, as the world increases its focus on environmental sustainability, and efforts to reduce carbon emissions take on greater importance, it is vital for the future of our sport that every participant contributes to this effort.

The UK has a net zero goal, and the first question people ask is what the emissions are generated by motorsport in the UK, and whether Motorsport UK is on track to reduce them? To help answer that, we have developed a Carbon Calculator that helps Motorsport UK clubs and events to measure these emissions – and it is important to understand why, and how, it can help both your club and the sport.

“When you are not involved in sustainability, carbon calculations might not be the first thing that come to mind,” admits Jessica Runicles, Head of Sustainability at Motorsport UK. “Sometimes, they can be hard to relate to, and our members may wonder why we need to ask these different questions about what they are doing at the event.

“The need for global action is clear, and Motorsport UK and its members needs to understand what emissions are created as a sport to play our part. In the recent spending review, the government reinforced its dedication to emissions reduction as a country – and that is the building block of any sustainability work, because everything else is linked to it.

“A lot of people make assumptions about motorsport emissions, so the Carbon Calculator allows us to generate real data and prioritise what can then be done to reduce the motorsport carbon footprint. Quite often, it turns out that motorsport is not creating as many emissions as people initially think – and being able to communicate that to external stakeholders is not only helpful, but also sometimes mandatory.”

What is the Carbon Calculator?

It is a free tool that calculates the approximate volume of emissions produced by a Club's event. It was designed specifically for motorsport to help measure and manage emissions.

Why collect the data?

Everything starts with the baseline data. Motorsport in the UK needs that to be able to show improvements and meet our emissions reduction requirements. If we cannot do that, ultimately some motorsport events will not be able to go ahead – they will just be banned.

Who collects it?

Some clubs have a dedicated environmental officer filling out the calculations on behalf of the competitors, officials and everyone involved with an event. Some clubs use a Motorsport UK environmental volunteer, who has specialist expertise and can be invited to an event specifically to support the data collection. Other clubs may choose to integrate it into an existing role, such as Clerk of the Course. If you are not sure about how to fill in the data, Motorsport UK has prepopulated some of the fields with what we call 'ready reckoners' which are assumptions based on a 'standard' event and are made to make it easier for Clubs and members who may be struggling with any particular data point.”

How is the data collected?

Depending on the type of event, there can be up to 30 different questions to answer, many of which are very easy to answer – such as how many competitors are there. Some require more detailed research, such as how far participants have travelled to participate in the event.

Everyone collects the data differently. On the Motorsport UK website, here is a [travel survey template](#), which consists of just five questions. One of the data points we need is the average mileage of a participant, so some people collect specific mileage, and some collect postcodes then work out the mileage themselves. A lot of people ask whether the data is anonymous, and it is. Motorsport UK does not keep any personal information on the calculator whatsoever. Someone providing a postcode will not be connected to that postcode – it is just used to work out the mileage travelled. Clubs and members can collect the data in different ways, but everyone should be using the same questions or data sets. One Club introduced the data collection at the noise test station; others may use marshals working on the car parks to collect spectator information. It might look different event to event, but that is because different people are making it work in different ways that make most sense to them.

>>>>>

CARBON CALCULATOR

What can you do to help?

Just having a smile and not making the person who is collecting the data's job more difficult is a real help. The data collector supporting the wider effort to benefit and safeguard the future of motorsport, so try to appreciate their role. If you see someone on site asking this information, feel free to chat to them about environmental sustainability and support their work. Embrace it, because motorsport needs you to!

Where does the data go?

It all feeds into one big system at Motorsport UK HQ in Bicester – but as mentioned before, all the data is anonymous. Each club has its own calculator and is encouraged to measure the emissions of each event it runs. There is no personal information on the calculator.

Accuracy not an estimate

The more accurate we can all be the better. It is about actually understanding the emissions generated by motorsport, rather than making assumptions. Different disciplines have different emissions breakdowns, and the better data improves understanding, and then Motorsport UK can support each discipline directly, rather than just a one size fits all approach.

In F1, for example, less than one per cent of emissions is caused by the fuel used by the cars going around the circuit; a lot more is generated from everyone and everything getting to (and from) the track. It is similar in Rallying, because people travel further to more remote areas, and it is often the team, marshal, and official travel that generate the higher emissions. That is not so true in karting or Cross Country, which often have fewer, or more local spectators, or at a Clubmans circuit race, where the fuel used by event has a greater percentage contribution."

How does the data help?

Motorsport UK use the data to give Clubs and events advice on how to reduce emissions, and to help to tell our sustainability story to wider stakeholders within and beyond the sport. The government is dedicated to reducing emissions, the impact of not doing so will get harsher, and there is not going to be an exception for motorsport.

What are the benefits?

The more a Club or member supplies data, the greater the accuracy of the advice which can be tailored to support them. This helps in communications with venues and local stakeholders on environmental sustainability, but it can often lead to a knock-on benefit of cost reductions. Plus, through the Motorsport UK environmental volunteers, we are introducing lots of new people to the sport – who are interested in both sustainability and motorsport, and it is helping to showcase the sport to a younger generation."



All aspects of motorsport need to be assessed – from spectators to competitors, officials and volunteers

Find out more...

To find out more details about the Carbon Calculator, visit:
<https://www.motorsportuk.org/clubs-organisers/club-toolkit/becoming-a-sustainable-club/>



Watch the webinar on how to make the most of the Carbon Calculator tools [HERE](#)

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Convoy in the Park

9th-10th August, Donington Park, Derby, DE74 2BN

The British Truck Racing Championship rumbles into Leicestershire for one of the biggest events of the 2025 season – Convoy in the Park. Five blockbuster contests will take centre stage at Donington Park and with multiple drivers having already won this season, all bets are off across Division 1 and Division 2. A variety of support races from the British Automobile Racing Club (BARC) will complete the on-track line-up.

[BTRC.co](https://www.btrc.co)



Graham Hobson

Championship Challenge

9th-10th August, Shelsley Walsh, Worcestershire WR6 6RP

The British Hill Climb Championship (BHC) returns to Shelsley Walsh for a great weekend of non-stop action. With an interclub meeting taking place on Saturday, showcasing more of the well-contested grassroots championships, plus the BHC National meeting, which takes place over the two days, and Sunday will include a Top 12 run off between the fastest cars.

www.shelsleywalsh.com/events-1/championship-challenge-2025



British Touring Car Championship

16th-17th August, Knockhill, Scotland

The BTCC wouldn't be the same without its annual visit to Scotland, and the 2025 season includes four drivers who call Scotland their home. Gordon Shedden and Ronan Pearson, both with Toyota Gazoo Racing UK, plus Aidan Moffat racing for LKQ Euro Car Parts BMW and Dexter Patterson with Unlimited Motorsport.

<https://btcc.net/circuit/knockhill/>



JEP

Wera Tools British F4 Championship

16th-17th August, Knockhill, Scotland

A bumper grid is set to line up for Wera Tools British F4's annual trip to Knockhill in Fife, with the title battle reaching its crucial stages. Hitech TGR's Fionn McLaughlin has extended his points advantage over Martin Molnár of Virtuosi Racing, while Ella Lloyd has Challenge Cup leader Tommy Harfield in her sights. Who will leave Scotland with the upper hand?

<https://fiaformula4.com>



JEP

Coleraine Autotest

23rd August, NW200 paddock, Loughan Rd, Coleraine BT55 7QH

Round 11 of the Motorsport UK British Autotest Championship heads to the north coast of Ireland for the Coleraine & District Motor Club event, held at the famous Northwest 200 paddock. There will be no time for buckets and spades though, as man and machine are put through their paces on the technical tests laid on by the club. The British Championship competitors will compete alongside their NI and ROI counterparts to see who will be crowned 'King of the Coast' following a fiery day's action.

www.motorsportni.org/event/autotest-cdmc-3/



Ken Cox

British GT Championship

23rd-24th August, Brands Hatch, Kent

Titles are up for grabs in British GT's penultimate event at Brands Hatch where Charles Dawson and Kiern Jewiss can clinch the drivers' crown with a race to spare – something no GT3 pairing has achieved since 2010. History might also be written in GT4 where Jack Brown looks set to become the class' first-ever two-time champion.

www.britishgt.com



JEP

Snetterton '100' Sprint

23rd-24th August, Snetterton, Norfolk, NR16 2JU

The 2025 British Sprint Championship title fight remains wide open with five contenders still in play. Snetterton looms large at the end of August, where dropped scores may rewrite the leaderboard. Peter Goulding leads the pack, with Stephen Miles chasing hard, while Steve Broughton's fast rise through leaderboard just cannot be ignored.

www.barc-midlands.co.uk/about-the-centre/2025-midlands-centre-sprints/



Steve Broughton

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Phil Price Memorial Woodpecker Rally

30th August, Newtown, Powys, Wales

After a break of more than three months, the Motorsport UK English Rally Championship, sponsored by Kingfisher Insurance, takes to the stages once more with the Woodpecker Rally. David Henderson has spent the summer at the top of the points table but will need to be on his mettle if he is to keep defending champion Elliot Payne and Dylan Fowler-Bishop at bay.



Kevin Money

The penultimate round of the Fuchs British Historic Rally Championship takes the series back onto the Welsh gravel at the Woodpecker Stages, with Baz Jordan leading the overall standings. However, with Adam Milner and David Crossen topping their respective categories, a gripping battle for the title is unfolding.



Ben Lawrence

With three strong finishes from the opening three rounds, James Giddings and Aled Davis lead the Motorsport UK Pirelli Welsh Rally Championship into round four, the Woodpecker Rally. However, the Mitsubishi Lancer E9 crew have Matthew Hirst and Declan Dear chasing hard in their Skoda Fabia R5 as the Newtown-based rally takes contenders into the classic Welsh forest stages of Myherin and Hafren.



www.woodpecker-rally.co.uk

Rallycross de Lohéac

30th-31st August, Lohéac, France

Arguably the biggest rallycross event in the world at Lohéac in France beckons for the headline runners in the Motorsport UK British Rallycross Championship 5 Nations Trophy later this month. Points leader Patrick O'Donovan will head the 10-strong charge of 5 Nations BRX drivers joining the 35-car Supercar field. Title-contender Derek Tohill has experience of French events already this year, and like O'Donovan, will have eyes on taking on the French Championship regulars.

www.rallycrossloheac.com



www.rallycrossloheac.com

FIA European Finals at Santa Pod

4th-7th September, Santa Pod Raceway, Bedfordshire

A 16-car field of fast and furious Pro Mods highlights the FIA / FIM European Finals when round five of the Motorsport UK British Drag Racing Championship is combined with the FIA European Championship decider. The Pro Mods are one of four FIA eliminators headlining a packed programme topped by 300mph Top Fuel Dragsters and supported by a full array of national championship classes.

<https://santapod.co.uk/european-finals.php>



Santa Pod

DDMC AutoSOLO

7th September, Kemble Business Park, GL7 6AZ
W3W: tree.motivate.wonderful

Get ready for a full day of exciting, low-grip motorsport as AutoSOLO returns to Kemble Airfield. Open to all levels of drivers, from seasoned competitors to complete newcomers, no special equipment or previous experience required – just bring your car, your clubman's licence, and your enthusiasm. This event always proves popular and fills quickly. Marshals are also required for the day, so come and join us for a great day of grassroots motorsport.

www.ddmc.co.uk/autosolo/



Don Gibbons

12-Car Navigational Rally

12th September, Central Car Park, Goddard Road, Pewsey SN9 5QE

Devizes and District motor Club (DDMC) is organising a Clubman status 12-Car Navigational Rally, open to members of DDMC and the following invited clubs: Bath MC, Tavern MC, Dolphin MC, Cirencester MC, Salisbury & Shaftesbury MC, and will be using RallyAppLive for entries and the event. The event finishes The Hollows, Warnborough SN4 0DF. For full details visit www.ddmc.co.uk or email DDMCSept12@gmail.com

www.ddmc.co.uk/calendar/



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RESULTS

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

Protyre Motorsport UK Asphalt Rally Championship

Sam Touzel took the lead of the Protyre Motorsport UK Asphalt Rally Championship after scoring maximum points on the R Kings Down Rally. The Jersey driver, with Max Freeman co-driving, led the BTRDA series category from start to finish, setting the fastest overall time on SS7, and finishing third overall. Mark Kelly and Will Atkins finished in second-place Protyre Asphalt points, with Neil Roskell and Rob Fagg having to settle for third.

Latest Championship Standings		
1st	Sam Touzel	114 points
2nd	Jason Pritchard	110 points
3rd	Neil Roskell	107 points

Nova Motorsport British Hill Climb Championship

The title race in the British Hill Climb Championship is back in Matthew Ryder's favour after rounds 21 and 22 at Wiscombe Park, after Ryder scored a double win – making it 12 wins from 22 rounds in his Gould GR59J. On Saturday, Ryder had to push very hard to produce a winning climb in 32.74s and edge the returning Alex Summers by just over a tenth of a second. On Sunday, Ryder was nearly half a second clear of Will Hall with Summers third.

Latest Championship Positions		
1st	Matthew Ryder	198 points
2nd	Wallace Menzies	185 points
3rd	Will Hall	158 points

Motorsport UK Cross Car Championship

The Motorsport UK Cross Car Championship visited a sunny Pembrey circuit in Wales for a double-header weekend last month. Max Weatherley headed into the weekend as the points leader, with Junior graduates Ben Bartlett and Will Ovenden hot on his tail. A win on the Saturday saw Max extend his lead, while David Kane took the win on Sunday in his brand new Speedcar Wonder R. Round 9 is next, at Lydden Hill on Saturday 6th September.

Latest Championship Standings		
1st	Max Weatherley	140 points
2nd	Ben Bartlett	114 points
3rd	Will Ovenden	104 points

Motorsport UK Autotest Championship

Maidstone & Mid Kent Motor Club hosted the National Autotest at Brooklands – a new event with three test sites within the Brooklands Museum. Flowing tests with a good mixture of speed and technical manoeuvres made for a close battle for overall victory. At the final test, Alastair Moffatt had a lead of just 0.2sec over Peter Grimes, who set a blistering time on the last test to take FTD by just 0.8sec from Alastair after 15 tests.

Latest Championship Standings		
1st	Peter Grimes	235 points
2nd	Alastair Moffatt	225 points
3rd	Willie Keaning	217 points



Charles Dawson and Kiern Jewiss converted pole position into a second British GT victory of the season in Race 1 at Snetterton, while Marc Warren and Jack Brown took another significant step towards winning this year's GT4 crown. The GT3 championship leaders won comfortably by eight seconds from Kevin Tse and Maximilian Götz, who beat Barwell's Alex Martin and Sandy Mitchell to second overall. In GT4, Jack Brown scored his fourth victory at Snetterton ahead of Josh Miller and Jack Mitchell, who held off Luca Hopkinson and Harry George to claim the Silver spoils by just half a second. In Race 2, Kevin Tse and Maximilian Götz overcame seven seconds of Compensation Time to win GT3. Alex Martin and Sandy Mitchell took second place, and Rob Collard, Hugo Cook came in third. Ramiyeed and Robertson claim a dominant GT4 victory, after passing Jack Mitchell on lap two. Ian Duggan and Joe Wheeler finished second overall, and third in Pro-Am, while Silver victory and third outright narrowly went to Branden Templeton and Chris Salkeld.

Latest Championship Standings		
GT3		
1st	Charles Dawson / Kiern Jewiss	118 points
2nd	Kevin Tse / Maximilian Götz	110 points
3rd	Giacomo Petrobelli / Jonny Adam	109 points
GT4		
1st	Marc Warren / Jack Brown	162.5 points
2nd	Ravi Ramiyeed / Charlie Robertson	139 points
3rd	Harry George / Luca Hopkinson	93 points

Asset Alliance Group Scottish Rally Championship



David Bogie and Kirsty Riddick took an early lead of the RSAC Scottish Rally, surviving a big spin and putting in two fastest times over the last two stages, to win by 13 seconds at the finish. Championship leaders Mark McCulloch and Michael Hendry were tied for the lead after four stages, and end the rally in second, while Scott Beattie and Peredur Davies completed the Scottish Rally Championship podium.

Latest Championship Positions		
Drivers		
1st	Mark McCulloch	79 points
2nd	Ian Forgan	68 points
3rd	David Bogie	60 points
Co-Drivers		
1st	Michael Hendry	82 points
2nd	Chris Lees	73 points
3rd	Barry Young	69 points

Motorsport UK Pirelli Welsh Rally Championship



Matthew Hirst and Declan Dear topped the Pirelli Welsh Rally Championship (PWRC) on round three of the championship, the Nicky Grist Stages. Hirst and Dear were in stunning form right from the start with a performance that took them very close to the pair of Toyota Yaris Rally2s of William Creighton and Meirion Evans, who used the event as a shakedown for the next round of the British Rally Championship. Second in the PWRC ranks came James Giddings and Aled Davies who finished the event eighth overall.

Latest Championship Standings		
Drivers		
1st	James Giddings	77 points
2nd	Liam Clark	59 points
3rd	Geoff Phelps	51 points
Co-Drivers		
1st	Aled Davies	81 points
2nd	Colin Jenkins	56 points
3rd	Keith Ashley	52 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Only the top championship runners tackled the BSC's round in Northern Ireland, joined by local competitor Ethan Faulkner, for whom every other round involves a journey overseas. The 22-year-old lit up Kirkistown, scoring his maiden BSC run-off win Saturday and another Sunday, with Pete Goulding edging the other two. Goulding leads into Snetterton, with Steve Miles in second place.

Latest Championship Standings		
1st	Peter Goulding	554 points
2nd	Stephen Miles	493 points
3rd	John Loudon	465 points

5 Nations British Rallycross Championship



Two former Motorsport UK British Rallycross Championship 5 Nations Trophy title-winners headed to Pembrey last month tied on points at the head of the standings, but it was Patrick O'Donovan who dominated the weekend. Fastest in every session, O'Donovan secured his third win of the season. Derek Tohill qualified, and ran, second throughout to the finish. Tristan Ovenden completed the podium. For the reversed circuit on Sunday, Patrick O'Donovan set the fastest times throughout qualifying to take pole for the final, joined by Ollie O'Donovan and Derek Tohill on the front row. Tohill made the best start, launching himself into the lead at turn one. But suspension damage put him out when passed by Patrick O'Donovan. Ollie O'Donovan came home second, defending from John McCluskey who finished third on track, but was handed track limits penalties post-race, elevating Julian Godfrey to third.

Latest Championship Positions		
1st	Patrick O'Donovan	114 points
2nd	Derek Tohill	100 points
3rd	Julian Godfrey	74 points

Motorsport UK British Drag Racing Championship



Michel Tooren won Round 4 of the Motorsport UK British Drag Racing Championship. The Dutch Pro Mod racer was unopposed in both semi-final and final after opponents sustained race-ending mechanical damage. His compatriot David Vegter secured pole position at 5.797sec, low ET of the event. Britain's Jon Webster twice set UK best speed marks. His 250.98mph earned him the event's top speed for the third race in a row.

Latest Championship Standings		
1st	Andres Arnover	258 points
2nd	Michel Tooren	221 points
3rd	Andy Robinson	219 points

Kwik Fit British Touring Car Championship



The 2025 Kwik Fit British Touring Car Championship resumed at Croft following its annual mid-season break and it proved to be an absolute classic as the title race swung one way and then the other. The duel between Ash Sutton and Tom Ingram was continued in North Yorkshire. A victory apiece for Ingram and Sutton – with Dan Rowbottom claiming the other – puts Ingram at the top of the standings from Sutton by just eight points, with the fight for third overall currently between team-mates Rowbottom and Dan Cammish.

Latest Championship Standings

1st	Tom Ingram	273 points
2nd	Ashley Sutton	265 points
3rd	Daniel Rowbottom	195 points

Brown & Brown NI Rally Championship



Fastest on six of the eight stages to lead from start-to-finish, Cathan McCourt and Barry McNulty won the R Kings Down Rally for the second time. Jonathan Greer and Niall Burns claimed second place, and a fastest on SS4, while Sam Touzel and Max Freeman took the stage win on SS7 and third overall. Brown & Brown NI Rally champion, Aaron McLaughlin finished fifth following the series win already in the bag at Loughgall, and with Kevin McLaughlin alongside as co-driver.

Latest Championship Standings

Drivers		
1st	Aaron McLaughlin	118 points
2nd	Conor Wilson	109 points
3rd	Joe Hegarty	96 points
Co-Drivers		
1st	Darren Curran	118 points
2nd	Kyle McDaid	110 points
3rd	David Turkington	101 points

Wera Tools F4 British Championship certified by FIA



Martin Molnár produced a commanding performance in the opening race of the weekend at Zandvoort to clinch his second win of the year in the Wera Tools F4 British Championship certified by FIA. Molnár was wheel-perfect as he moved into the lead on the run down to the first corner and then never looked back, controlling the gap to Fionn McLaughlin and Henry Joslyn behind him. Closing out racing in the Netherlands, Ary Bansal became the tenth different winner of the season in Race Two, before Fionn McLaughlin then extended his championship points lead with victory in the final race of the weekend.

Latest Championship Positions

1st	Fionn McLaughlin	221.5 points
2nd	Martin Molnár	193 points
3rd	James Piszcyk	175 points

Wera Tools British Kart Championships

In Water Swift Restricted, Race 14, was won by Albi-Jay Stubbs, ahead of Jayden McElhinney and Bodhi Batch, after Stubbs had come second in Heat 1 and first in Heat 2. On Sunday, Heat 3 went to Dimitar Uzunov and Harry Chapman won Heat 4, while the final, Race 35, had Stubbs back on the top step of the podium, joined by Uzunov and Batch.

In Water Swift, Saturday began with Austin Newstead winning both Heats but losing out to Austin Gibson and Colbe Pattison in the Final. Both Gibson and Newstead won a Heat apiece on Sunday, and then topped the podium in the Final, with Gibson only five-tenths ahead of Newstead at the line. Alfie Davidson claimed third.

In the Junior X30 class, Saturday saw Riley Cranham winning Heat 1, only losing out to Maayan Patel in Heat 2, whereas the final victory went to Aaron Richardson, with Cranham second and Archie Owen third. Cranham then took the win in Heat 3 on Sunday, with Patel fighting back for victory in Heat 4, and then the overall win in the Final as well, finishing ahead of Rocco-Leon Shenton and Max Endacott.

For the Senior X30s, it was Harrison Mackie who claimed the win in Heat 1, and Gabriel Stilp in Heat 2. For the Final, Mackie came through and was joined on the podium by Harrison Whitticombe and Tristan Powell. In Sunday's races, Zac Green won Heats 3 and 4, while Gus Lawrence took the win in the Final, with Harrison Mackie second and Freddie Lloyd third.

The Honda Cadets first heat was won by Ronnie Jones, with Archie Loveridge taking the win in Heat 2, and then winning the Saturday final as well. Luke McGall and Riley Blakemore competed the podium. On Sunday, Blakemore was back, winning Heat 3, as was Jones, who won Heat 4, yet it was Loveridge who claimed victory in the Final, ahead of McGall and Blakemore.

In Might-E Bambino, Tandy Felix won Heat 1, and then Logan Edwards won both Heat 2 and the Final, with Felix in second and Zayn Sofuoglu finishing third. The Might-E Cadet class began with Harry Stinson winning Heat 1, and William Crombie Heat 2, but it was Stinson who claimed the Final win, ahead of Noah Wilko and Will Beatie.

Latest Championship Standings

Water Swift (Restricted)

1st	Albi-Jay Stubbs	763 points
2nd	Bodhi Batch	734 points
3rd	Jayden McElhinney	691 points

Water Swift

1st	Austin Newstead	719 points
2nd	Colbe Pattison	699 points
3rd	Austin Gibson	693 points

Junior X30

1st	Riley Cranham	754 points
2nd	Jorge Edgar	692 points
3rd	Aaron Richardson	690 points

Senior X30

1st	Gus Lawrence	721 points
2nd	Freddie Lloyd	720 points
3rd	Harrison Whitticombe	712 points

Honda Cadet

1st	Archie Loveridge	504 points
2nd	Ronnie Jones	483 points
3rd	Luke McGall	476 points

Teams

1st	Fusion Motorsport	771 points
2nd	Xcel Motorsport	756 points
3rd	Privateer	701 points



Honda Cadets



IAME Junior X30



Might-E Cadets











































IAME Senior X30











































Water Swift



Water Swift (Restricted)

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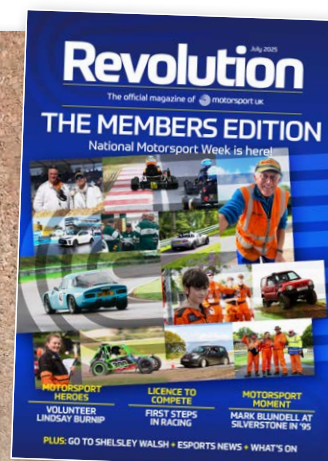
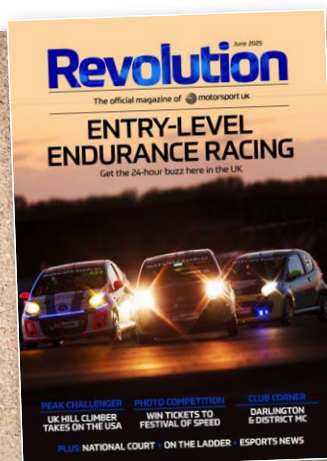
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The Parting Shot

David Bennett kicks up the dust during the North Devon Motor Club Summer Autocross, July 2025

