

Revolution

The background of the cover is a photograph of a British F4 race car, number 12, on a track. The car is white with green and black accents. A pit crew member wearing a headset and sunglasses is visible on the right side of the car. The magazine title 'Revolution' is in large red letters at the top, and the date 'September 2025' is in smaller white letters to its right.

September 2025

The official magazine of  motorsport UK

BRITISH F4

Nurturing the stars of tomorrow

LESSONS LEARNED

**WITH
HARRY TINCKNELL**

SPORTS 2000

**HIGH SPEED
CLUB RACING**

CLUB CORNER

**KNUTSFORD AND
DISTRICT MOTOR CLUB**

PLUS: NATIONAL COURT + ESPORTS CHAMPIONSHIPS RETURN + WHAT'S ON



It's 06:15 on Sunday morning as I leave the house and head north up the M40 for a two-hour drive that will take me to a rather bleak hillside just outside Bridgnorth in Shropshire. As many of you will know only too well, heading out early on a Sunday morning is like being transported in a time

capsule back to the road conditions that we enjoyed 50 years ago, with light traffic, and those who do venture out seeming to have a greater propensity for moving along swiftly and enjoying the drive. I was struck by the remarkable number of groups of modified and customised cars travelling in convoy to some unknown destination, and what stood out was not only their presentation, which was immaculate, but also the careful and considerate way in which these hot rod cars we're being driven. It struck me that the country still has a huge passion for the automobile despite the attempts of many forces to relegate it to the ranks of pure utility and function. The day that followed would prove all of this to be true and born out through a wonderful spectrum of formats of competition managed by our amazing volunteer community.

As with most cross country and trials events, the venue is generally identified by a grid reference, or its modern-day version: what3words – which is a genius solution to identify

Production car trials provide a simple and accessible entry point for anyone to try motorsport

otherwise nameless places across the planet. In my case I was meeting the team from the Wolverhampton and South Staffordshire Car Club (WSSCC) who were organising the Gaby Mohr Memorial Car Trial, named after one of the earliest members of the WSSCC who achieved great success in a VW Beetle. Production car trials are quite literally at the grassroots of our sport and provide a simple and accessible entry point for anyone with a very modest car, to demonstrate their skills and have lots of fun with a welcoming community. The entry fee for this event was £39, for which you got a whole day of competition made-up of eight separate Tests spread across a range of challenging hills. Trials (including relevant types of Cross Country) are of course distinctly different from every other format of motorsport in that speed, per se, is not the objective of the exercise, but rather the precise control of the motor vehicle in increasingly difficult circumstances. I very much like this facet of our sport and having had the opportunity to drive a Sporting Trials car under the tutelage of multiple champion, Julian Flack, I can attest that despite the lack of speed it is both thrilling and challenging.

I bumped into several old friends and colleagues from Motorsport UK committees including Nick Pollitt and Mark Hoppe, both of the British Trial and Rally Drivers Association (BTRDA), and competing in its championship, but also there to lend a hand to the newcomers who had any recently

decided to take up the challenge of trials, some from other disciplines or brand new to the sport. We deliberated a multiplicity of subjects, and I always find that standing on a windy hillside allows for the true feelings of our members to be voiced. Among the discussions of tyres, classes, committees, and the general promotion of the sport, we discussed the role of StreetCar. I am sympathetic to the view that the more we can encourage local clubs to pick up the baton of StreetCar the more successful it will become.

All too soon I had to leave that eclectic mix of vehicles that were heading up to start their first tests as I had an appointment at the Curborough Sprint circuit. The President of the Shenstone and District Car Club (SDCC), Jeremy Bouckley, is a massively energetic and enthusiastic champion of his club as well as the venue itself. Jeremy wrote to me earlier in the year to encourage me to visit Curborough and experience what he describes as the most important and versatile venue in the country. On the surface this does seem an ambitious



The energy centre at Curborough could become a prototype for other temporary motorsport venues

statement, but after an extensive tour of the site and a detailed explanation of the extraordinary variety of activities that take place at Curborough, I can see where he is coming from. One aspect that I admire is that the club takes the view that it will maximise the commercial utilisation of the track so that revenue can subsidise the traditional use of the circuit, not only by SDCC, but also a wide number of UK clubs. With entry for the day set at £95, with three or four timed runs, that seemed good value for money indeed. The facility itself is compact but beautifully maintained with a clear focus on quality and long-term viability. The most obvious manifestation of this is a clever bespoke energy centre that combines solar panels with lithium-ion batteries in a customised container, with only minimal backup from an LPG field generator, shrinking the carbon footprint and energy bills at the same time. The unit (pictured) could be a prototype for use across a huge number of our temporary venues, given we have over 900 used every year.

Walking around the paddock it was a great pleasure to talk to the owners of so many interesting vehicles ranging from standard production cars (the ubiquitous Clio's and Fiesta's) all the way through to Hayabusa-engined single seaters. Chatting to the owner of a particularly immaculate Mini that retained a BMC A-series engine but sported a purpose-built fuel injection system delivering some 120bhp from a 1380cc engine, all presented to the same standard as I was used to in my days a Prodrive. I was also amused to reminisce with the owner about my own the days of modifying Minis as a teenager, and we agreed that we owed a lot to Janspeed as that was the key source of 'go faster' parts. Further round the paddock I met a gentleman called Jan Nycz, who not





Jan Nycz the proud owner of a 1963 Mallock U2 Mark 3

only sported a splendid handlebar moustache, but was also the proud owner of a 1963 Mallock U2 Mark 3. Jan has been racing for over 50 years, but only recently acquired the Mallock during the COVID lockdown as he wanted something to rebuild as he was getting bored! He bought the rolling chassis from Ray Mallock, son of founding father Arthur, who gave fantastic advice on the precise setup. Apparently when new, Mallocks would supply a list of scrap dealers who could be a ready supply of replacement parts such as the Morris Minor rear axle and the front axle from the Ford Popular E93A, split in two to become a swing axle!

But before long I was off again on my travels heading to the Santa Pod Raceway for the 2025 FIA European Finals of the drag racing season. Motorsport UK's Head of Race and Speed, Cheryl Lynch, had been at Santa Pod on Saturday and reported record crowds and record entries, so I was not surprised to arrive and see a wall of spectators lining the quarter mile strip and spilling over into the multitude of concessions and into the pit complex. I was greeted by the owner of Santa Pod, Keith Bartlett, who has as much bottled-up energy as one of the Top Fuel dragsters sitting at the starting lights. Keith regaled me with stories of how in the last few years he has turned around a softening of the entries and crowds into what is now the highest level they have been for many decades. As he explained, drag racing is the perfect format of motorsport for the young generation that want instant gratification and full 3D impact overload. One of the key elements that he has embraced is the integration of social media 'influencers' and 'superstars' to carry the message to their millions of supporters through a less than conventional presentation of the sport. Stars like Matt Armstrong have come along to the strip and run some of their supercars in formats that are made for social media and have reached new audiences that have subsequently turned into drag racing fans.

As you may know drag racing is the one branch of UK motorsport that currently has the highest proportion of female competitors, with a long history of champions, especially at the most extreme end of the sport. For those who have not witnessed a Top Fuel dragster running on nitromethane I recommend you get yourself down to Santa Pod for what is one of the most visceral experiences anywhere. Reaching speeds of over 300mph in less than four seconds is mind bending, but nothing can prepare you for the impact of what feels like a huge explosive device detonating, leaving the ground shaking under your feet and the air vibrating with the forces. So, it was with huge excitement the two finalists in the Top Fuel category rolled towards the starting lights at the end of the day on Sunday. It was an all-female line up of Susanne Callin from Sweden and India Erbacher of Switzerland – and Susanne is the wife of Keith, and races for his Slick Tricks Racing Team. The stakes were high with winner taking all for the European Championship, and true to the fairy tale script Susanne blasted into the record books, taking the win and the championship. There is so much to be learned from every facet of our sport, and from people such as Keith who continue to innovate and adapt to our changing times in a way that is impressive.



Susanne blasted into the record books, taking the win and the championship at Santa Pod Raceway in the 2025 FIA European Finals

It was with great sadness that we learned of the death of Stuart Turner last Sunday at the age of 92. There are few people in British motorsport who have had such a wide-reaching impact and left such a lasting legacy. I had the privilege to know Stuart quite well as he was a close friend of the family through my father Marcus, who was his predecessor as Competition Manager of BMC. Leafing through Stuart's autobiography entitled *Twice Lucky*, and my father's own autobiography, *With a little bit of Luck* (you can spot the theme of self-deprecation here!) it struck me that Stuart, in taking the baton from my father, accelerated the trajectory of professionalism coming into the sport. I think it is fair to say that through the 1950s the majority of competitors were private individuals, and few could be deemed as professional drivers and co-drivers. Perhaps

Stuart's background as a journalist provided him with a broader perspective of the value of sports success as he was the one that really began to leverage the connection between 'winning on Sunday and selling on Monday'. Stuart was a great raconteur, and I smile with the memory of listening to him provide his unique perspective on all manner of subjects with great wit and insight. We will all miss him very much and send condolences to his family and friends. 🙏

Wishing everyone a safe and successful month of motorsport ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

Inside the September issue: *Revolution* goes behind-the-scenes with the **Wera Tools British F4 Championship**; and gets an insider's view of the **Sports 2000 Championship** – one of the fastest racing series in the UK. Le Mans winner and WEC driver **Harry Tincknell** shares his *Lessons Learned* from his racing with Ford, Mazda and Aston Martin, while **Knutsford & District Motor Club** reveal how rally and regularity events are growing its base – plus news on the DVLA's modification policy, the Rali Report from Ceredigion, **National Court** and much more...

10

Wera Tools British F4 Championship
Nurturing on track success

22



Latest News:
DVLA policy changes, Rali Ceredigion report, Motorsport Volunteers, DiSE 2026, esports championships, Club and Media Awards, StreetCar Festival Scotland... and more

44

Safety Update
Providing a safe, fun, and fair, environment

54

High speed access
The Sports 2000 championship

64

Lessons learned
with Harry Tincknell



68

Club Corner
Knutsford and District Motor Club



72

What's On
Motorsport events around the country



78

Results
British Championship updates



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WERA TOOLS BRITISH F4 CHAMPIONSHIP

NURTURING ON TRACK SUCCESS

British F4 is the place where many of the world's best young drivers hone their skills. *Revolution* spoke to those involved to discover why it is the perfect place to build the stars of tomorrow

When Tommy Harfield climbed up on the top step of the British F4 podium after taking a popular victory at Donington Park last month, he completed a statistic that demonstrates exactly why the Wera Tools British F4 Championship, the UK's FIA-approved feeder series, is recognised worldwide as a top proving ground for young up-and-coming drivers.

British driver Harfield was the 12th different winner of the season and his maiden triumph for Chris Dittman Racing means that all eight teams on the grid have now tasted victory in 2025. On the same weekend, McLaren-backed Belgian Dries van Langendonck, a former junior karting champion, celebrated his 15th birthday with a debut pole-to-flag victory, and Irish Red Bull Junior driver Fionn McLaughlin wrapped up the Rookie Cup.

As Championship Manager Eve Lake-Grange explains, there could not be a more open and competitive environment to showcase young talent. "One of the most important reasons drivers join us is the parity of performance, because it ensures that success is all about the talent in the car," she says. "We also have several internationally renowned teams on our grid who can continue to support successful drivers all the way to the top of the pathway."

The British title has become a coveted prize, with inaugural winner Lando Norris now in F1 alongside McLaren team-mate Oscar Piastri, F4 runner up in 2017. Other champions include Formula E's Zane Maloney; F2 drivers Alex Dunne and Luke Browning (backed by McLaren and Williams respectively); Louis Sharp in F3; Deagen Fairclough in GB3; British GT drivers Jamie Caroline and Kiern Jewiss; and Porsche Carrera Cup rookie champion Matthew Rees.

Lake-Grange believes the impressive and ever-growing alumni list is also down to the unique racing challenge that the British championship delivers, explaining: "Many of the tracks are tight and technical and we can also pretty much guarantee a few wet races in the course of the year. That requires the utmost concentration, with little room for error, so it allows drivers to develop skills they might not encounter in other championships."

"Our graduates have gone on to compete in a very wide range of different series and as well as the big stars in F1, there are also former British F4 drivers in other single seater formula such as Indycar, and Formula E, as well as GTs and endurance racing. It's fascinating to watch so many alumni carving out their careers in motorsport and earning a living off the back of the skills that they first developed in our championship."

Current title leader McLaughlin drives for last year's Teams' Champions Hitech TGR and, like all those on the grid, he has aspirations of future stardom. He hopes the combination of intense competition on the track and technical analysis in the garage will prove valuable on the journey ahead and explains: "High-level sport is competitive and to be successful you need to be talented, hard-working and make the right steps to become a more complete driver."

"There has definitely been a lot to learn in British F4 this year, particularly on the technical side. It has been challenging adjusting to the car and it has been tough being a rookie up against more experienced drivers, but I'm doing well to overcome that. My favourite moment so far was becoming the Rookie champion at Donington, and I'm hoping to add another title to my name by the end of the year."

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McLaughlin's team-mate, Thomas Bearman, already knows what it's like to climb the ladder all the way to F1. His older brother Ollie, four years his senior, completed that route in the Saudi Arabian Grand Prix last year as a stand-in for Carlos Sainz at Ferrari. Now in his first full season with Haas, his pathway started with the ADAC and Italian F4 Championships – both of which he won in 2021, in his second season of racing.

The younger Bearman chose the British Championship instead, defining it as “a necessary step on the ladder” and “a really important place to hone your skills.” He explains: “You can learn a lot of things on a grid like this with a lot of competition and my ambitions are to follow in my brother's footsteps to F1, then see what happens from there. That's what I'm striving to achieve, with my family and everyone behind me.”

In contrast to the other drivers in the leading teams, rookie Harfield had more modest expectations than many of his rivals this year. He had originally only planned to compete in the Challenge Cup, which covers just seven of the 10 rounds, but after some good results, including four podiums, he felt there was still unfinished business at the end of his seventh outing – so he gave it one more roll of the dice and hit the jackpot.

“It's a very competitive championship with many contenders at the front and the trick to success is to qualify well and be consistent,” he said after his Donington win. “It just felt like a pole or race victory was missing to what has been a great season, so we decided to have one more to try. It was really cool to get the win, and it was such a relief after so many moments when I got so close... but after that, I don't know yet if we can do any more.”

Ella Lloyd is one of several female racers in the British F4 Championship

Building Skills

Lake-Grange acknowledges that single-seater racing is “not the most economic racing” on offer in the UK, given the breadth of club and arrive and drive formulae on offer, however but she believes its status makes it the place to go for anyone who has ambitions to race in F1. That presents an interesting challenge when it comes to its organisation, as it requires a delicate balance between a highly professional set-up and one that allows competitive racing for drivers a wide range of budgets.

“It's difficult to grapple the economics when trying to develop an affordable championship and it is fair to say that affordability is all relative,” she concedes. “The Challenge Cup was developed to give drivers who might not have full season availability or budget, the opportunity to race in British F4, showcase their talent and prove they can be competitive against full-season drivers who might be better funded.

“That has certainly been the case with a number of drivers and the hope is that it will then create a platform from where they can raise additional sponsorship and develop more opportunities to compete. We have also worked with partners who have provided partly funded programs to drivers, including in 2023 a fully funded drive courtesy of our previous title sponsor ROKiT, so we try to make it as accessible as we can.”

The importance of the championship is clearly demonstrated by the presence of several drivers backed by different F1 outfits. Alongside Red Bull, with McLaughlin, and McLaren, with van Langendonck and Ella Lloyd, Mercedes-AMG has elected to put their junior driver Ethan Jeff-Hall on the grid, and in previous years Alpine has also been represented by Jack Doohan and Abbi Pulling.

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Drivers can race from the age of 15 and typically come from a karting background, with some already having a season of racing experience in Ginetta Juniors or other junior formulae. Typically, however, their racing know-how is very limited and for many, getting into a British F4 car will be the first time circuit racing – which means there is a huge range of maturity levels when it comes to track and technical knowledge.

Technical Delegate Rob Mason explains: “There’s a real mix around the paddock and it’s not always where you would expect it either. The drivers are all relatively young but the maturity and approach of some is impressive, and that reflects in your interactions with them. Some are a bit quiet, but others are very engaging, will always say hello to you in the paddock and want to discuss and learn more.

“Some of the drivers have already done some racing in the UK or around the world, but quite a lot have come straight from karting, so this is a bit like a university of racing. The learning is very much not just on track, it’s around everything, and that is what we want to encourage going up the ladder, because these days the drivers need to be fast, but also be approachable, and have plenty of technical knowledge to do well.”

The Championship is constantly exploring how to help its drivers develop and as it organised by Motorsport UK, it has access to the Motorsport UK Academy and their cohort of coaches. As a result, there is a Motorsport UK Academy coach at each round, to support the drivers offering them the opportunity to improve their off-track skills in front of camera through dedicated media training, which all drivers are enrolled in at the start of the year.

This support, and the assistance the drivers receive from within their own teams, ensures a season of British F4 helps

them to improve their race craft and also become better rounded drivers – and this year the champion will additionally get a special prize from the Mercedes-AMG Petronas F1 team, with the opportunity to put themselves to the test on the same simulator used by the team’s current drivers.

Mason adds: “Naturally, they’re all learning so they have lots of questions and we do our best to explain what we do and why we do it. For example, there are some general practices to learn – like putting the steering wheel back on the car every time you get out of it and making sure you get weighed at the right times – and those things carry on all the way up the ladder right the way to F1.

“There are other training aspects as well, like last year we had some of the FIA safety team come and do a presentation on why the safety clothing and helmets are important, how to wear them correctly and why you should look after your equipment. As a feeder series, we have a responsibility to help these drivers to learn, and it is important that we start ingraining the key things in them from this early age.”

While British F4 is a good place for drivers to cut their teeth, it is also perfect to help budding young engineers take their talent to the next level. The teams are all highly professional, with lots of expertise in the garages – and while some long-termers prefer home-based racing over the non-stop travelling involved in an international series, others build their skills and quickly progress up the ladder to the highest level.



Championship manager Eve Lake-Grange presents a Pole Position award to Henry Joslyn

Dom Gibbons / JEP

The Championship visits many technically challenging British Circuits which boost driver development

Oulton Park

Technical Prowess

The championship has been running the same car – the second generation Tatuus T-421 – for the last four years. It is fitted with a specially tuned 1.4-litre Abarth engine producing 180bhp and, with a weight of just 605kg (including driver), it can reach a top speed of 155mph. The same car is used across many different F4 championships and in F1 Academy, but the ones in the British championship have some important differences.

To keep the racing close and the budgets in check, there is a strict and tightly controlled policy to keep the cars as similar as possible and Mason explains: “The engine is tuned in the UK by Neil Brown Engineering and also equalised by them, so every engine, twice a year, goes back to them and is run on the dyno set to a strict performance window. As a result, we get really good engine parity across the whole grid.

“There’s also a really comprehensive set of documentation behind the chassis which includes the FIA regulations and homologation documents; individual homologation documents for the engine, gearbox and so on; and a set of documents from Tatuus that show an exploded view of the car, listing out every component, defining its orientation and detailing how it must be fitted and whether it can be modified and repaired.

“The tyres are also very tightly controlled, they all come from Pirelli and they’re all the same compound. There’s one wet and one dry and to stop people throwing money at it, the teams are limited to four sets of slicks and two sets of wets for each event. They’re all scanned whenever they’re used, just like they are in F1, so we know exactly which tyres are on which car at all times during the race weekend.”

The carbon fibre chassis has a halo, front and rear carbon crash structures, wheel tethers and an extrication seat – which Mason says makes it one of the safest options at this level of racing. “It absolutely has to be,” he adds. “When you’re racing at that kind of age, there’s a massive focus on safety. There are always little tweaks here and there, but these cars are very good, and they’ve basically stayed as they were since they were introduced.”

The British championship also works hard to offer a good level of car set-up options without making it too complicated and overwhelming for drivers at such an early stage of their career. The number of onboard sensors permitted is heavily restricted by the FIA, again to prevent teams blowing their budgets, but there is still plenty of information to be extracted after a session and plenty of options to adjust and improve the car.

Many drivers will have already learned to understand data outputs and modify their machines during their karting years, so it is essential that the championship bridges the gap

between that and the next level up the ladder and Mason confirms: “There’s quite a bit they can adjust on the car, such as ride height, wing angles, a set number of spring rates, damper settings, casters and cambers, so there’s plenty they can do.

“The front wing has a single plane with three settings, and the rear wing has two planes, the upper of which has a lot of adjustment options. The teams like to keep it simple in some areas, though, to focus more on the driving side, so we do restrict some things, but there’s still enough to play with for a driver to start to understand what the set-up changes are doing from a mechanical and an aerodynamic point of view.”

There are other ways to expand knowledge beyond the official sessions, however, and although wind tunnel testing is banned, Mason acknowledges that many teams will load up their cars with sensors during private testing sessions in an effort to gain the upper hand. Likewise, he says, the teams are “massively active” with simulators, which are now pretty much an essential tool for every team and driver on the grid.

“Once you get into a race, the FIA regulations are quite restrictive,” he continues. “You can’t run any suspension data logging or anything like that. We don’t want to overload the drivers, so there are set-up parameters on the car that we have controlled as well for that reason and also, the more sensors, data and set-up options you give to a team, the more testing they all have to do to be effective, so we are quite tight on that too.”

At the track, all the teams benefit from the championship’s centralised engineering support, which is led by Technical Manager Tony Kent. It is his role to make sure all the cars get out on track, so he spends a lot of time liaising with suppliers and partners in advance of the race weekends to get everything set up as well as making sure the in-car smart marshalling that the championship runs is functioning before the event begins.

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The Wera Tools technical facility helps maintain parity on track

JEP

Over the course of the weekend, Kent is then on hand to help the teams fault-find whenever any issues occur. During sessions, he is stationed in the pit lane along with the team of engine experts from Neil Brown Engineering and tyre technicians from Pirelli, all ready to jump in and support teams if any cars come in with a problem, helping to ensure the drivers get as much track time as possible.

Mason, meanwhile, manages the safety and technical compliance of the cars, carrying out pre-event checks and working with a small team throughout the weekend to answer any questions that may come up. "The teams love to ask the 'can we do this?' questions," he says. "Their job is essentially to get as close to the line as they can without crossing it, and there is always that balance."

"In scrutineering, you'll never be more of an expert than the teams are with the cars because they build them, they live and breathe them. Even with a car that's four years down the line, they're always finding new things, new ideas of what to do with it, new scenarios and new people coming in with new

approaches, so the biggest challenge is keeping on top of the constant request for clarifications and interpretations.

"We watch everyone very closely, but it's not like in F1 where they're restricted what they can do between sessions. When the cars come off track, we have a platform in the Wera Technical Centre where the cars get weighed, we check tyres and take measurements to ensure they meet the dimension requirements, then they go back to the team so they can make set-up changes for the next time they go out on track."

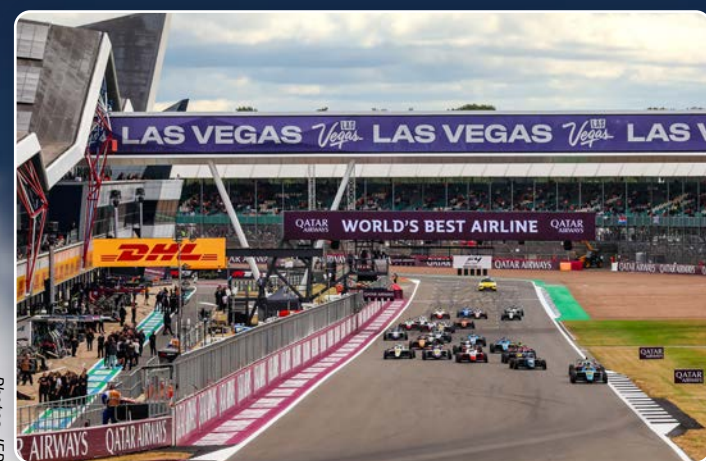
"There's a lot of mutual respect between what Tony and I are trying to achieve at a championship level and what the teams are trying to achieve, and generally the goals are aligned. Ultimately, everybody wants to have the cars out there on the track, running around reliably, knowing that they've got equal equipment, so that success on the track is all down to the skill of the drivers and engineers to maximise what they've got."

Putting on a Show

Over the years, the UK has had number of successful first-step feeder formulae including Formula Ford, Formula Vauxhall Lotus, and Formula Renault UK, all of which used to lead into a British F3 series that teamed with the hottest drivers at the time. In the modern era, British F4 has taken up this mantle, feeding into the now well-established international FIA pathway that flows through F3 and F2 and into Formula One

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Drivers and teams working together helps teach technical prowess for future Formulae



British F4 was part of the Silverstone Grand Prix weekend in 2025



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As with its predecessors, British F4's role is to not only nurture new talent but to entertain the fans who watch. This is one of the UK's premium single seater racing series, with eight of the ten rounds run in support of the high-profile British Touring Car Championship (BTCC), so there is plenty of opportunity for fans to get involved – and it is Lake-Grange's task to make the show is as entertaining as possible.

Having grown up in Silverstone village and worked at the race circuit in various departments, she became a coordinator for several different championships, and since she took the helm of British F4, as Championship Manager, the grid has grown from 15 cars to a roster of 39 different drivers. Among them are 10 different nationalities from outside the UK – with competitors from the USA, Sweden, Denmark, Germany, the Netherlands, Poland, Algeria, India, Pakistan and Australia.

"The championship has always had so much potential, and it was tough for a while trying to get the momentum going and help it realise that potential," she recalls. "Growing the numbers has taken a lot of work but we now enjoy healthy grids, and they seem to still be growing. That, to a certain extent, is down to us investing and building the championship into what it is today: the look, the atmosphere, the mutual respect and camaraderie within the paddock."

Its presence on the British Touring Car Championship (BTCC) bill has given British F4 even greater gravitas, as did the coup of getting it added to the British Grand Prix support races earlier this year. That was the first time the entire F1 feeder ladder had appeared on the same bill and Lake-Grange fondly

recalls standing on the grid with her team as the F4 cars lined up for their first race. "I wish I could have bottled that moment," she says. "Proud just doesn't seem to do it justice!"

"It was an incredible experience and something that we reflect on with a great sense of pride because it was another fantastic platform for our drivers to showcase their skills. The link with BTCC is also very important for the championship as it provides a fantastic place within the UK to showcase our young drivers as they develop, getting to race in front of bumper crowds with a big sense of occasion."

Currently, the championship only separates from the BTCC on two occasions – once in May to race on the Silverstone GP circuit (a different event to the non-Championship F1 support race) and once in late July, when it heads overseas to race at Zandvoort. "Those two events give the drivers access to current F1 tracks," she continues. "They're keen to test themselves on the larger tracks as they could be racing there again in the future as they progress."

In a world where everything is becoming slicker, more professional and more exclusive, Lake-Grange is also keen to keep the championship accessible and open and to appeal to every generation of motorsport fan. Indeed, just as the championship is a feeder for young drivers, it is also a feeder for the next generation of spectators who, being of a similar age to the drivers on the grid, will ultimately follow them all the way up the ladder.

That has led to a significant investment in British F4's online content and its global profile and Lake-Grange explains: "We continue to explore ways to bring our audience closer to the championship and we have seen tremendous growth in social media in recent years. We have also been able to facilitate our UK broadcast races to be live streamed overseas, which has helped grow our audiences considerably through the course of this season."

As a result, interest at the track has also grown and driver autograph sessions, which take place every Sunday outside the championship's race centre, are extremely well attended.

The fact that series alumni Norris and Piastri are now fighting each other for the F1 title underlines the reality that British F4 is genuinely shaping the future – and for many race fans, getting a selfie or having a chat with their future heroes is what it's all about.

Speaking in a feature video on British F4's official YouTube channel – which now has more than 10,000 subscribers – race fan Finn McLaren said: "I like watching junior series because it helps you notice the patterns of a great driver and allows you to meet who's going to be the big names in the future. It's such an in-person experience and the racing is fantastic and entertaining to watch."

"The British F4 community is very welcoming, and I like how close fans can get to the drivers. They're all very lovely, very supportive, and because it's an open paddock, you can go and see the cars, say hi to everyone, see the engineers working on the cars and get autographs from potential future F1 stars. It's so surreal to walk through the paddock, see them in person and then see them on track racing."

Fellow fan Jess Smith has turned her interest in the championship into a career as a content creator after building up a rapport with some of the drivers – check out her 'favourite colour Skittles' videos. Her journey began in 2023, when she was invited to a British GT race at Brands Hatch and met lots of drivers. The following year she started going to British F4 races as well as Ginettas and now spends most weekends away at racetracks.

"The drivers, the community, the fans, it's all so welcoming and so accessible," she said on the YouTube channel. "A lot of motorsports, like F1, isn't as accessible because of how expensive it is, but British F4 is quite affordable for youngsters, and the junior drivers are so lovely to their fans. A lot of bigger drivers don't have as much time because they're so busy, but in British F4, the drivers will stop, and you can have a conversation with them."

F4 Teams and Drivers

The F4 grid consists of eight professional teams, and 39 different drivers have raced in at least one of the rounds so far this year.

Argenti

One of the biggest names in UK Motorsport competing in both single seater and karting disciplines, this team joined British F4 in 2020. Since then, it has featured on many podiums and engineered Mercedes AMG Petronas F1 Team junior driver, Yuanpu Cui, to his first win in the 2024 season.

Henry Mercier, Ethan Jeff-Hallr, August Raberr, Arjen Kräling

Chris Dittmann Racing

For the past decade, this team has enjoyed many victories and championship-challenging campaigns in UK Motorsport. In 2023, Gustav Jonsson and the team dominated the British F4 Rookie Cup and Jonsson was crowned Rookie Champion at the season finale.

Ava Dobson, Alba Larsen, Tommy Harfield, Charlie Edge, Piotr Orzechowski

Fortec Motorsport

One of Europe's leading single-seater teams, this outfit guided 2020 British F4 Champion Luke Browning to victory and has since regularly featured on the championship podiums, including several wins.

Thomas Ingram Hill, Emily Cotty, Henry Joslyn, Ary Bansal

Hitech TGR

This team has been fielding cars in the junior categories for nearly two decades, including F2 and F3. Most recently, the squad engineered Deagen Fairclough to the British F4 title last year whilst also securing the teams' championship.

Joseph Smith, Nina Gademan, Xavier Avramides, Fionn McLaughlin, Leo Robinson, Thomas Bearman

JHR Developments

Over the past quarter century, JHR has competed in many different championships, winning drivers' rookies and teams' titles. Matthew Rees became 2021 British F4 champion as part of their campaign that year and the team has since had numerous victories and podiums.

Joel Bergström, Harri Reynolds, Rowan Campbell-Pilling, Haarni Sadiq, Esmee Kosterman

Rodin Motorsport

Rodin has established itself as one of the most successful racing teams in the world, with teams running all the way up the single seater ladder to F2. In 2023, the team led Louis Sharp to the British F4 title.

Adam Al Azhari, Dries Van Langendonck, Chloe Chong, Guy Albag, Ella Lloyd, James Piszcyk

Virtuosi Racing

This team joined British F4 in 2022 to complement their F2 outfit. It has since featured on multiple podiums and most recently led last year's Rookie Cup winner, Martin Molnár, to victory.

Emma Felbermayr, Oleksandr Savinkov, Martin Molnár, Salim Hanna

Xcel Motorsport

This team has been one of the leading motorsport outfits in the UAE for the past nine years, appearing in karting and UAE F4. They joined the British F4 grid in 2024 and took numerous podiums in both the overall and Rookie categories.

Theo Palmer, Cole Hewetson, Yuhao Fu, Jaber Al Sabah, Chase Fernandez



As part of the BTCC support races, the British F4 Championship gains ITV coverage



Revolution - September 2025

Revolution - September 2025

"It's good when you find a driver to support and then follow them through all the different championships – so, when you get the likes of Lando Norris, who was racing in F4, you can say you followed them all the way through their motorsport career. A lot of those small memories could mean a lot more in a few years when they're all higher up in their motorsport careers."

That is also one of the most enjoyable parts for Mason, who loves seeing drivers move on to bigger things. "It's nice to see them get their chance and to know you've played a part in helping them on their journey," he says. "We ensure they have that level playing field, from a technical side and a training side, and they've had the equipment to do the job, and in five or six years we get to see some of the lucky ones make it all the way to Formula One."

"For the Donington weekend, we had first-time winners in Tommy and Chris Dittman Racing, both driver and team, and that's a real good story. It shows we've got the likes of Hitech TGR and Rodin, who go all the way up to F2, and the likes of Chris, who's operating a UK-focused operation, and they can all be competitive in this paddock; we can give drivers with all levels of budget an opportunity. I think that's really important."

As the championship continues to evolve, growing awareness and building its fanbase, it is drawing in an increasingly diverse range of talent. That includes a growing number of female drivers, rising from just two in 2020 to eight this season, many running parallel programmes in the

F1 Academy. Similarly, the international profile has grown immensely, from just one overseas winner in 2020 to eight different nationalities so far this year.

Lake-Grange says she feels "very fortunate" that the championship has such a diverse grid and concludes: "I'm proud of what we have achieved so far and we will continue to raise the profile, keep attracting the brightest and best talent from all over the world and bring it to a wider viewing audience. In the last couple of years, we have seen a massive increase in our fanbase, and we love to engage with them – so long may it continue." 🌀



Through the lens of motorsport photographer Jakob Ebrey

Leading motorsport photographer Jakob Ebrey has spent over 25 years perfecting the art of capturing cars in motion and has covered rally cars to Formula 1. Morag Hosie spent the day with him.

"I used to go to a lot of car races with my family from a very young age", reveals Ebrey, "and it was kind of a natural progression to record what you were doing while you were there. I used to take photos of all the cars and the drivers"

Learning to take the photographs at the track, Jakob also worked for his local newspaper at the same time to see the publishing side of the job.

"I finished my A levels on a Friday, and on the Monday I started work for another photographer – John Colley and he was a motorsport photographer. I was very lucky

that I did three years working for him, and at the time in his career, he wanted to slow down, and I took on a big percentage of his work."

"Practice as much as you can. On a test day today. There's eight hours of running on the track. And with it being on digital now, it doesn't cost a lot."

"We have from a 14-millimetre lens up to a 600-millimetre lens so that we can basically cover from the inside of a car to the car quite a long way away."

Over a race weekend, it's not just about shooting the cars but capturing the buzz of the whole event.

"The practice days are about getting big bold pictures of the cars and some dynamic shots. Saturday come qualifying and the race on Sunday are about getting

people in the photos" He added "We turn from motorsport photographers into event photographers."

Knockhill, set in the Scottish countryside, is a track which the photographers must adapt to.

"It is the most scenic track we go to, and it's probably the most dynamic in terms of photographing the cars, because of the undulations the cars go on two wheels. You can shoot stuff tight to show the cars being spectacular, but then you can show them wide to show there's a great big hill behind them."

Jakob spoke of those special moments that have stuck with him rather than the specific images themselves.

"Sunset in Mount Fuji in Japan. Everything just clicked."

Championship Awards

The British F4 Championship is the crown everyone wants to win – but beyond the overall winner's trophy, this is the broad range of awards the competitors strive for.



Super Licence Points

The top seven placed drivers in the championship all take home valuable FIA Super Licence points, with the title winner awarded a total of 12. These are a requirement to eventually compete in Formula 1, which is why British F4 is a 'must-race' category for those wishing to rise through the ranks.



Rookie Cup

Drivers with no more than three previous car race weekends prior to the start of the season are eligible for this category, with the winner rewarded by a £25,000 contribution towards their entry into the following season, provided they remain with the championship.



Challenge Cup

This is designed for those who cannot commit to a full season. Competitors must pre-select seven rounds that form the main championship before the start of the season, and the winner of this class will win £25,000 towards a full race drive in 2026.



Fastest Laps and Pole Positions

An extra point is awarded to the driver who secures the Lotus Fastest Lap in every race through the season. The fastest lap in qualifying each weekend, meanwhile, is eligible for the C1rcuit Watches Pole Position Award.



Teams' Championship

On top of the trophy and the satisfaction of success, the triumphant team at the end of the season is awarded a new engine from Autotechnica. After each race, a representative from the winning driver's team is also presented with a Teams' Cup trophy on the main podium.



Wera Tools Technician's Award

The top technician at each round will receive a prize of a new Wera Tools tool kit worth hundreds of pounds, with an overall winner at the end of the season.

DVLA policy changes to support UK historic vehicles

Motorsport UK is pleased to share the latest Driver and Vehicle Licensing Agency (DVLA) announcement confirming major changes to vehicle registration policies. Previous policies, unchanged since 1980s, hindered some classic car registrations and posed risk to the restoration industry, car owners clubs, and classic motorsport. The revised policy helps to safeguard the future of these UK historic vehicles, and came into effect on Tuesday 26th August.

The pragmatic DVLA policy changes bring some much-needed clarity for the repair and restoration of the UK's historic and classic vehicles.

In May 2024 former Secretary of State for Transport, Mark Harper, announced a Call for Evidence while speaking at an Historic and Classic Vehicles Alliance (HCVA) event at Bicester Motion. This call encouraged the classic vehicle industry, owners, and enthusiasts to have their say on the previous DVLA system, and over 1,350 responses were received in less than eight weeks – with input classic car owners, motoring clubs and the historic vehicle industry.

Motorsport CEO Hugh Chambers also wrote to Mark Harper on behalf of the membership, and there was wider encouragement for members and Clubs to submit their own evidence and opinions.

Motorsport UK then took the strategic decision to align with the Historic & Classic Vehicles Alliance (HCVA) to ensure a consistent and aligned message on the best way for the DVLA to move forward. As the HCVA members were the most heavily impacted by the incumbent policy, it continued to work with the Department for Transport and the DVLA after the Call for Evidence closed, and was instrumental in shaping the new policies for the benefit of both the HCVA and Motorsport UK memberships.

Motorsport UK and the HCVA have agreed to build on this successful alignment, and have formed an affiliation between the two organisations. This affiliation will build upon the close connection between the world of motorsport, and historic and classic vehicles, an integration relevant to many members of both organisations.

Motorsport UK encouraged the members and clubs to participate in the Call for Evidence in 2024

"Motorsport UK is happy to be affiliated with the HCVA" added Ian Smith, Technical Director at Motorsport UK. "We share a number of common goals on behalf of our respective memberships. We have already seen great progress through collaboration in respect of DVLA policies and sustainable liquid fuels, and we look forward to working together into the future".



Owners can now add some safety and other modifications to road-registered vehicles without the need to sacrifice the original registration

The DVLA is replacing its existing policies on rebuilt and radically altered vehicles with two new sets of guidance that will apply to all vehicles, regardless of age. Key changes include:

- Like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)
- Vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes
- Vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes

In respect of vehicle modifications for competition, this now means that the addition of roll cages, in some cases, will be classified as a restoration or repair, and will no longer

Revised DVLA policy reduces red tape for historic and classic car owners



need to be declared to the DVLA. In cases where the roll cage is secured in close proximity to suspension mounting points, it may be classified as a structural modification, and therefore will need to be declared, but this will not result in the removal of original vehicle identification and registration numbers, and does not need any more engagement with the DVLA in terms of inspection than a standard MOT.

The small number of Motorsport UK members who may have been unlucky enough to fall foul of the previous DVLA policy over the last few years, can now reapply to the DVLA and any previous decisions made will be superseded under the new policy.

The UK classic vehicle and motorsport industry preserves classic vehicles on our roads to be enjoyed by everyone, and it keeps valuable skills alive in an industry supporting over 100,000 quality jobs and is also an export success story.

DVLA Chief Executive, Tim Moss, affirmed the move, saying "We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road [and track]. That is why we have worked closely with the community to shape these changes. These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles."

"We know how much love, time and effort goes into keeping classic cars – and we're right behind the community, added Lilian Greenwood, Minister for the Future of Roads. "These changes are about cutting red tape and making life easier for enthusiasts, whether you are restoring a vintage gem or converting it to electric. It is all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future."

Find out more...

Full guidance on the updated policy can be found at www.gov.uk/vehicle-registration and on the HCVA site www.hcva.co.uk/397/dvla



Rali Ceredigion – the UK's top international rally

Charlotte Mackenzie, PR and Communications Manager headed to Wales for her first Stage Rally event



Charlotte Mackenzie arrives at the Rali Ceredigion Service Park

I am en route through driving rain, heading to Aberystwyth, home of Rali Ceredigion for the weekend. Luckily, I am in excellent company with my colleague, Sarah Tibbetts as my 'co-driver' for a weekend of international and national Rallying, with some of the top talent from the UK and beyond descending on Ceredigion...

Ceredigion was the first ever stage rally held on closed public roads in Wales, and is now firmly established as a highlight of the FIA European Rally Championship (ERC) and Probite British Rally Championship (BRC) calendars. The event won the 2023 Motorsport UK Environmental Sustainability Award and was the first UK rally awarded two-star FIA Environmental Accreditation.

The Rali set a new record for Carbon Offsetting in Rallying last year, approx. 200,000kg of CO₂, a total double the estimated carbon footprint of all competitors, ticket holding spectators and mandatory organiser vehicles, and also provides a significant boost to the local economy, generating an estimated £4.6 million in direct and indirect spend across Carmarthenshire, Ceredigion and Powys, supporting local

businesses through increased footfall, overnight stays, and visitor spending.

Michelle Thomas, Environmental Manager, Rali Ceredigion, a keen co-driver herself, added, "The Stages are kept quite close together, so you can see a couple of cars come through at a time. A lot of the farmers let us use their fields, and we do remind the spectators to be respectful. Plus, it brings a lot of local business to Aberystwyth and the surrounding areas.

"It's a great event to be a part of! The team are truly ambassadors leading the way here in Wales, bringing the communities together, supporting local schools and businesses while making it a fun event for the spectators."

In Aberystwyth, I am warmly welcomed into Rali HQ by Jess Hockly-Edwards, Secretary to the Stewards, wearing many hats, Jess also helps with accommodation bookings and taking minutes... there really is no job too small. "I love it! It's stressful, but it's great. We've got a fantastic bunch of volunteers that run the Rali together. We've each got our own roles and expertise, it works. We all work well together." She enthuses.

I also manage to grab a few minutes with Andy Gilmore, Clerk of the Course for the International Event, clerking for over 20 years and with four years under his belt for Ceredigion, "We call them the wee Rali and the big Rali, we're just getting set up. Preparation began this week, we were out driving the stages on Tuesday with the FIA Sporting Delegate, during which we showed him the route and the plans, it's a real credit to the organising team."

Sam Myers, Timing Technician Support, talks me through the event's tracking system, displaying each vehicle as a dot on a screen back in Aberystwyth – the tracker having been fitted to the car and scrutineering checks completed. Providing in-car information for drivers and co-drivers, the system also includes automatic hazard recognition – essential to the running of the event to communicate if a vehicle stops on stage, or is involved in a serious accident, while also warning other competitors and race control.

Friday has a definite buzz in the air. The ERC battle sees Skoda Fabia RS Rally2 drivers Miko Marczyk (Poland), and Andrea Mabellini (Italy) locked in a duel, separated by just 11 points prior to the event.

In the BRC, William Creighton and Liam Regan were lead the standings with two wins this year, holding a ten-point advantage over Castrol MEM teammate Meirion Evans. Osian Pryce, wildcard entry and fan favourite, in addition to being two-time Rali Ceredigion winner was also set to make a welcome comeback on home soil. In the National Rally, a wealth of rallying talent was eager to perform on one of the UK's biggest stages, seeing the tit-for-tat battle between Chris Richmond-Hand and Izzie Holman's Toyota Starlet with Rob Cotton in his Subaru Impreza.

The Aberystwyth street stage provides some high-octane spectator opportunities. Prior to crews tackling nearly 80 miles of closed-road stages the next day across Ceredigion and Powys, with the new Cwm Elan test through the iconic

Elan Valley, the mammoth 20-mile Y Diafol stage featuring the Devil's Staircase, and the all-new Mydroilyn stage on the cards.

The following morning the alarm sounds at 4am and I am in great hands as Motorsport UK's Head of Rallying Jonathan Jackson, gains a 'morning person' to accompany him out to the Elan Valley stage. With a long career in the sport, Jonathan started out attending events through North Wales Car Club. He is now a renowned co-driver, moving up from BRC to WRC events before joining forces with Meirion Evans for 10 years – and that spark is very much still there, as I catch him checking event tracking when signal allows.

The Rali Ceredigion spectator zones attract quite a crowd, despite the early start, as the cars roar through the valley and up over the hill. It's a long day of motorsport, with cars and teams in Parc Fermé well after the sun has gone down. Sunday dawns, with biblical rain arriving at Aberystwyth by early and midafternoon, just in time for the podiums and ceremonial prize giving on the prom.

It was victory for Jon Armstrong – his first Probite British Rally Championship win and maiden FIA European Rally Championship victory, partnered by Shane Byrne in a M-Sport Ford Fiesta Rally2.

In the Junior BRC, the winner was decided by just 4.1 seconds after over 180km of competitive driving. Kyle McBride and Darragh Mullen emerged victorious in their Peugeot 208 Rally4 after a tense duel with Joseph Kelly and Killian McArdle throughout the weekend.

The sole all-female crew of Meghan O'Kane and Nikki Addison placed third, an incredible result for a weekend of challenging weather and difficult stages.

I head homeward with a very full heart, an impressive step count and an incredible introduction to Stage Rallying. Huge thanks go to the organising team and drivers competing for such a warm reception. See you at the next one... 🌀



Andrew Farrington collected his FIA Outstanding Official of the Year Specialist award from Motorsport UK's Director of Club and Volunteer Development, Claire Kirkpatrick, prior to the ceremonial start of Rali Ceredigion.

Andrew has volunteered at numerous rallies and events across the UK – from the Formula 1000 Junior Championship, to being Technical Delegate for the British Rally Championship in addition to supporting smaller local events.

Powering the future of motorsport

Motorsport in the UK simply could not take place without volunteers.

From the marshals waking up before sunrise to head out on stage or onto their post for a full day and the trackside scrutineers ensuring a fair level playing field, to the stewards and clerks of the course ensuring the event runs smoothly. As well as the medical and rescue teams, always on hand to support a successful event.

Every event, every moment and every competitor rely on the dedication, skill and passion of the volunteers who give their time freely to ensure it is delivered in a safe, fair, fun, progressive and inclusive environment. They form the backbone of the sport, and for that, Motorsport UK is incredibly grateful for every contribution.

As we start preparing for 2026 and another exciting season, Motorsport UK would like to extend a heartfelt thank you to every volunteer. Your commitment does more than keep the sport progressing; it inspires the next generation of competitors and fans, and it helps ensure our sport continues to thrive long into the future.

Renewals open on 15th September, and this is the perfect moment to reflect on what membership means. Being part of Motorsport UK is not just about the benefits you receive; it's about belonging to a community that is powering the future of motorsport. Each membership represents a choice to give back, to play an active role, and to make a difference.

Leanne Ritchie, Radio Controller

"I got into Rallying through my dad, he was really into radio, and I just went along with him when I was wee, and it grew from there. I then moved into the controlling side of radio – Dad was the influence to get me into motorsport.

"I'm now a member of Stonehaven and District Motor Club. I was a radio operator for a long time and then was put forward at Rally of Scotland to become a controller, I went through the training. Every time you work an event people get to know your skills and what you are up to... then you get the invite to come to something different.

"This weekend will see me based at Rali HQ. I run the management system. It's for when we communicate with all the safety cars and make sure that they stay on their schedule. If there's a spectator in the wrong place or there's an issue somewhere... these cars are picking that up before the event starts so that it doesn't affect any competitors. That information is then passed on to the Clerk of the Course, who can then make a decision, and then that is that passed back out to the field.

"This is the first time I've been in Rali control in Ceredigion! It's great to be able to come back and be involved."

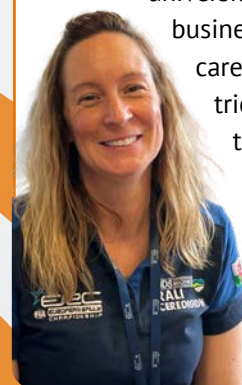


When you renew, you're not simply maintaining your membership, you're reaffirming your place in the heart of the motorsport community. Whether you've been volunteering for a significant number of years or are just at the start of your journey, you are part of something bigger - a nationwide network of passionate individuals who make motorsport possible, and who can take pride in shaping its future.

Thank you for everything you do. Together, we are Motorsport UK, and together, we are powering the future of our sport. 🌟

Jess Hockly-Edwards, Secretary to the Stewards, Rali Ceredigion

Born into motorsport, Jess hails from Harry Hockly Motorsport lineage, famed for its Vauxhall 1300 car. After university, Jess returned to work in the family business based in Newtown, Wales. Following a career in hospitality for M-Sport, and having tried her hand at Navigating, Jess returned to competing in 2018.



The weekend of Rali Ceredigion has her in the role as Secretary to the Stewards, with a whole host of additional asks, including arranging accommodation for teams, media and officials.

"I really enjoy the organisational side of motorsport; I moved across having competed on this Rally in 2019 because my club Newtown and District were one of the main founders. The following year I offered to help as a club member, and in 2022 I changed into organising the buses and park and ride for spectators and acted as Judge of Fact.

"My role involves wearing lots of hats, with my principal role acting as PA to the Clerk of the Course in addition to working alongside the Stewards, as this is an international event the Stewards take over so the Clerk can actually run the Rally.

"I love it! It's stressful, but it's great. We've got a fantastic bunch of Volunteers that run this Rally together."



Young Officials Taster Day

Motorsport UK held its first Young Officials Taster Day at Silverstone Festival last month. The idea originated from the Young Officials Sub-Committee, and the team were able to introduce eight young individuals between the ages of 18-35, to the world of Officiating across various roles.

The day included an introduction talk in the F1 Driver's briefing room and a tour of Race Control, Assembly area and pit garages. Throughout the day they met the Clerks of the Course, Race Administration, Timekeepers, Scrutineers, The Stewards, plus Marshals, and finished the day with a visit to a Rescue Unit. In each area, the attendees were able to meet and chat with the Officials and Marshals during a live event and gain insights into each of the volunteering roles.

Thanks go to Andy Dee-Crowne and the Historic Sports Car Club team for helping to facilitate the taster day. Following this success, there are plans to hold similar Officials taster days – so look out for more information on the Motorsport UK social media feeds.





2025-26 Enhanced DiSE programme

Seventeen talented and promising young drivers have been confirmed for the Enhanced Diploma in Sporting Excellence (DiSE) programme for the 2025/26 academic year

Part of Motorsport UK's Academy, DiSE is delivered in collaboration with Loughborough College and gives talented young drivers the opportunity to gain academic qualifications alongside their competition commitments. The bespoke two-year sporting excellence and motor vehicle education course is designed to support talented drivers and co-drivers through both the sporting and academic pathway. The following will enter the first year of the DiSE this September:

Alfie Garford – 2021 Junior and 2023 Senior TKM British Kart Champion who finished third in the BRSCC Fiesta Junior Championship in 2024.

Ben Bartlett – With multiple karting and rallycross wins and podiums, Ben finished as the 2024 British Junior Rallycross Vice Champion in 2024.

Callie Clifford – A Fiesta Junior racer, Callie secured 10+ class podiums in her debut season and was awarded the 2024 Jamsport Scholarship.

Charlie Cox – A talented karter with multiple podium finishes, Charlie was Clay Pigeon's IKR Winter Series Winner in 2023 and holds the all-time track record at the Raceway.

Elliot Foster – A consistent karting competitor and is a regular top 10 finisher in the Whilton Mill Karting Championships and the Kart Championship Winter Cup.

Fred Green – A Ginetta Junior Scholarship recipient, Fred is a Motorsport UK Junior X30 Champion and IAME Eurocup 2024 Vice Champion.

Harrison Crowther – A regular at the front of the Senior Rotax field in the 2025 Wera Tools British Kart Championships with top ten finishes in Junior Rotax in 2024.

Harry Bartle – On the international stage Harry has shone, securing the IAME Junior X30 World Championship in 2023. National success in the Rotax Junior followed in the 2024 British Open Championships and British Championship.

Riley Bishop – A 2 x WMKC Champion and Vice Champion as well as a multiple race winner in The Kart Championship.

Joshua Graham – The youngest winner of a Senior Rotax British Kart Championships race, Joshua finished eighth in the British Kart Championships in his first season in 2024, having finished third in the Junior Rotax in 2023.

Lexie Powell – A Junior Saloon Car Championship competitor, Lexie is finding their place in the field and was recently awarded the Goodyear Driver of the Day by Mickey Butler.

Monde Jnr Konini – features regularly at the front of the pack in the British Kart Championship, finishing ninth in the Junior X30 in 2023 and eighth in the Senior X30 in 2024.

Oliver Law – A recognised top rookie driver in the Junior Saloon Car Driver in 2024, Oliver achieved a key result in 2025, finishing second overall in the Classic Touring Car Racing Club's Pre '66 Classic and Historic Touring Cars race at Donington Park.

Owen Neave – A top ten finisher in the Wera Tools British Kart Championships. Owen is regularly awarded the top privateer award, notably at the Rotax Open Championship, and has secured TVKC's Vice Champion award.

Jared Fox-Whiteley – A karter on the national stage, regularly achieving in the Honda Cadet, Mini Max and Junior Rotax at the Teesside Sprint Series.

William Antobus – A regular British Kart Championships race winner, notably finishing second in the Rotax in the O Plate and at the British Championships.

Jacob Jukes – 2022 Junior Max Champion, and 2023 Whilton Mill Kart Club Junior Max Vice Champion. Jacob works within kart teams to develop business management and physical performance.

The unique course allows the flexibility to follow the education path of a driver's choice within motorsport, whilst developing driving or co-driving skills at the same time. The course is developed from the Government funded Diploma in Sporting Excellence qualification and combined with motorsport specific education to create a wholly exclusive programme.

Club Workshops coming soon

The Club and Volunteer Development Team Club Workshops take place in October and November 2025 around the UK. These workshops explore a wide range of topics, including Sustainability, Marketing, and Welfare, plus Club management and the role of Event Officials. The Club Workshops are open to all club committee members who can benefit from attending – whether it is your sustainability officer, safeguarding officer or social media content creator. Keep an eye on your email for more information and to sign up.



Summer nights remembered

Basingstoke Motor Club's The Summer Night 12 Car was a rally that nearly wasn't.

The second year of running, and designed to encourage beginners, good fun for novices, and challenge the experts, 2025 had a truly great turnout with a full entry.

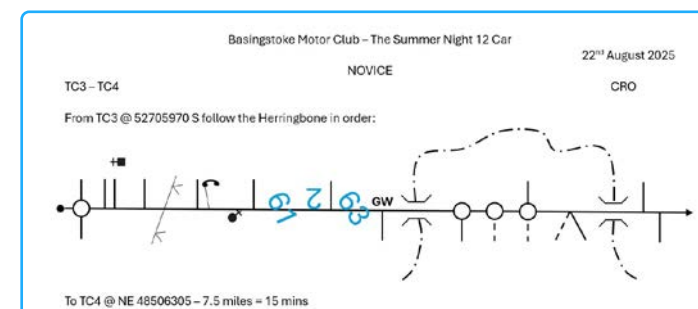


The most important change of the night was that Eddie Gale would step in for Tim Cuthbert on driving duties. This was originally entered by Roy Cuthbert and Paul Vaughan. Roy had not felt well enough to compete, and son Tim had

kindly stepped in. The Club was informed of Roy Cuthbert's passing earlier in the day, and considered postponement, but that was not what Roy would have wanted, having been such an avid competitor himself. A sombre atmosphere filled the air at the start, but everyone was ready to do Roy proud.

The results were really encouraging for our beginners, a slight step-up from marked maps, they were supplied with each section of marked map in envelopes to open at each control, as to put them in the same situation as the other crews, and an inkling of what it is like not knowing where you are going as you are about to leave the control. Beginners are included in the overall results – every crew had their handicap, making it fair.

- 1st Beginner, 1st overall
Allan Strachan / Jake Wallbank on OF 8M
- 1st Novice, 2nd overall
Steve Garside / Richard Dix on OF 27M
- 1st Expert 3rd overall
Colin Woodhouse / Rhys Williams on 1F 7M



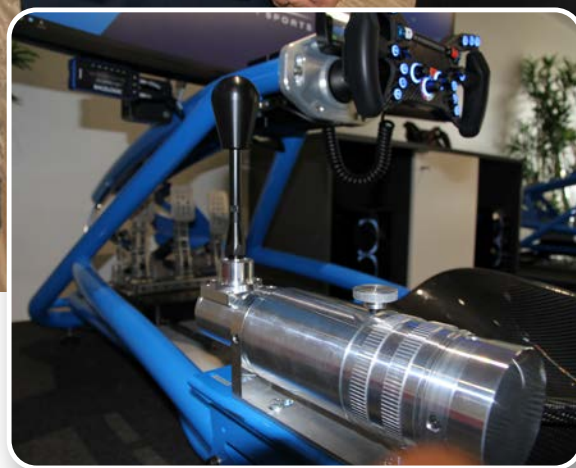
And special mention to the marshals helping to make the event possible, Mark Browell and John Connolly covering MCT1 & TC6, Rob Willshire covering TC2 & TC7, Alex Reynolds covering TC3 & TC4, Glynn Hayward covering TC4 & MTC9, Chris Pratt and Bridget Dix covering TC5. Having a smiley marshal standing out in the dark, eager to give you your minute and mark your timecard, really elevates the whole experience, so thank you from everyone. Everyone raised a glass for Roy at the finish, remembering one of our own, one of our friends from the lanes, a truly great bloke, a pillar of our club, always happy and laughing.



Shifter upgrade

BDH Race Sim Hardware has installed two of its new shifters on the Motorsport UK Blade SIMS from Base Performance Simulators, providing a significant upgrade for the Academy students and other esports drivers who use the facilities.

The team at BDH Race Sim Hardware are keen racers, on track in Caterhams and on Stage in rally cars, and the premise of the company has always been about bringing the raw mechanical feel of a race car to sim racing. The H2SQ platform signifies a step up from the H1SQ mechanical dual mode platform originally launched 18 months ago. The previous shifters at Motorsport UK were the BDH legacy H1 H-pattern (single mode) equipment, which is around five years old. The recent upgrade to a dual mode allows the students to work on sequential shifting as well as the manual-style pattern.



Two BDH Race Sim Hardware H2SQ shifters are now in place at Motorsport UK

The H2SQ shifter offers:

- Race-derived dual-rail H-pattern and sequential modes
- Slicker, faster gear engagement with zero-play mechanical feedback
- Adjustable resistance, hand-tuned for perfect gate travel
- Precise shaft guidance minimises miss-shifts under pressure
- Direct USB-C connection with 9th/10th sensor logic for zero input lag

BDH Race Sim Hardware is a family-owned business that combines a passion for motorsport with a dedication to creating the most realistic simulation experiences for racing enthusiasts worldwide. With a deep-rooted background in rallying and circuit racing, the BDH team brings years of experience and expertise to the world of sim racing. Each shifter is precision machined, and hand assembled, and materials include aircraft grade aluminium, tensile steel, bronze, nylon and integrated circuitry.



Visit the Esports Hub and sign up for a Motorsport UK Esports membership



motorsportukesports_

2025 British F4 Esports Championship

With a packed grid and teams ready to roll on the pitlane, the British F4 Esports Championship has announced its 2025 calendar of races.

Base Performance Simulators (BPS) – an Official Partner with the series, has increased its presence across the championship for 2025, which means the top three teams at the end of the championship will receive one full day of single-seater simulator use at BPS – complete with a dedicated engineer for support. Traxion on onboard as Media Partner, and World Sim Racing as a Sporting Partner.

2025 CALENDAR			
R1	DONINGTON PARK GP	R5	SILVERSTONE GP
R2	THRUXTON	R6	KNOCKHILL
R3	SNETTERTON 200	R7	SANDVOORT
R4	OULTON PARK INT	R8	BRANDS HATCH GP

There has also been a re-introduction of the £5,000 Prize Pool:

- £2,500 for the Championship winning team
- £1,500 for second place team
- £1,000 for third place team

Readers catch watch all the rounds live on the iRacing YouTube, Twitch, and Facebook channels.

Pole Position Award presented by BPS

The driver with the most pole positions in the season wins a BPS Fw-1 Steering Wheel and a BPS DDU



Porsche Esports Championship returns

Motorsport UK Esports and Porsche Cars GB first joined forces in 2023 and 2024 to bring the first ever community focused Porsche Esports championship. For 2025, The Porsche Esports Sprint Challenge GB has grown and is now a multi class five-round championship on iRacing at UK circuits, with two classes PRO & AM depending on your rating.

This championship offers the unique opportunity for drivers to win the chance to drive real Porsche cars at the famous Porsche Experience Circuit at Silverstone Circuit, and new for 2025 there is now an opportunity for the winner of each class to qualify to enter the Porsche Esports Carrera Cup GB championship.

The challenge spans five rounds at UK circuits and consists of two 30-minute races per round resulting in ten races in total. The event runs on Tuesday evenings:

- Practice: 6:00pm (BST)
- Qualifying: 7:00pm (Lone Qualifying, 2 Laps, 10 Minutes)
- Race 1: 7:15pm-7:45pm
- Race 2: 8:00pm-8:30pm

With two classes:

- PRO: Porsche GT3 Cup (992) – for drivers whose highest iRating ever achieved is over 3,000.
- AM: Porsche Cayman GT4 Clubsport MR – for any driver that does not meet the PRO criteria.

All races will be broadcast LIVE by RaceSpot TV and will be available on Motorsport UK TV

Porsche Esports Sprint Challenge 2025 calendar

Round 1	Donington Park GP	23rd September
Round 2	Thruxton	30th September
Round 3	Silverstone	7th October
Round 4	Oulton Park International	14th October
Round 5	Brands Hatch GP	21st October



Young Media Awards nominations open

Motorsport UK is pleased to open the 2025 Young Media Awards nomination process – a much-prized accolade by budding journalists and photographers dreaming of a career trackside.

Last year's winners were Craig Evans and Katy Fairman. Craig has covered a variety of series including F1, British GT, Touring Cars and the Goodwood Festival of Speed, building up a strong portfolio. He has most recently been photographing Formula E, covering much of the European season over the past three years. Katy is currently working with Formula E as their Championship Journalist and has written and conducted interviews for Sport Illustrated. She also hosts her own podcast 'Small Torque'.

An expert panel of judges – including several previous winners now at the cutting edge of the industry – will consider applications for both categories and select one winner from each category.

The winners will be honoured at the annual Motorsport UK Night of Champions, held at the Royal Automobile Club on Pall Mall in January 2025. The recipients will receive a

Motorsport UK trophy as well as a £1,000 prize to further their progress within motorsport media.

Nominations close Friday 24 October

Candidates must be aged 30 or under on 1st January 2025, and conform to the following submission criteria:

Young Journalist of the Year

Applicants must demonstrate either three published articles or three broadcast features in third party media from the 2025 season. Articles or broadcast features can be online or in print across specialist motorsport media, regional media and national media. Applicants must supply a covering letter from an editor supporting their application. Click [HERE](#) to submit an application.

Young Photographer of the Year

Applicants must provide five printed photographs from the 2025 season. Image can be showcased online or in print across specialist motorsport media, regional media and national media. Applicants must supply a covering letter from an editor supporting their application. Click [HERE](#) to submit an application.



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- Data Analysis & Driver Coaching

GPS

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QR code: 

Girls Karting Academy Scholarship winners progress in Club 100

Both Laila Fitzgerald and Freya Lally, winners of the Motorsport UK Girls Karting Academy Scholarships for 2025, are dominating the Club100 championships around the UK.

Laila Fitzgerald is currently competing in the top end of the northern championship for Club100, one of the highest level of 'arrive and drive' karting in the UK.

Competing in the Cadet class (for drivers aged between seven and 12 years-old), Fitzgerald, hailing from Tunbridge Wells, has also set the record as the first ever female in Club100 to sit on the front row in the finals, as she is regularly topping her qualification group.

Fitzgerald, who also practices gymnastics at school, comments, "I feel I have really improved. I am enjoying the faster speed in owner karts. I am grateful for the motorsport scholarship and hopeful for my future career. I will give it my all."

Freya Lally has excelled the competition within the Club100 North and South championships, currently sitting P7 in north and P15 in south.



Lally, who also practices dodgeball at school, has acted as a mentor for the new rounds of the Girls Karting Academy, showing new drivers what can be achieved when you start in motorsport.

Both girls began their motorsport career through the previous 'Discover your Drive' programme, now Motorsport UK's Girls Karting Academy introducing motorsport to girls aged eight to 12 years old.

The programme aims to inspire and invite the next generation of female talent into motorsport, through a series of nationwide taster days, at indoor karting track operator TeamSport.

This initiative is supported by the award-winning global luxury makeup, skincare and fragrance brand, Charlotte Tilbury, empowering females in motorsport.

Girls also have opportunity to continue learning in the TeamSport mixed gender Race Academy (also run after school) and then take on the challenge of progressing into the Motorsport UK British Indoor Kart Championship (BIKC), by setting a qualifying time at a regional TeamSport venue before competing in the national championships at Warrington.

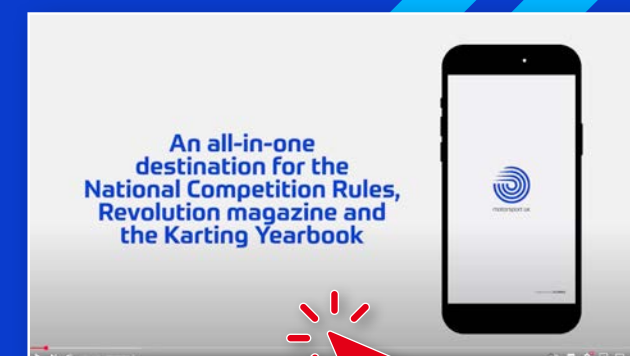
To find out more about Motorsport UK's Girls Karting Academy and sign up for our next run of taster days, click [HERE](#).

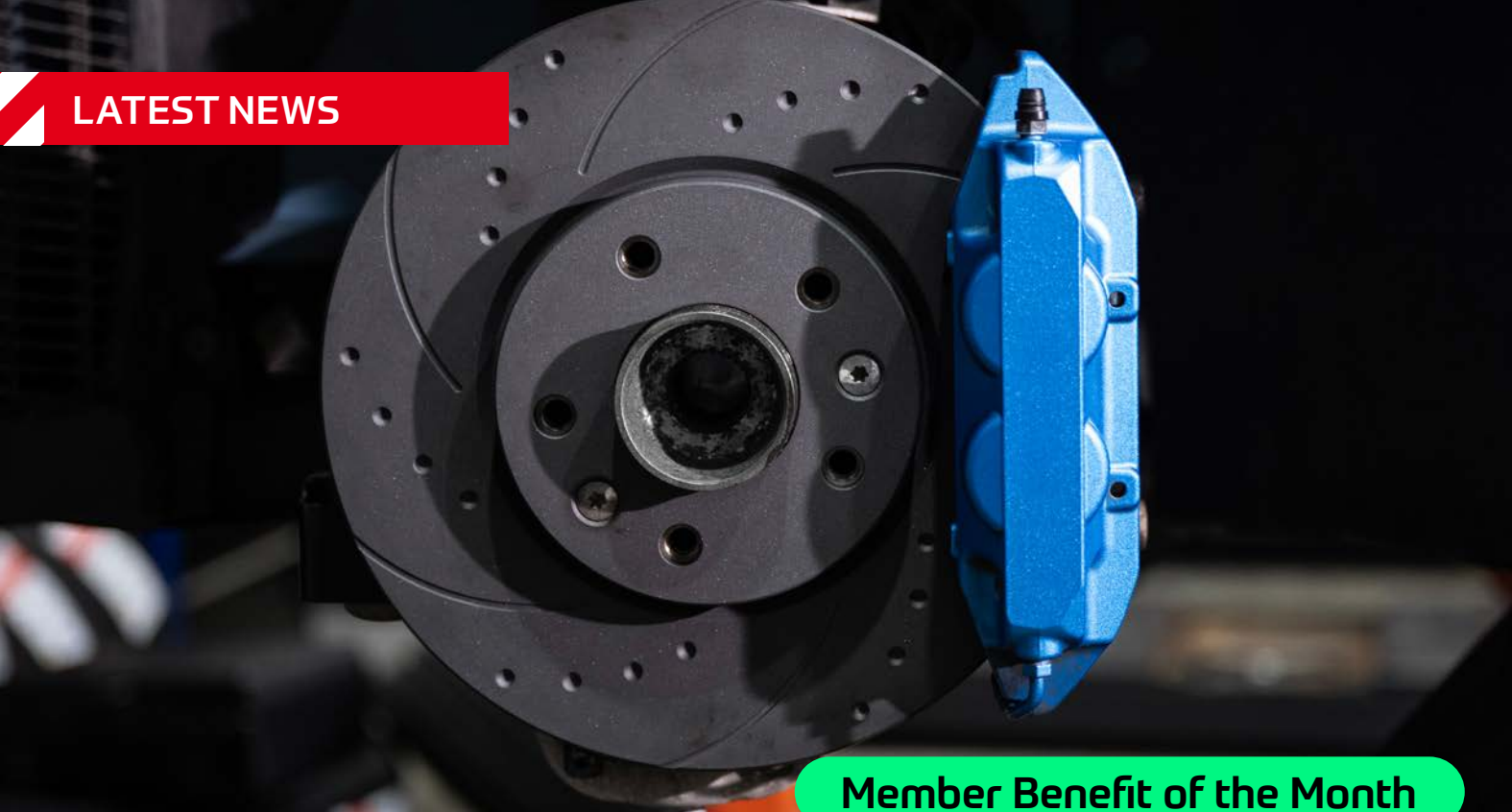


NCR Toolkit available

Motorsport UK has released the NCR toolkit, to support Clubs and organisers with the introduction of the National Competition Rules (NCR).

The 2025 National Competition Rules primarily represents a format overhaul with minimal material amendments to the existing regulations. While the essence and standards of the sport remain unchanged, the adoption of a digital-only format means the way in which they are presented, accessed and used is different. The NCR is available in the Motorsport UK Resource Centre and via the Motorsport UK App. Watch the video below to understand how to download the app and how to use it.





Member Benefit of the Month

Confident, controlled stopping power

In an age where performance often hides behind flashy marketing, Probite emerges with a quieter, more compelling promise: enhancing the everyday driving experience with serious engineering and authentic passion. This British brand transforms brakes into a meaningful upgrade for any driver.

Probite's performance discs are precision-machined in the UK, outfitted with refinements like cross-drilling, geometric grooving, chemical coatings, and internal vaning to elevate braking efficiency, manage heat far better, and even refresh pad performance mid-drive. These are not cosmetic extras; they are the engineering that underpins motorsport-calibre stopping power. Each disc is a direct-fit replacement, no extra bolts, adaptors, or finicky installations required.

As an official partner of the British Rally Championship, Probite brings lessons from the track to the road, reinforcing credibility and commitment to continual innovation. In a market that often forces compromises, Probite arms you with choice. The vast catalogue, aiming to cover over 98 per cent of UK vehicles, serves every driver: budget-conscious, classic-car caretakers, hot-hatch thrill-seekers, or cautious OEM purists alike.

If your priority is confident, controlled stopping, without compromising comfort, style, or practicality, Probite does not sell a quick fix. It offers a thoughtful redefinition of stopping power, one engineered with integrity and driven by genuine enthusiasm.

Visit <https://probite.co.uk> to select your options now

Rally Reunion at Pembrey

The Welsh Motorsport & Supercar Festival at Pembrey Circuit, on Sunday 21st September is having a bit of a reunion. Petter Solberg, Daniel Elena, Phil Mills, and Nicky Grist have all confirmed they will be there.

Soberg will join his co-driver and longtime friend Phil Mills to remember Michael 'Beef' Park, and WRC Ford teammate Colin McRae. The two became and remained close friends until the Scot's death in 2007.

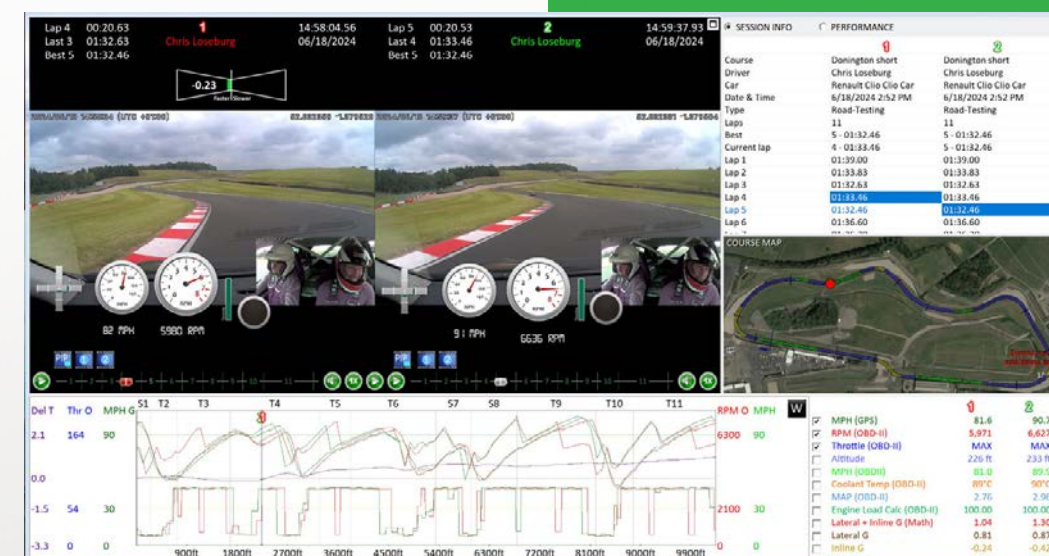
Get full details on the event [HERE](#)



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2025 Motorsport UK Club and Volunteer Awards

Nominations for Motorsport UK's annual Club and Volunteer awards are now open for 2025.

The annual awards are an opportunity for Motorsport UK to celebrate and reward the efforts of clubs, volunteers and organisations for their outstanding contribution to the vibrant motorsport community.

The **Club of the Year** award celebrates collaborative work with other clubs, shared best practices, opening motorsport to the local community and members, developing volunteers through training opportunities and generally going above and beyond in all areas.

Ulster Automobile Club were recognised during 2024 for its inclusive and innovative approach to motorsport, celebrating current club members and providing opportunities for those interested in getting involved in Northern Ireland. The club is the only club in Northern Ireland to run events in the Irish Tarmac Rally and British Hill Climb Championships and the Northern Ireland Autotest, Hill Climb and Sprint Championships.

The **Organising Team of the Year** award is judged on an ability to work together and engage the local community while holding a successful event for all participants and attendees.

The Vintage Sports-Car Club's Organising Team went above and beyond to deliver an unforgettable celebration of the club's 90th anniversary year. Through their exceptional teamwork, dedication, and creativity, the team, led by David Knight, orchestrated nearly a dozen permitted events in just one week, blending motorsport action with engaging evening social events.

The **Volunteer of the Year** award celebrates the hard work of those who dedicate their time and efforts to provide the foundation of the UK's thriving motorsport scene.

Maurice Bennington received the award in 2024, having dedicated so much to motorsport in his long career, in fact he is something of a lynchpin of the marshalling community, so much so, not many people can remember him starting around 56 years ago.

He has spread his service across several racetracks, and regularly works at Brand Hatch and Silverstone, in addition to his home track Snetterton.

The Club of the Year and Organising Team of the Year winners and runners-up will all receive a prestigious Motorsport UK trophy, with the winners also collecting a cheque for £1,000 and the runners-up a £500 cheque. The Volunteer of the Year award winner and runner-up will both be awarded a Motorsport UK trophy and a cheque for £500 and £250 respectively. The Sustainable Club of the Year winner will be awarded a trophy and a cheque for £1,000.

Motorsport UK is also inviting nominations for recipients of **Long Service Recognition Certificates**. Clubs, regions, or events are asked to put forward suggestions of officials with more than 40 years of service. Nominations for all awards close on Thursday 31st October and winners will be announced in December.

For more information and to put forward a nomination, please see our dedicated awards page [HERE](#).



Ulster Automobile Club receive their trophy and cheque from Hugh Chambers



Revolution - September 2025

Photos: JEP

StreetCar Festival Scotland heads to Knockhill

On 27th September, Motorsport UK's StreetCar programme heads to Knockhill Circuit as part of the celebration of grassroots motorsport across the UK.

StreetCar will be joining Time Attack at one of Scotland's most-loved circuits, inviting anyone to get behind the wheel of their car and enjoy grassroots motorsport. Attendees will have the opportunity to experience four different StreetCar events in one incredible setting – with all event entries including two general admission tickets. You can try out:

- Treasure Hunt – follow the map around the event to find hidden MINIs. Return your answer sheet back to Motorsport UK for a prize! (included in your General Admission ticket)
- Touring Assembly – take in some of Scotland's most scenic roads (£20 entry includes 2x Touring Assembly Entry (Minimum of a driver and navigator is required to participate) road book, rally plate and 2x Time Attack tickets)
- 4X4 Tyro Taster – experience the exciting world of Off Road in your own 4x4 (£20 entry includes 1x Tyro Entry, 2x Time Attack entry tickets)
- 4X4 Tyro Passenger Rides – be a passenger on the off-road course and experience the thrill of taking part in motorsport (included in your General Admission ticket)



Book your day out and motorsport adventure [HERE](#)



120 years of Shelsley Walsh

Shelsley Walsh celebrated 120 years of motorsport last month, as the 12th August 1905 was its very first hill climb, and the winner clocked a time of 77.6 seconds. Currently the record is 22.37 seconds – yet the challenge and the thrill of Shelsley for drivers and spectators shines on as brightly as that first day 120 years ago.



Revolution - September 2025

BICESTER HOTEL, GOLF AND SPA

A countryside escape that has it all.

Just minutes from Bicester Village and a short drive from Oxford – Bicester Hotel, Golf & Spa offers everything you need in one beautiful countryside setting. Enjoy a peaceful stay in our stylish rooms, unwind in the spa, play a round of golf, or enjoy a delicious meal with friends. Whether you're visiting for the weekend or a special occasion, Bicester is the perfect place to relax and recharge.

Set within acres of Oxfordshire greenery, the hotel blends modern comfort with natural calm – making it ideal for spa breaks, romantic weekends, or a spontaneous staycation. Whether you're booking in for a single night or a full weekend, every detail is designed to help you unwind and feel at home.

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.



Open to all, pop in! Join us for coffee, cocktails, spa treatments or dinner, no overnight stay required.

01869 241204

www.bicesterhotelgolfandspa.com

Bicester OX26 1TH



Investing fines back into the sport

Throughout the year, Motorsport UK receives funds following the issuing of fines as a result of non-compliance with Regulations. The fines range from fixed on-event fines to those imposed by the National Court.

The National Court acts as the highest judicial function, designed to protect participants and ensure that the rules governing the sport are upheld. The National Court is independent of Motorsport UK and has several functions, including Sporting and Eligibility Appeals, Disciplinary, Investigatory, and arbitration.

These fines are then channelled back into the sport by contributing to the provision of prizes, training activities or charitable causes. Over the last year, fine income has helped support several initiatives including:

Driving Standards and Race with Respect

Following community feedback on driving standards, a series of videos were produced in conjunction with Base Performance Simulators. These sim racing videos have been distributed to competitors and are used for training Officials in adjudicating infringements that happen on track, and for helping drivers to learn the art of leaving room for their fellow competitors. Furthermore, Race with Respect training assets for the community have been produced and are used to educate and inform on the importance of respect.

Celebrating our community; Awarding their continuous hard work

Motorsport UK recognises its community annually through Club and Community Awards. Prizes are awarded to the community who reinvest back into the grassroots of the sport. Winners are annually celebrated by Motorsport UK across Clubs, Volunteers, Organising Teams and Young Photographer and Journalist.



Supporting Disabled Driver Development

The Disabled Driver Scholarship has been instrumental in introducing the sport to disabled drivers who may never have had the opportunity to enjoy the sport. Each year, six competitors receive scholarships, benefitting from a fully-funded year of competition in AutoSOLOs, driving adapted Toyota Yaris'. The scholarship includes full use of the vehicle for a year, including entry to events. Since winning the scholarship, one competitor is pursuing the purchase his own car to continue next year.

Development and new event growth

Dundee hosted the inaugural FIA EcoRally in July and British StreetCar EcoRally winners received support to compete on the international stage.

Charitable Donations

Beyond motorsport, Motorsport UK supports charitable initiatives and programmes, making contributions to MacMillan Coffee Morning and Save The Children Christmas Jumper Day.



Charter Signing and Accreditations received

The Scottish Association of Motor Sport Clubs, Furness District Motor Club, and Wolverhampton and South Staffs Car Club, are the latest Motorsport UK registered clubs which have achieved sustainability accreditation.

These three beacons of environmental awareness and responsibility join the other six clubs already accredited in 2025, bringing the total to 20 clubs.

Elsewhere, Omagh Motor Club is the first Rally club to be awarded the Sustainable Rally Charter for its commitment to sustainable behaviours that demonstrate a commitment to the future of rallying.

The timing could not be better for the Club with the 50th edition of the McKelvey Construction Bushwhacker Rally taking place later in September.



Omagh Motor Club has been awarded the Sustainable Rally Charter

Upon signing the charter, clubs complete an environment impact assessment to measure the footprint of an event, through inputting their own data into Motorsport UK's Carbon Calculator. All Motorsport UK clubs will have access to several tools and resources as they work towards implementing sustainable objectives and goal.

Derek Graham, Club Chair, noted, "We as a committee are delighted to be the first club to receive the Sustainable Rally Charter from Motorsport UK. This year is special for the Club as not only is it celebrating its 90th anniversary but also the popular Bushwhacker Forest Rally will be marking its 50th anniversary next month with a two-day event which also includes a special commemoration evening event to mark this historic and nostalgic occasion."

The Sustainable Rally Charter is mandatory for all clubs running Forestry and Closed Road stage rallies in 2026.

Clubs which have Motorsport UK Sustainability Accreditation in 2025

- Association of North Western Car Clubs
- Beverley & District Motor Club
- Furness & District Motor Club
- Historic Sport Car Club
- Knutsford & District Motor Club
- Omagh Motor Club
- Roger Albert Clark Memorial Rally Club
- Scottish Association of Motor Sport Clubs
- Scottish Motorsport Marshals Club
- Scottish Sporting Car Club
- Wolverhampton & South Staffs Car Club

... will your Club be next...?

Two environmental volunteers joined Motorsport UK's Sustainability Assistant Lowenna Cleary at Brands Hatch for the British GT Championship round and GB3 races. The team completed the Carbon Calculator for the event, sourcing information from the paddock. The Sustainability volunteers were also in action at Rali Ceredigion in Wales this month.



Silverstone energises with tem

Silverstone Circuit has named tem, the energy transactions platform, as its Official Supporting Partner in a new multi-year deal that reaffirms the circuit's position at the forefront of sustainable innovation in motorsport.

Tem's technology allows businesses to mitigate the impact of volatile energy markets and bypass the wholesale market altogether. Tem launched RED™ to the market in late 2023, enabling businesses to get a fairer, cheaper price and transact directly with renewable generators. As part of its Shift to Zero strategy, Silverstone began its contract with tem in 2024 bringing transparency and accountability to its energy supply.

Stuart Pringle, Chief Executive Officer at Silverstone, said, "For large venues like Silverstone, it is essential to understand exactly where our power comes from — and how it is contributing to our environmental goals. Through our partnership with tem, we have been able to match our electricity usage directly with UK-based renewable generators and reduce our carbon footprint."



@artoff1

Stuart Vincent



Motorsport UK was very sad to hear that former Technical Commissioner Stuart Vincent passed away on 17th August, he was 89.

Stuart was one of the country's most experienced and longest-serving Scrutineers. After competing in local Rallies and Autocross events in a homebuilt special and a succession of Mini Coopers, Stuart struggled to find a Scrutineer for an Autocross event he was organising and decided, as an engineer by trade, he ought to fill the role. That was in 1964, and he never looked back!

Starting as an Assistant Scrutineer, he became a regular at Oulton Park in the 1970s and '80s, instilling a love of the sport in his family. Stuart rose to be one of the UK's first Eligibility Scrutineers and was appointed as a Technical Commissioner in 1984, taking on Sports 2000 in 1986, and the Formula First in its maiden season of 1987, followed by other BHL categories such as Multisports and Formula Forward. A long spell in charge of British Formula 3 came next before taking on Formula BMW UK and Formula BMW Europe, which allowed him and his supportive wife Pam not only to travel, but to also sample more of his favoured red wine!

After Formula BMW finished, Stuart returned to UK paddocks looking after the Ginetta GT Supercup but added the eligibility role for Masters Historic Racing to his long CV, having also had a spell in A1GP some seasons before. In addition to countless chilly weekends at the Formula Ford Festival, Stuart worked at 24 British Grands Prix, the first Abu Dhabi GP, and more RAC / Rally GB events than he cared to remember before he retired at the end of 2017. During his time, he was chief scrutineer for the MG Car Club, Jaguar Drivers' Club, Jaguar Car Club Racing, and was upgraded to an International Scrutineer for speed events at Santa Pod. He also looked after speed record attempts at Elvington and Millbrook.

Stuart's son Richard followed him into Scrutineering, and the dynasty looks set to continue as his grandson Wilbur has become a familiar sight in the Snetterton paddock this season which made him very proud.

The Family will hold a private short non-religious cremation to celebrate and honour Stuart's life and uphold his desire not to have a large funeral. Donations in his memory would be welcome to Lincs and Notts Air Ambulance, a charity he has supported for many years.

To Stuart's wife Pam, son Richard, daughters Dawn and Karen and his family and many friends, Motorsport UK sends its deepest condolences.

With thanks to Stuart's Son-in law, David Addison, for these words of remembrance

Stuart Turner



Winning co-driver, journalist, team manager, Public Relations man, motorsport director, charity trustee. Twice Lucky is the title of his autobiography but you could disagree with both of those words.

It was not luck which took Stuart Turner to the top of World motorsport, it was his eye for detail and sense for opportunity. Stuart's life had far more than two pinnacles.

Starting out in Stoke destined to be an accountant, Stuart discovered the world of rallying when his step-sister's boyfriend asked him along. Stuart quickly established himself in rallying, writing his first book and having articles published in Motorsport News. During the 1950's he was navigating on a huge number of events and started organising and marshalling them. With Ron Gouldbourn he won the BTRDA Gold Star championship in 1957/58 and British Rally Championship in 1958, its first year. He won the British Rally Championship again in 1959 with John Sprinzel with whom he gathered another BTRDA Gold Star. In 1960 he won the RAC Rally with Erik Carlsson.

By 1960, Stuart was well established in the British rallying scene and although getting paid to co-drive by manufacturers, needed a regular income to replace accountancy. Motoring News was to be his saviour and although he was only there for just over a year, in that time he established the famous Motoring News Rally Championship and the legendary "Verglas" column.

An unexpected approach from Marcus Chambers in 1961 gave Stuart a dream job and a platform to really show off his skills. As BMC competition manager, Stuart saw the potential of the Mini. The 60's were in full swing and the Mini Cooper crossing the finish line first on four consecutive Monte Carlo rallies took the team and rallying to levels never seen before or since. Stuart's dedication to detail was key in propelling the little cars to significant wins, so much so that some were convinced the cars were being swapped on the stages. Stuart turned the 1966 disqualification into a success by gathering more publicity than they would have received for another win.

In 1967, Stuart moved to Castrol to a more "conventional" business life launching GTX. The pull of motorsport was too strong, and he got involved with the 1968 London to Sydney Marathon and by 1969 he was lured into Ford by Walter Hayes to take over the Advanced Vehicle Operations department.



Stuart Turner masterminded the Mini Coopers' Monte Carlo rally successes in the 1960s

Gaining massive publicity from Hannu Mikkola winning the 1970 World Cup rally in an Escort, Stuart was promoted to Director adding responsibility for Formula 1 and other racing programmes in Europe. The Escort became the car to beat with two drivers' World championships and a manufacturer's championship behind it.

After seven years looking after Ford's PR, Stuart accepted the position of Director of European Motorsports. After shaking up the existing projects, Stuart worked with Gordon Murray and Patrick Head to create the RS200 for Group B. Under Stuart, Ford developed the Escort RS Turbo which won rally championship classes all over Europe and the Sierra RS Cosworth as a race car. The Sierra achieved more than the team hoped including the 1987 World Touring Car series and the 1988 European Touring Car Championship. When regulations changed the focus was moved back to rallying. In 1987 alone the Sierra won 26 International rallies and six national championships across Europe.

The Escort RS Cosworth was introduced with four-wheel drive and won in Spain, straight out of the box.

Retiring from Ford in 1990, Stuart was presented with the Gregor Grant Award by Autosport and an award by the RAC MSA. Of course, retirement Turner-style shaped into a schedule of public speaking (which of course he attained awards for), writing more books, and as an honorary member of the Regional Committee, delivering workshops and newsletters to motor clubs and volunteer officials, being the driving force behind the Motorsport Safety Fund and raising money for Race Against Dementia. In 2009 he was awarded the Prince Michael Award of Merit for service to British motorsport.

Stuart lost his wife Margaret in 2024 and is survived by his two daughters. Motorsport UK extends condolences to all that knew him. 🙏

With thanks to Neil Burgess for these words of remembrance

"I learnt so much from Stuart (as did so many others) and I could never have achieved what I did in motorsport without his support – and that of his contacts who he introduced me to. His great attention to detail in all he did – and his sense of timing – were second to none, and his significant work with the Motorsport Safety Fund charity continued his lifelong interest in and commitment to motorsport safety, the final financial outcome of which was gifted to our own British Motorsport Trust."

Allan Dean-Lewis, MBE

"Stuart Turner was the man who got things done, thanks to a combination of quiet determination, excellent contacts, and unfailing good humour."

I came into contact with him after he had retired, when he was the driving force behind the Motorsport Safety Fund (MSF) and I responded to a request in the fund's newsletter for ideas they might pursue.

I had an idea for a new marshals training manual. There had been manuals in the past, but they were well out of date, so I wrote a new one and sent the text to marshalling organisations. The response was always 'That's a good idea' and that was that. When I contacted the MSF and Stuart came back with an immediate 'Let's do it' and he made it happen. It was a similar story when we produced a training manual for Rescue Crew.

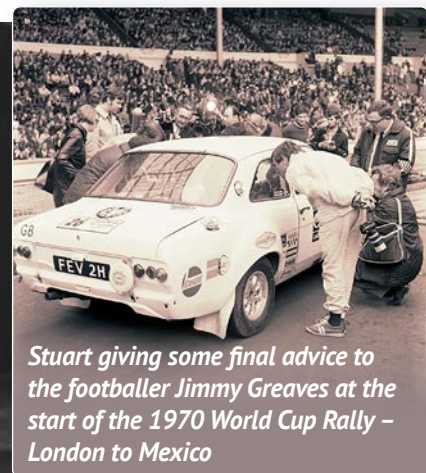
Stuart really got things done, but always in a polite and gentlemanly manner. Stuart had the knack of achieving results without those who were in opposition feeling a thing – in fact they probably ended up feeling pleased that they had helped, rather than hindered it happening.

Stuart was also an engaging writer and excellent after dinner speaker. He was a gentleman, in every sense of the word. I am sure there are, like me, lots of people who feel their lives were made better by knowing him and will always find a smile coming to their lips when they think of him."

Bob Rae, former Motorsport Safety Fund Trustee

"Taking the reins at BMC from my father (on his recommendation) in 1961, he continued the trajectory in spectacular fashion. I grew up with him in the background of my life and sometimes the forefront. Always generous, witty, acerbic at times but with a twinkle in his eyes. A lovely man who will be sorely missed."

Hugh Chambers



Stuart giving some final advice to the footballer Jimmy Greaves at the start of the 1970 World Cup Rally – London to Mexico



Stuart Turner and Erik Carlsson, winners of the 1960 RAC Rally

RISKY BUSINESS

Motorsport is an high-adrenalin activity, with inherent risks, but these can be managed to provide a safe, fun, and fair, environment to compete and enjoy our sport

Motorsport can be dangerous. We are reminded of this in the Regulations for each event, on the back of passes and tickets, and by signage around the venues. The thrill of competing against the clock or fellow drivers is all part of the attraction, as is the sensation of speed, and risk, which makes motorsport a global spectacle.

We are drawn in.

And so, we all must take steps to manage this risk. Reduce the danger. This is done on multiple levels and by everyone from participants to organisers. Licenced venues and events must meet the national safety standards, and these include, but are not limited to, the use of evidence-based layout and design, adequate run-off areas combined with suitable crowd protection barriers, use of deceleration devices (chicanes), plus regular and appropriate maintenance schedules, a provision of first aid, paramedics and medical facilities.

Race circuits undergo regular methodical safety inspections, and other venues have a similar rolling programme of their own inspections. This is in addition to the Track Condition inspections which are completed by the Clerk of the Course at every event, and the reports submitted to Motorsport UK. For international circuits, the FIA circuit inspections occur every three years. However, a valid Motorsport UK permit must be

in place for any event for these standards to apply. Permitted events must adhere to the content of the Track Licence – which covers the type of activity and vehicles covered, the maximum number of vehicles on course at one time, plus specifies minimum requirements for medical support, safety equipment and more.

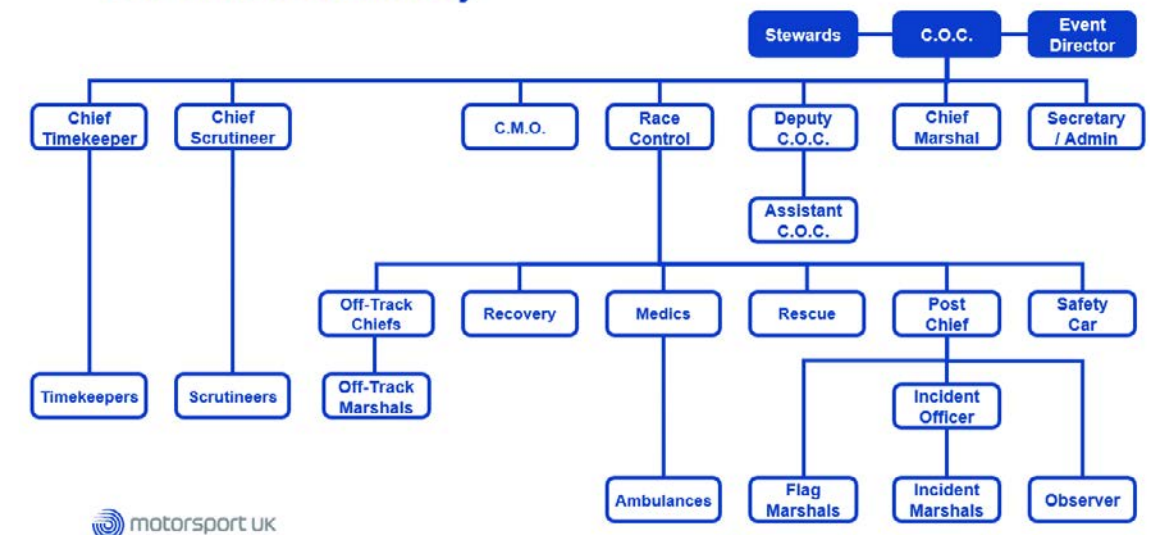
Venues that hold permitted events must, among other things:

- Comply with Motorsport UK Regulations
- Be maintained as agreed with Motorsport UK – to remain as inspected
- Marshal posts be staffed appropriately

The Organisation

Motorsport UK Registered Clubs that run events are made up of volunteers whose roles cover multiple aspects of race and event management. Each licenced official is charged with running a safe, fun and fair motorsport event. While the driver has the lead responsibility to ensure safety and to drive within the rules – many of which exist to make motorsport safer – the officials are the next level safety. Events are managed by the Stewards, Clerks and, where appropriate, a Race Director. However, the theme of safety permeates all of Motorsport UKs accredited officials, as the flow chart shows.

On-event hierarchy



Risk versus reward

As governing body of four-wheel motorsport in the UK, Motorsport UK must work with its members and clubs to constantly review and improve motorsport safety. Reports are gathered from every event run under Motorsport UK permit, and while the majority are incident-free, any feedback from the officials' reports that needs addressing is relayed to the Motorsport UK Safety Committee for review, and the committee can suggest amendments to the NCR, or updates to officials training and documentation to improve safety in for future events.

Review and revision of procedures maintains the knowledge base that all licenced officials can draw upon, and this extends into safety equipment and homologation of safety standards. It is the responsibility of the Competitor and / or the Entrant to ensure their vehicle and PPE meets the prescribed safety standards. The Motorsport UK Scrutineer will carry out checks at Events on Homologated Equipment, including looking for and confiscating counterfeit equipment.

Permitted events must include medical support and Rescue Units as per the regulations



James Roberts

Permitted events also carry a medical support requirement, with paramedics forming part of the safety crew. The costs of these layers of safety – from trackside to race control – are covered by the entry fees for the event, and so there is a correlation between increased safety provision and a higher cost-of-entry for Motorsport UK permitted events. Of course, the reverse can also be true. Lower costs at non-Motorsport UK Permitted Events may be reflected in the levels of safety and medical cover available. As with much in life, you get what you pay for.

However, while increased safety may come with a price rise in fees, both for event organisers and competitors, where an increase in safety can be attributed to a lowering of risk, it can also lead to lower insurance premiums. Across all areas of Motorsport, the rising levels of safety over the last five decades has given better protection to spectators, officials and competitors, while speeds and the thrills of motorsport have continued to rise. Balancing the rising risks with improvements in safety have prevented the costs of motorsport insurance from spiralling out of reach and retained the accessibility of motorsport for a wider and more varied participant.

Partnerships in action

Often it is the confluence of incidents that can lead to accidents and safety issues within motorsport, however, just occasionally, the same confluence of events can have a beneficial outcome, and one such instance can be seen in the addition of light panels to supplement the traditional flag signals at race circuits.

Light panels had been in use at several venues in the UK for some years before Motorsport UK began looking at their installation on a wider basis. However, their application lacked

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consistency and regulation. FIA Race Director and Safety Delegate Charlie Whiting had introduced them into Formula 1, alongside vehicle tracking, to provide race control with greater visibility of on-track status.

This generated discussions within Motorsport UK about implementing a similar system nationally to improve safety. Initially, cost was the main barrier, but the turning point came when Motorsport UK took over as the promotor for the British F4 Championship in 2022. This created the perfect opportunity to launch, for the first time, live tracking, and electronic flag signalling within a British championship, and to apply, and standardise, the safety features to each of the race circuits which the Championship would visit.



The introduction of Frontal Head Restraints in 2016 received widespread community support

Although costs remained a challenge, Motorsport UK partnered with EM Motorsport to develop a rollout plan in collaboration with the British Motorsport Trust (BMT) and the UK venues on the Championship calendar. This brought live onboard marshalling and tracking to Motorsport UK Permitted activities for the first time and enabled circuits to modernise some of their safety infrastructure – adding fibre networking and power distribution around the track, paving the way for enhanced connectivity, such as expanded CCTV coverage, to further improve motorsport safety.

Positive Impact

The motorsport community is known for its resilience and innovative responses to challenges of all kinds. Often the introduction of a new safety protocol or updated regulations receives widespread adoption, and the benefits are shared by everyone. When the HANS device, and more recent evolutions of the Frontal Head Restraint (FHR) were introduced in the



Helmet Cameras

Chapter 7 of the National Competition Rules (NCR) states that:

The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet.

Fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.

Any compromise to helmet integrity will not pass scrutineering, so please choose your camera location carefully – and fix it to the vehicle where permitted.



Motorsport UK licenced scrutineers assess the deployment of homologated equipment and ensure that all the competitors are adhering to the safety standards for the event


early 2000s, the acceptance and implementation of these was notably smooth and they are now commonplace across multiple disciplines.

The role of the driver in motorsport safety can never be underestimated, and keeping racing fun, fair and safe has been the watchword for Race With Respect. After a trial period

with Karting, in January of 2016, the code of conduct for all participants in Motorsport was then expanded to include Junior Drag Racing. The Santa Pod Racers Club and the Drag Racing community embraced it, and it was still encouraging to see the positive effects that the code of conduct introduced.

In 2023 Motorsport UK conducted a period of community consultation on updating the regulations regarding track limits. This process began back in 2021, with discussion at the Motorsport UK Race Committee following concerns that had been raised of deterioration in driving standards in circuit racing and a subsequent survey of all our circuit racing licence holders. The results were very clear – an overall deterioration in the enjoyment of the sport. This was a cause for concern and sparked the beginning of a wide-ranging 'Driving Standards' review by Race Committee and Motorsport UK.

In parallel with Race With Respect, the Driving Standards project introduced a range of initiatives and ongoing learning and development in the community, to ensure that the rules and regulations were clearly understood, as well as the reasons behind them, so that everybody continues compete in a safe, fair, and fun environment. 🌀




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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 5th August 2025

Tony Scott Andrews (Chair), Peter Daly, Simon Gnana-Pragasam

Case No. J2025/22

Mr Nick Bamber and Ms Sian Woolley appeared on behalf of Motorsport UK.

X appeared before the Court with their parents. X was represented by his Legal Consultant.

NON-SELECTION APPEAL– X

This is an Appeal brought before the Court by X's Father on behalf of his son.

1. The facts are that X had applied for a place on the Motorsport UK's Enhanced Diploma in Sporting Excellence Programme at Loughborough College, the acronym for which is 'DiSE'.
2. To be successful an applicant must meet numerous criteria, all of which are clearly set out in within the Motorsport UK Selection Policy document.
3. The selection Panel determined that X failed to meet one of the necessary requirements and his application was unsuccessful. It is against that decision that this appeal lies.
4. The Appeal is pursued on the basis that Motorsport UK has a discretion to waive the stated criteria if there are extenuating circumstances. The appellant asserts that there are such circumstances in his son's case to which Motorsport UK should have given consideration, and which would have satisfactorily addressed the matter upon which X failed to meet the required standard, in this case a requirement to have attained a particular grade at GCSE level in the English paper.
5. The Court has heard direct evidence from X himself, from his father as to the difficulties X experienced, and from a previous teacher and via video link from tutor as to the considerable effort made by X to overcome those difficulties.
6. Mr Bamber, for Motorsport UK, advised the Court that when the application had been received it had initially shown that the grade requirement had been met but this was subsequently shown to be inaccurate albeit by a very small margin and that no reference had ever been made to any extenuating circumstances until after the Selection Panel's decision had been notified to the Appellant.
7. Evidence was given by the Head of Motorsport UK's Competitor Development, Mr Tom Hartley, and also by the head of Elite Sport and Development at Loughborough College, Mr Matt O'Dowd.

8. Mr Hartley explained that within the programme at Loughborough, Motorsport UK was but one of many sports and had a predetermined number of places allocated to it. The offers which had been made to successful applicants had filled that allocation. There are a number of reserve candidates should any of those selected fail to meet the necessary GCSE grades once the results were known or withdrew for some reason.
9. Mr O'Dowd explained that the DiSE course contained a significant theoretical element such that a pass in the GCSE English paper at the stated level was important and that candidates who did not meet the GCSE requirements might well struggle at Loughborough.
10. The Court heard that selection for the DiSE course comprised two quite separate steps such that a candidate put forward by Motorsport UK would still need to be approved by Loughborough College for acceptance onto their course, this also subject to their own internal appeals process.
11. The Court found the evidence given by Mr Hartley and Mr O'Dowd extremely helpful in reaching a decision and it is to be hoped that the Appellant will consider it in the same light.
12. The Decision of this National Court is that the Appeal fails.
13. Motorsport UK make no application for costs.
14. The Court does, however, recommend the course of action put forward by Mr Hartley, that X, while continuing to be supported by Motorsport UK on the UK Futures Academy Programme and hopefully attaining the necessary grades in the GCSE examinations taken this summer, should simply re-sit the English paper which he took last year, attain a better result and apply for a place on the DiSE course next year.

**A. Scott Andrews, Chair
5th August 2025**

Sitting on 5th August 2025

Tony Scott Andrews (Chair), Peter Daly, Simon Gnana-Pragasam

Case No. J2025/23

Mr Nick Bamber and Ms Sian Woolley appeared on behalf of Motorsport UK.

X appeared before the Court with his father. X was represented by a Solicitor.

DISCIPLINARY PROCEEDINGS – X

Introduction:

1. X having accrued twelve penalty points on his licence in a period of twelve months and, as a result, having had his licence suspended on 21st July, appears before the Court today for consideration of further penalty in accordance with the provisions of NCR Ch.2, App.12, Art.1.6.
2. Mr Bamber advises that X competes in the GB4 Championship and produces to the Court four Decision sheets made by Clerks of the Course, two from Silverstone on 27th April, one from Oulton Park on 26th May and one from Snetterton on 13th July.
3. The Decisions, in date order, show that X was found Guilty of Driving in a manner incompatible with general safety, of Causing a collision, of Failing to obey the instructions of an official and of Causing a Collision.
4. X's Solicitor provides details of X's history as a competitor in various categories and of his results and intentions for competing in future events and produces to the Court a number of character references.
5. X expressed his regret for what had happened.

The Decision of this Court is that:

1. X's licence will be suspended for twelve weeks with effect from 21st July.
2. X is required to complete a minimum of six hours of driving re-education with an independent ARDS "A" or "S"

grade accredited Instructor, the identity of the instructor to be first notified to and approved by Motorsport UK's Head of Race.

3. Upon completion of the course of instruction, the instructor shall provide a written report on X's participation, conduct and perceived improvement in his driving and general competence to hold a Competition Licence.
4. That written report is to be submitted to Motorsport UK's Head of Race.
5. If the Report is considered to be satisfactory X may make application for the return of his licence.
6. Such application will not be considered before August 18th.
7. In the event that the licence is returned to X, the remaining period of suspension will itself be suspended provided no further offences are committed within that period.
8. Provided no further offences are committed, the penalty points will be removed from X's licence at the expiration of the twelve weeks of suspension.
9. X will pay a contribution toward the costs of this Court in the sum of five hundred pounds Sterling (£500.00).

**A. Scott Andrews, Chair
5th August 2025**

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Our vision is to create a safer sport, empowering our people to perform at the highest level and providing them with the equipment and tools to succeed.

We will do everything we can to make motorsport events held by clubs and affiliated organisations as safe as possible for competitors, officials and spectators.

britishmotorsporttrust.org

Sitting on 5th August 2025

Tony Scott Andrews (Chair), Peter Daly, Simon Gnana-Pragasam

Case No. J2025/24

Mr Nick Bamber and Ms Sian Woolley appeared on behalf of Motorsport UK.

X appears before the Court today accompanied by his mother and is represented by his solicitor.

DISCIPLINARY PROCEEDINGS – X

Introduction:

1. X having accrued twelve penalty points on his licence in a period of twelve months and, as a result, having had his licence suspended on 21st July, appears before the Court today for consideration of further penalty in accordance with the provisions of National Competition Rules Ch.2 App.12 Art.1.6.
2. Mr Bamber advises that X competes in the Ginetta Junior Championship and produces to the Court four Decision sheets made by Clerks of the Course, one from Donington Park on 7th September 2024, two from Silverstone, one dated 3rd November 2024, the other 27th April this year followed by one from Snetterton on 13th July.
3. The Decisions, in date order, show that X was found Guilty of failing to comply with yellow flags, Repetition of serious mistakes, causing a collision and again causing a collision.
4. X's solicitor explained that X, having never been involved in Karting, had comparatively little experience of competing in motorsport and that with one exception the penalties imposed had been just reprimands or place penalties. Reference was made to what might be regarded as a lack of care and guidance given toward X in his motorsport to date and it was felt that this had really not helped X in acquiring the skill and knowledge which he would need in order to progress in his motorsport career. Steps had already been taken to redress those difficulties
5. X addressed the Court, expressed remorse for what had happened and gave more details of the difficulties to which X's solicitor had referred.

The Decision of this Court is that:

1. X's licence will be suspended for a period of twelve months with effect from 21 July.
2. X is required to complete a minimum of six hours of driving re-education with an independent ARDS "A" or "S" grade accredited Instructor whose identity must first be notified to and approved by Motorsport UK's head of Race.
3. Upon completion of the course of instruction, the instructor shall provide a written report on X's participation, conduct and perceived improvement in his driving and general competence to hold a Competition Licence.
4. That written report is to be submitted to Motorsport UK's Head of Race.
5. Once a satisfactory report has been submitted the remaining period of suspension will itself be suspended provided no further offences are committed within that period. In the event that any further offences are committed the matter will be referred back to this Court.
6. Provided no further offences are committed, the penalty points will be removed from X's licence at the expiration of the period of suspension.
7. X will pay a contribution toward the costs of this Court in the sum of five hundred pounds Sterling (£500.00).

**A. Scott Andrews, Chair
5th August 2025**

Sitting on 3rd September 2025

David Munro (Chair), Adrienne Watson, Ian Watson

Case no. J2025/29

Ms Sian Woolley and Mr Nick Bamber appeared on behalf of Motorsport UK.

DISCIPLINARY PROCEEDINGS – Danny Griffin

1. This is a disciplinary case in which Mr Griffin has failed to respond to a summons issued on 22nd July 2025. He has, in fact, failed to respond to any correspondence and had absented himself from the Swards Meeting held at Larkhall on 6th July 2025.
2. In view of his failure to respond the Court determined that it was appropriate to proceed in his absence.
3. The facts of the case are that following a report of assault on 5th July 2025 at Larkhill Kart Circuit where Mr Griffin's son was competing in a round of the British Kart Championships the Stewards of the Event convened a hearing the following morning.
4. During that meeting they received evidence from Daniel Holland, the team owner of DHR, and from a Safeguarding Official, Michelle Doran and also viewed CCTV evidence. Following the hearing, Mr Griffin, who had not been present, was found guilty of contravening NCR Ch.2 App1 Art.1.1 in that he had used abusive language, behaviour or assault.
5. His PG licence was suspended for 30 days, and the case was referred to the National Court under NCR Ch.2 App2. Art.7.12 for the consideration of further penalty. He was then summoned to appear for the consideration of further penalty and for breaches of the following provisions of Motorsport UK's National Competition Rules:
5.1. NCR Ch.2 App.1 Art.1.5 – acting prejudicially to the interests of the ASN and /or motorsport generally, and NCR Ch.2 App.2 Art.6 – bringing motorsport into disrepute.

The National Court finds as follows:

6. There had been a dispute between Mr Holland and Mr Griffin which appears to have arisen during the period when Mr Griffin's son had raced with DHR. Mr Griffin had apparently become unhappy with the results that had been obtained in early 2024. Thereafter he had made threats of violence towards Mr Holland and on one occasion had said "I'll finish you when you get home, I know where you live".
7. During the afternoon of 5th July 2025 Griffin had entered the scrutineering bay at Larkhall where he picked up a screwdriver and, accompanied by his 12-year-old son, had gone to the DHR awning where he had threatened Mr Holland, brandishing the screwdriver as a weapon.
8. He was aggressive and used abusive language, saying "You know you have had this coming to you since Italy", "I warned you this would happen to you" and "why are you

being a ****; be a man and walk round the ****ing side" He continued by saying "Come round the side now or I will be waiting at your hotel tonight. The Premier Inn, right?"

9. The DHR Team Manager, Russell Carter, was standing nearby and attempted to intervene. Griffin's response was to threaten him with the screwdriver and to attempt to grab him by the throat. He said "You can shut up also as I'll stab you up too"
10. This incident took place in front of both adults and children and only ended when other people intervened to calm Griffin down. He then walked away telling Mr Holland that he'd see him at the hotel later.
11. The incident was reported to officials of the meeting and Mr Holland went to the Motorsport UK awning where Griffin was present. The police had been called but by the time they arrived he had disappeared and could not be found.
12. This is a particularly grave offence. Threats of violence were made towards Mr Holland on several occasions over a period of time and were clearly designed to frighten and intimidate him. It was a premeditated offence insofar that Griffin had picked up a screwdriver to use as a weapon, and had taken it with him, either to cause injury to or to frighten Mr Holland. He threatened Mr Holland and when Mr Carter tried to intervene, he assaulted him and threatened to stab him. When persuaded to leave, Griffin made threats to continue violence later at Mr Holland's hotel.
13. A further, and significant aggravating factor is that on 4th March 2024 he had appeared before this Court for a similar (but less serious) offence involving violent behaviour which had occurred at Kimbolton Kart Circuit. For that offence he had received a partly suspended period of suspension which had only expired on 31st December 2024.
14. In these circumstances the Court concludes that the only appropriate penalty is to permanently exclude Danny Griffin from attending all motorsports events and from holding any competition licence, nationally and internationally, for life, pursuant to NCR Ch2.App2. Art.1(g)
15. He is further ordered to pay costs in the sum of £2000.

**David Munro, Chair
3rd September 2025**



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HIGH-PERFORMANCE PROVING GROUND

The Sports 2000 championship delivers cost-effective competition, flexible regulations and speeds close to the British Touring Car Championship – appealing to seasoned racers and aspiring youngsters

One of the hidden gems of British motorsport, Sports 2000 was established in the late 1970s to deliver affordable and competitive sports car racing to the Club scene during a fragile period for the national economy. Now, almost five decades later, it continues to provide the same offering, with grids full of sleek, low-slung sports prototypes that have looks and performance levels which belie the budgets required to run them.

The championship, which includes separate categories for classic and modern cars, is one of an increasing number of popular low-cost track racing options running under Motorsport UK licence. Its robust, reliable and easy-to-run machinery include the classic Pinto-engine class, with limited aerodynamics, and the modern Duratec-powered cars, with more advanced aerodynamics, computer-managed performance and specialised body kits.

At the top end, the speeds these machines deliver put them right up there with the fastest categories of UK motorsport and former champion Clive Steeper, now its partnership liaison officer, explains: “The cars have so much grip that when you approach some of the corners, you don’t lift, you just turn. When you start to drive them to their best potential and look at their times, they’re actually faster than Touring Cars around some places.

“The category did have a period of decline, but since the creation of the Duratec class in 2001, and the more recent formation of the Sports 2000 Racing Car Club as a limited company five years ago, both Historic and Duratec categories have blossomed with better and better racing. Pretty much everybody on the grid prepares their own car, so from the point of view of bang for buck, it really is excellent value.”

Simple and Effective

The original idea for Sports 2000 was simple. An evolution of Formula Ford 2000, it added closed-wheel bodywork and used the reliable 2-litre Ford Pinto engine to create a robust rear-engine sports prototype weighing in at 600kg, including the driver. The series was highly competitive, with extremely close racing, and it attracted some very capable drivers – including some who ended up competing in non-Championship F1.

“It became a proving ground for young drivers,” says Steeper. “That included Chris Alford and two prominent women drivers of the 1970s, Davina Galica and Desire Wilson, and as time moved on, the champions roster added several future Touring Car stars including Frank Sytner (1978), James Thompson (1984) and Ian Flux (1986). More recently, our alumni include Porsche IMSA driver Nick Tandy and Aston Martin Racer David Pittard.”

The current champion is Michael Gibbins, a second-generation driver who followed in his father’s footsteps straight out of karting. He chose Sports 2000 over the more ‘usual’ route up the ladder and explains: “When it comes to competitive Club racing, I don’t think you can go much higher in terms of performance. You might look at British GT if you want to further your career, but it would not actually necessarily be a step up in terms of performance.”

Since its post-pandemic rejuvenation, Sports 2000 has become popular with drivers seeking cost-effective racing, and with some young drivers looking to nurture and

showcase their sportscar racing talent. That was the original plan for Gibbins, who joined the championship as soon as he could get a race licence at the age of 16, yet Sports 2000 ended up being the perfect place to stay.

“When I was in karting and at school, it was always racing in the background with education in the foreground,” he recalls. “I did an engineering degree but instead of going straight into work, I started doing a lot of instructing and had a big push to try and round up some more money for racing. I did my ARDS test at Thruxton and I was an instructor at lots of the tracks in the UK, working with manufacturers and some private clients.

“When I joined Sports 2000, there was a view on extending beyond that but that was never realised. Once I realised someone else wasn’t going to pay me to race, I did a bit of work in engineering, but my interest was always from a motorsport angle. If I was going to build a career in that area, it would have had to be in a race team and that would have stopped me racing, so I had to decide whether I wanted to work in motorsport or compete myself.

“I decided on the latter, so I got a job that allowed me to do that around it. Sports 2000 was the ideal formula because is something you can do yourself, without the need for team involvement to run. We have managed to get some sponsorship from local businesses, who gain publicity from get articles we get in local papers and get tickets for employees to come along to the events.

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HIGH SPEED ACCESS

"They get great access because it's the sort of meeting where there's no restriction on where you go. They can come and sit in the car and do all of that good stuff, and that help from the sponsors means that we can just about afford the budget to do it each year. I think a lot of people who have tried to make their way up the ladder could relate to that story and this is a great series to end up in."

Duratec racer Tim Tudor, who lectures at the University of Wales Trinity St David, was attracted to the championship by the engineering opportunities it offers. Seeing the opportunity to turn it into a proving ground for young engineers, he began racing with a single car around 10 years ago and has since expanded the project into a two-car team, with F1 aerodynamicist John Iley joining to help the students develop the machines.

"When I started lecturing, I was very keen on getting students out in the field," Tudor explains. "Sports 2000 is ideal for that because it's a real-world environment with regular races at decent circuits. The engine costs are quite low, which helps us do it on a budget, and the regulations offer lots of scope for developing the cars – so there's plenty of room for clever student engineering to make a difference."

Competitive Grids

The championship offers huge diversity in machinery, with an attractive grid that is made up of classics resembling the old 2-litre Group 6 cars and modern machines that look like the latest LMP sportscars. In total, there are currently chassis from nine different manufacturers in competition, with MCR, Gunn, Lola and Van Diemen represented in the Duratecs, and Lola, Tiga, Van Diemen, Royale and Shrike in the Pintos.

When the Club's President, legendary sports car racer Derek Bell, tested some of the classic and modern machines, he was hugely impressed. "He loved the historics, in particular the Tiga, which he said was reminiscent of driving his Formula 2 Ferrari back in 1968/69," Steeper recalls. "It's all about carrying the speed and if you learn how to do that, and can drive smoothly, you really can get a lot of performance out of these cars."

>>>>>



Racing at Zolder



Duratec Sport 2000s racing at Oulton Park



Historic Tiga Sport 2000s, driven by Mike Fry and Clive Steeper go wheel-to-wheel

The seven-round season, which at times runs alongside the GT Cup championship, includes double-headers, a mini-enduro race and a season-ending triple header. It visits top UK venues including Silverstone, Brands Hatch, Oulton Park, Snetterton and Donington, and offers the chance to travel to a non-championship event in Europe, with past destinations including Spa, Zandvoort, Le Mans, Dijon and, this year, Zolder in Belgium.

The championship attracts a competitive mix of drivers, which Steeper says includes a significant number of professional race instructors. That makes it fiercely competitive at the sharp end of the field, but with 25-30 cars in each race – around a dozen historic Pintos and the rest modern Duratecs – and each category split into three age-related classes, there is plenty of direct competition throughout the field.

Reigning champion Gibbins has won five overall titles since he started in 2014, but this year is in a tight battle with fellow MCR driver Joshua Law, who won three seasons ago. He enjoys the close competition and explains: “It’s been particularly close between us two for a few years but at no point has either of us really run away with it. You can’t do anything crazy to the car to give yourself a wild advantage, so it’s always pretty close.”

In contrast to Gibbins and Law, Iley – who has been Chief Aerodynamicist for Jordan, Renault, Ferrari, McLaren and Caterham during his career – had turned 50 before he made

his racing debut. The intensive nature of working in F1 gave him no time to race, but when the Caterham F1 project came to a halt and he decided to go freelance, he grabbed the opportunity to make time to get behind the wheel.

“It was a bucket list for me to get in a race car so for my 50th birthday, my family and friends clubbed together and got me my ARDS test,” he recounts. “It was around that time that I’d become more independent in my work, and I was asked to go to the university to do a talk to the students. I realised how much they were doing and thought it was really interesting, so I started to get involved.

“I saw that they were pushing some boundaries and hopefully providing motorsport with future engineers, so I started helping with the aero on the car, lecturing and mentoring students. Then an opportunity came up to join Tim in a similar car, so we could compare data across one car to the other, and it just shows, it’s never too late! I’m constantly learning and I’m getting more competitive as time goes on.”

Having listened to feedback from the top racing names throughout his career, the chance to get behind the wheel gave Iley a new insight into what goes on inside the mind of a driver and he adds: “On many levels, I wish I’d done it ages ago because you understand so much more from being in the car and feeling things. I always knew what ‘good’ looked like from an engineering point of view but now I know from a driving point of view too.



Current Sport 2000 champion Michael Gibbins



The University of Wales racing team in action

“The mental processing, the analysis and the application means so much more when you’re sat there and you’re saying, ‘I’m turning into Copse, what’s holding me back, why aren’t I braking later, what do I need to?’ I can now see where the drivers’ questions come from and it’s so much more relatable – but whether I can put it into practice or not on track is a completely different thing!”

Proving Ground

It is now five seasons since Iley made his Sports 2000 debut and in those years the university project has continued to bring through some of motorsport’s brightest young engineers. Iley is now consulting for the new Cadillac F1 team alongside at least two of the university’s graduates, while other alumni have found jobs in World Endurance, World Rallying and with other teams in the F1 paddock.

The project now engages over 50 students, with 15-20 attending each round, and Iley explains: “We try to combine coursework with car development where possible, so they’re actually applying things they’re learning on the car, and the job descriptions of who works on what during a weekend are similar to any professional racing environment – we have telemetry, race engineers, people looking at engines, gearboxes, front end, and so on.”

When Iley first got involved, he and Tudor came up with the idea to get a set of students to evaluate the bodywork on their existing Mark 1 MCR and see how they could improve it. The work, which was supported by the manufacturer, involved wind tunnel testing, prototyping and track testing, and resulted in a cost-effective upgrade that has since been adopted by pretty much every MCR runner on the grid.

“A lot of lap records have gone since the new bodywork came in,” smiles a satisfied Iley. “We’ve had some category tyre changes and people keep resurfacing circuits in the UK, which changes the parameters, but we’re well over a second quicker



UWTSO students learning from hands-on mechanical studies in the Sport 2000 paddock

than the old bodywork. We were very conscious of keeping it cost effective and cost efficient and we are pleased that so many of our competitors have now taken it on via MCR.

“It’s a good calling card for the university because it shows not only are the students learning good stuff, but they’re putting it into practice and we’re racing it. We’ve gone on to change things further since and one of the areas that we’ve taken on another step has recently appeared on other MCRs too, so they’re clearly looking at us and going ‘oh they’re doing that, that’s why I should do that!’ which is nice for the students to see.”

»»»»»



UWTSD students trialling aerodynamic adjustments in the MIRA wind tunnel

Tudor says the student programme runs on around “a quarter” of the budget that some other universities put into their motorsport projects. However, the expertise the students develop, specifically with the MCR machines, has resulted in around five graduates joining the series to support other teams in the championship – some of whom are direct rivals to Tudor and Iley out on the track!

“It’s doing what I set the project out for, which was to give students first-hand experience, to showcase what they can do outside the student environment and to help them sell themselves – because that’s what they need to do to get good jobs in the competitive environment of motorsport,” says Tudor. “And I’m proud that our graduates are now being called on by other competitors and are running them successfully.”

Everyone involved in Sports 2000 says that despite the intense competition on-track, it is one of the friendliest racing environments in UK motorsport and Steeper explains: “You can’t blink out on track or people will go by, but in the paddock, if somebody bends their car, a lot of drivers will offer parts or an extra pair of hands. Everybody is willing to help, and the unwritten ethos is ‘I can’t beat you if you’re not on the track.’”

For Gibbins, that friendly atmosphere was a breath of fresh air after the years he spent in the competitive karting – and even he and his closest rival Josh will help each other out if the need arises. “Josh blew an engine at the start of the year, and we happened to have one in the back of the trailer, so we offered him it,” he recalls. “Everyone’s competitive and everyone wants to win, but we don’t want our rivals not to have a race.”

“There’s lots of really knowledgeable people in the paddock who you can learn from when it comes to understanding vehicle dynamics and that has really allowed me to get stuck into car set-up and feel more confident in understanding what to do next if something is wrong. We do a lot of the maintenance work ourselves, and we don’t need a team of 20 people to be at the front.”

“I think the cars look great and go really well for the money you spend, too, and the driving requires a lot of the core skills you need to be a competent driver – including good race craft, tyre management and race management, which all comes with multi-class racing. You can spend far more money on other series, with cars that don’t go as quickly and, arguably, aren’t as attractive – so I can’t really see anywhere else I’d rather be.”

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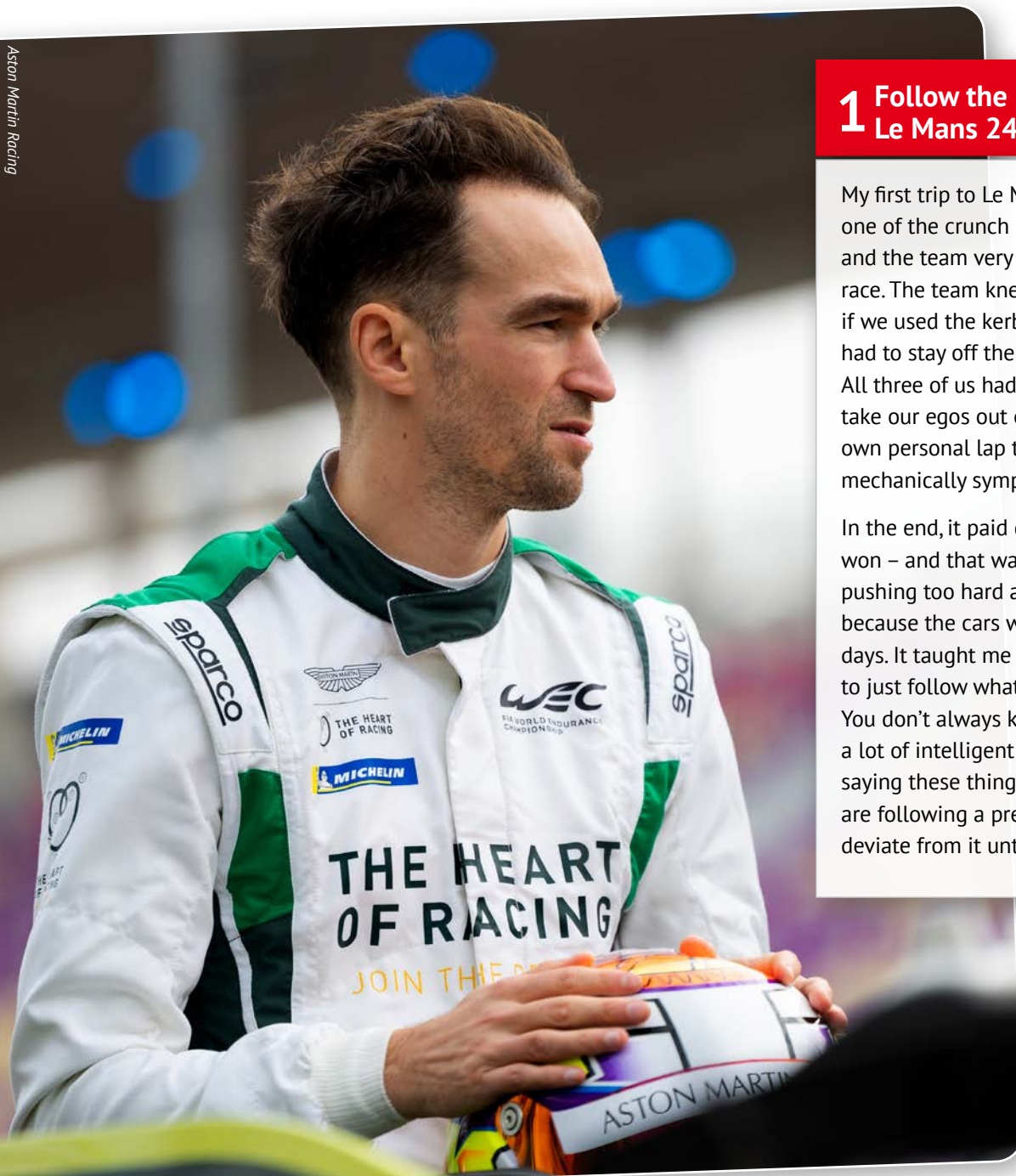
Watch motorsport events live across the UK from British Championships to club meetings...



Lessons Learned... with Harry Tincknell

Harry Tincknell is currently racing in the FIA World Endurance Championship with Aston Martin. The Exeter-born driver made his karting debut in 2001, started racing cars in 2008 and rose through the ranks in single seaters before moving to endurance racing in 2014. He won the LMP2 class on his Le Mans 24 Hour race debut that year, driving for Jota Sport alongside fellow British drivers Oliver Turvey and Simon Dolan, and since then he has competed in the European Le Mans series, the FIA World Endurance Championship, the IMSA SportsCar Championship and the Asian Le Mans series. He has also been a test and reserve driver for two Formula E teams, and he has returned to the Le Mans 24 Hours on 12 occasions, winning the GTE Pro class in 2020 alongside Alex Lynn and Belgian Maxime Martin in a works Aston Martin Vantage GTE. He joined the Aston Martin THOR (The Heart of Racing) Team last year to develop and race the Valkyrie hypercar.

Aston Martin Racing



1 Follow the plan – Le Mans 24-Hours, 2014

My first trip to Le Mans with Jota Sport was one of the crunch moments in my career and the team very much had a plan for the race. The team knew we would be quicker if we used the kerbs, but they told us we had to stay off them and look after the car. All three of us had to commit to that plan, take our egos out of it, not worry about our own personal lap times and focus on being mechanically sympathetic.

In the end, it paid dividends, because we won – and that was partly down to others pushing too hard and breaking down because the cars were more fragile those days. It taught me that sometimes you need to just follow what the team is telling you. You don't always know best, and there's a lot of intelligent people there that are saying these things for a reason. If you are following a pre-prescribed plan, don't deviate from it until told otherwise.

2 Appreciate the team around you – Petit Le Mans, IMSA SportsCar Championship, 2021

I had been competing in the US with Mazda for four years and this was the last ever race in their program. We won it with a pass with 40 minutes to go and for me it was like scoring the winning goal at Wembley! It was a really poignant moment, the end of an era. Everyone was moving on to different things and I have never seen so many grown men and women crying than I did at the end of that race.

I think sometimes as a driver, it is easy to lose touch with how much everyone else in the team cares. You can get lost in your own world, focusing on driving as fast as you can – and that is important, but seeing how much it meant to the team reminded me how much hard work they put in and how important it is to let the engineers, mechanics, truckies, people in hospitality, everyone in the team, know how grateful I am for everything they do.



The Mazda team celebrate a win at Watkins Glen

3 Your team-mate is your ally – Shanghai, FIA World Endurance Championship, 2016

I was racing a Ford GT with Andy Priaulx in the LMGTE Pro class and after winning the previous race in Japan, we arrived in China and found ourselves really struggling in practice. We didn't feel the car was working well so we went back to the hotel room with the video and data and worked together until midnight, trying to understand what was going wrong and what we needed to do to improve.

I was a young driver at the time and in other partnerships, where you don't work well together, you would probably go your separate ways from the track and look at things yourselves. In this case, though, Andy was so open, and we worked through the challenge together. He was pivotal in helping me become someone who can develop a car and lead a team, and that was so useful for me in that part of my career.

That race taught me that when you are working with a team-mate – as people do in many forms of motorsport – you must keep in mind that making the car go quicker is the most important thing. Pooling ideas and working hard together doesn't come naturally to a racing driver because we have grown up for so long with our teammate as the number one person to beat, but we ended up turning the weekend around and winning the race.

Even in single seaters, from a set-up perspective, unless you are absolutely dominating, it is narrow-minded to think you're always going to have everything optimised. There's going to be times where you're in the sweet spot... and times where you need help... so it is good to have that rounded mindset of needing to give a little to receive a little. That obviously comes with a bit of mental fortitude, but it's what you need if you're going to get to the top.

You don't want to be that person that closes yourself off. You want to be a team player, and now I am a bit older and generally have younger teammates, I am always trying to provide help and support.



Tincknell partnered with Andy Priaulx in the Ford GT

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4 Pre-event preparation pays dividends – United States, IMSA SportsCar Championship, 2018

When I first went to the States, every track was new, and I quickly learned how important it is to prepare. I spent time on the simulator at home and with the team, but I also watched the previous year's races on YouTube. Even when you are out on track in practise, it is hard to get a feel for things like traffic management, and I learned so much from watching the full race back. It's amazing now how much onboard video is available from competitor cars!

Preparation is getting increasingly important as track time becomes more pressured, not only on the single-seater ladder but even in sportscars. We get four hours of testing before the race, but when you split that between two or three drivers, running and testing set-up changes, before you know it, even at Le Mans, you're into the race. That means all that preparation away from the track can influence the race far more than you might think.

You can't beat the real thing, of course, but especially if you've never been to a track before, and especially if you're a junior driver, spending time learning what lines you can take, what kerbs you're going to use, what gears you're going to be in, enables you to turn up feeling like you've already done FP1 before it's even started. You know what makes you quick on every corner before you even turn up, so you are already one step ahead.

5 Learning about data and engineering is vital – Formula BMW testing, 2008; Aston Martin Valkyrie testing, 2024

When we started testing the Valkyrie last year, there are so many electronically controlled systems on the car, I really found that having a good understanding of engineering helped me give better feedback to the engineers. Being able to analyse the data myself, as well as with them, has also allowed me to work on my own driving and back up what I am saying about the car.

I first became aware of the importance of data when I started testing cars. We did have data systems in karting, but they were not as sophisticated as they were in cars, so I was amazed what you could do with it! I was doing some Formula BMW testing, and I was able to compare my data to Marcus Ericsson, the previous year's champion, and set a target to match him. I discovered it was very tangible in terms of knowing what he was doing differently and where I needed to improve.

I had an engineer going through that with me, but I realised very quickly that while the driver coach and the team helped me enormously, if I learned more about how it all worked, there was so much of more I could get out myself by just constantly analysing and improving.

I am very analytical and when you have all this data and video to use, I feel like it is your virtual driver coach – but it's one thing to have it: It is another to maximise your use of it. I was certainly nowhere near as good as an engineer, so I had to learn how to get the most out of all the specific aspects.

As racing cars go down a more electronically controlled route, it requires better feedback, and in the Valkyrie, all the systems are so adjustable, as you go around you do need to be a bit of a mini engineer to get the most out of the car. That is partly for myself, to optimise the settings behind the steering wheel, but also to give feedback over the radio to the engineers and ask them to check the data.

Furthering yourself on the engineering side, with data and set-up, is vital, particularly for junior drivers, because if you truly understand it, you can guide the team in the right direction. Sometimes, what you feel and say on the track doesn't end up aligning with what's actually happening, but as you progress through your career, that knowledge is asked of you and expected of you more and more. 🎧

Driving the technically advanced Aston Martin Valkyrie at Le Mans



Knutsford and District Motor Club

This Club prides itself on its high-profile Stage, Targa and Regularity Rally events – and is securing its future with Streetcar and grassroots motorsport

Formula One has a champagne celebration; the Indy 500 winner drinks milk; but for the Knutsford and District Motor Club's Tour of Cheshire every finisher is given a 'round' of the county's famous Cheese to toast their success.

The Tour of Cheshire is well-respected daytime historic Regularity Rally and is one of three major Club events during the year, alongside the Plains Rally – a high-profile round of the British Historic Championship run on gravel roads through the Welsh forests – and the Knutsford Targa – the British Trial & Rally Drivers Association (BTRDA) Targa Rally of the Year for the last two years.

The Club, which was founded in 1958 and continues to boast a healthy membership of around 150, thrives on these three events but its Chairman, Mike Lawson, is acutely aware that a continuous stream of new members is needed to keep these events going into the future.

To achieve that, the Club has focused significant attention on less intensive competition events – such as Autotests, Navigational Scatters and Production Car Trials – which can be entered and enjoyed by a wider range of people, with the recent introduction of StreetCar helping to accelerate the appeal.



One of the key recent changes was the introduction of the evening Autotest permit, which offers a reduced fee and has helped the Club to offer more low-cost midweek events, drawing in several newcomers who are attracted by the convenient timing, low entry cost and low-risk participation.

"We like to keep the entry fee to no more than £20 – which for two hours of sport and sometimes a barbecue thrown in is pretty reasonable," he says. "The permits were costing £10 or more, so that was taking a lot of the cost, but we can now cover the venue, awards and marshal costs and even give a charitable donation.

"We work hard to promote these events and we're getting more active on social media, understanding trends to build awareness. We're well represented on Facebook, reasonable on Instagram, but a bit behind the curve in things like TikTok – but it's chicken and egg; you need the younger people to explore that as an avenue!"

Recently, the Club also expanded its efforts by hosting its first taster event, which was run under a Certificate of Exemption permit and included a non-competitive Gymkhana style activity involving two challenges – one to test distance and awareness and one to test smooth driving with a bowl of balls on the car bonnet.

"If we don't have new people coming through, the Club will eventually decline, so for the last five or 10 years, we've put a big push on trying to build upon what we do at the Club level," explains Lawson. "We have always had a good range of events, and we are now doing more to encourage local people to get involved.

"In the summer, we run our grass Autotest series, with five reasonably priced events on a Monday night, and we normally get good entries. We run the Autotests combined with a PCA, to give more chance of getting youngsters or families involved, and we have the five at three different venues.

"StreetCar has helped to bring all these grassroots disciplines together as a focus and with lots of Clubs trying to do the same thing, we have found the StreetCar forums to be really good as an opportunity to discuss things that work and things that don't between all the different Clubs involved."



The day also included a non-competitive Production Car Autotest 'experience' in which youngsters who had never tried out motorsport before could get into a car with an adult and learn the ropes without a leaderboard or times, although still with marks for hitting cones or not crossing lines to add a measurement of skill.

There were also static displays and stalls and one of the Club's members, navigator Graham Raeburn, also ran educational sessions on Rallying and navigation, which proved a revelation for some people who did not realise that Targa Rallies were run at lower speeds than stage rallies and that they could enter them with a standard car.

Although putting on a new event is never easy, Lawson says the work involved was only "a little bit more difficult" than setting up and running one of the Club's AutoSOLO national championship events. That was mainly because it was the first one – and it proved to be a big success that they plan to run again next year.

"It went better than expected and we were pleased with the turnout," he says. "We tried a lot of different ways to advertise it – the usual website and social media as well as village magazines, free ads, advertorials and paid adverts. We also did flyers at car meets and pubs and we even did the supermarket 'What's On' boards.

"Bearing in mind the weather forecast was for horrendous rain, we had around 30 people have a go at the Gymkhana, and a lot more just come along, look at the stalls and talk to us about what we do. We got seven new members on the day and lots of other potential members who may sign up in the future. That's pretty good going."

Alongside its own events, the Club runs Championships which include other Clubs' events to give everyone something to play for – including one for Autotests, Trials, Sprints and Hill Climbs; one for road, stage and historic Rallying; one for Scatters; one for grass Autotests; one for Marshals, and even ones for all-rounders.

"We actually get a lot of people who just want to do the organising side," he explains. "They're not so bothered about competing, they love getting out marshalling and taking positions in organising roles. We've got a strong marshalling group, so we make sure we include them in the Championships too!

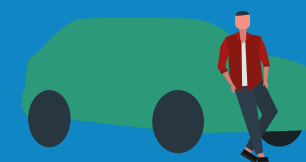
"That's another area where we're trying to encourage younger people. Very often, with youngsters who'd like to go out marshalling, there's issues around transport and safeguarding, so the question is how do you tap into that group? That's still a work in progress, but the vision and the idea is there."

It's all about making the Club inclusive and open-to-all. That extends to the lively social side, which sees monthly meetings at a local pub for motorsport talks, quizzes, treasure hunts, model car racing and tabletop rallies, where people can learn Road Rally navigation without leaving their seat, and with a pint in their hands.

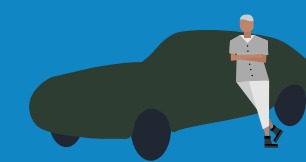
The last 10 years has shown first-hand how people can grow with the Club, and, for Lawson, that is the secret to the future. "We have quite a nice mix right now," he explains. "Some just enjoy staying where they are while others do explore the next levels up – and that's what the Club needs for a successful future." 🌀



To find out more, see www.knutsfordmotorclub.co.uk



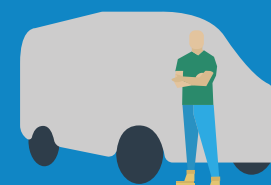
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Armstrong Galloway Hills Rally

13th September, Galloway Forest, Scotland

The Galloway Hills could see Dumfries driver David Bogie take a record-stretching seventh Scottish title. Mark McCulloch currently tops the standings going into the penultimate round, but with dropped scores now coming into play David would take the title with a top five finish. The co-drivers title is likely to go to the final round before a champion is crowned.

<http://gallowayhillsrally.co.uk>



AF Motorsport Media

Robin Alexander Sporting Trial

13th September, Penvose Farm, St Tudy, PL30 3NP

Camel Vale Vice Chairman Thomas Bricknell will be looking to secure his sixth British Championship at his home event, the Robin Alexander Sporting Trial this month, near Bodmin, Cornwall. The trial is the only British Championship level event Camel Vale Motor Club host, and the first part of a Cornish double header weekend. Bricknell won seven of the first eight rounds in the spring, continuing to dominate the sport at all levels with passenger Beth Carroll.

<https://camelvalemotorclub.co.uk>



Snetterton 300

13th-14th September, Snetterton, Norfolk, NR16 2JU

The British Truck Racing Championship storms back into Snetterton for two days of super-sized action. A quintet of BTRC contests will take place across the weekend, with the racing trucks unleashing up to 1000bhp around the Snetterton 300 circuit. There is a colourful support race programme too, featuring the TCR UK Touring Car Championship and a selection of BARC championships and series.

www.snetterton.co.uk/2025/september/british-truck-racing



Kennings Trophy Autotest

14th September, Trac Môn, Anglesey, Wales

This round of the Motorsport UK, BTRDA and ANWCC championships has been a fixture in the Caernarvonshire & Anglesey Motor Club calendar for over fifty years. Held at the Trac Môn Circuit, a former military base that is now a popular motorsport venue with spectacular coastal and mountain views, the 2025 event will offer six runs at three test sites.

www.camconline.co.uk/events/2025-9-14/kennings-autotest-pca-2025



Dojda Lliwedd

David Ayers Trial

14th September, Trevilla Farm, Camelford, Cornwall, PL32 9YN

As part of the Cornish Sporting Trials weekend, Launceston & North Cornwall Motor Club is running the David Ayers Sporting Trial, which is a qualifying round of the Motorsport UK, BTRDA and ASWMC Championships. This is the third major trial event after the summer break, and the top drivers from across the country will be attempting to defeat local multiple championship leader Thomas Bricknell.

www.lncmc.co.uk



Wera Tools British Kart Championship

19th-21st September, PFI, Lincolnshire

The Rotax season reaches its climax at PFI. Benediktas Masiokas leads MicroMax, with Dhian Singh Pahal and Harris Barber chasing him. In the Minimax 950s, lead trio Emerson MacAndrew-Uren, Alfie Mair and Ryan Whilte are covered by just 14 points. Junior Rotax leader Jacob Ashcroft is more than 50 points clear of Leon Hastie, but in the Seniors just three points split leader Lewis Gilbert and Harry Bartle. Formula Libre and Formula Super ICA, are also racing – two senior classes from the 'golden era' of 90s Karting.

<https://britishkartchampionships.org>



Adam Gurnis

Watergate Bay Sprint

20th-21st September 2025, Closed Public Road, Cornwall

Cornwall's only closed road motorsport event is run on the stunning and highly popular North Cornwall coast between Newquay and Padstow. After making history in 2018 as a Hill Climb, the two-day closed road speed event became a Sprint in 2021 and that format continues to this day. Watergate Bay Sprint provides competitors with a unique closed-road challenge and spectators with superb viewing. After careful consideration and planning the electric vehicle class will be run again this year.

www.watergatebaymotorsport.co.uk/



Doone Hill Climb

20th-21st September, Doone, Perthshire, Scotland FK16 6HG

The British Hill Climb Championship (BHC) presented by Nova Motorsport makes its second visit to the super-fast and challenging Doone Hill Climb near Stirling in Scotland. With Matt Ryder confirmed as 2025 Champion, it will be fascinating to see who steps up. Sean Gould, who loves Doone, is having a very strong end to the season. But who will come out on top?

www.britishhillclimb.co.uk



Paul Lawrence

National Finals

20th-21st September, Santa Pod Raceway, Bedfordshire

2025's Motorsport UK British Drag Racing Championship is decided at Santa Pod's National Finals. Estonia's 250mph star Andres Arnover holds a commanding points lead over nine-time champion Andy Robinson. The Pro Mods head a programme of national championship classes on two and four wheels, all reaching their conclusion this weekend.

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



Santa Pod / Cullum Pudge

Wera Tools F4 British Championship

20th-21st September, Silverstone, NHants

The penultimate round of Wera Tools British F4 2025 takes place at Silverstone on the National circuit. Fionn McLaughlin, Jimmy Piszcyk and Martin Molnár are all fighting for the title, with McLaughlin leading the way by 45.5 points. The Irishman wrapped up the Rookie Cup title last time out, but the battle for the Challenge Cup and Teams' Cup are still raging.

<https://fiaformula4.com>

**British Touring Car Championship**

20th-21st September, Silverstone, NHants

The British Touring Car Championship (BTCC) utilises Silverstone's shorter National Circuit layout to maximise the action for fans – which can enjoy grandstand seating at some of the world's most famous racing circuit locations. Long straights and tight corners make for several overtaking opportunities on every lap, so action is guaranteed throughout the weekend. Dan Cammish holds the qualifying lap record from 2020, and Jake Hill's lap of 57.582s from 2022 is the current race lap record.

btcc.net



JEP

McRae Rally Challenge

20th-21st September, Knockhill Circuit, Scotland

A special invitational for leading national and international rally crews, which will feature two one-day single venue rallies, a Junior rally event, and will also see the named "McRae's Corner" in use once again. The International McRae Rally Challenge incorporates a huge variety of rally attractions, static displays and dramatic on-stage rally action.

www.knockhill.com

**Peter Fear Sporting Trial**

21st September, Linton, Herefordshire

Top Sporting Trial contenders taking to the hills for the only Championship round to be held in Herefordshire, at the testing venue of Pinford Farm near Linton, just a short distance east of Ross-on-Wye. Organised by the team from Ross & District Motor Sports Ltd., it will be interesting to see if the hoped-for rain makes the hills challenging after the long dry summer. Spectators are welcome to come and see the action which kicks off at 10.30am.

www.rossmotorsports.co.uk/events/pete-fear-sporting-trial-8/



Colin Gwyer

Taster Regularity Run

21st September, The Airport Cafe, Sellindge, TN25 6DA

Blackpalfrey welcomes you to join its Taster Reg Run session. Get an introduction to regulatory runs with assistance from our members. A 12-Car Regularity Run is driven on normal public roads at a set average speed of 30mph, with secret checkpoints to record your timing. The challenge is to arrive exactly on time – not early, not late! A brilliant test of teamwork, navigation & timekeeping. Starting from the Airport Cafe in Sellindge, with a coffee stop at Poppies, then on to the finish at The Drum Inn, Stanford, all on OS Landranger map 179.

**MGCC Midland Centre Taster Trial**

21st September, East Lodge Farm, Bromsgrove B61 7NN

This is an invitation for new trials drivers to have a fun day out. Entries may include drivers aged 14, 15 or 16, or from drivers of 17 or over who do not hold a full RTA Licence. In such cases the Driver must be accompanied by a Passenger who holds a full RTA Licence and is experienced as a Driver of Car Trials or Sporting Trials. Arrival and Scrutineering from 09:00, with the Clerk of the Course briefing at 10:15.

<https://mgccmidlandcentre.mailchimpsites.com/autumn-trial>

**Cross Country Orienteering**

21st September, Kincardine O'Neil, Aberdeenshire

Join Buchan Off Road Drivers Club (BORDC) on its most popular event, a Cross Country Orienteering event in the forests of Kincardine O'Neil on Royal Deeside, Aberdeenshire. Navigate your 4x4 in a team of two vehicles on tracks and in the woods to find the 32 punches. Most punches found wins. Where else can you get a whole day of driving on a mix of terrain? Meet at W3W: /// performed.meal.sprinter

www.bordc.co.uk



Trackrod Rally Yorkshire

26th-27th September, Filey YO14 9ET

Rally Yorkshire is one of the UK's most celebrated gravel stage rallies and hosts rounds of the Fuchs Lubricants British Historic Rally Championship and the English Championship sponsored by Kingfisher Motorsport, among others, over two days and around 45 miles of competitive stages including Dalby, Langdale, and Cropton. Based around Filey, Scrutineering and the Service Park are taking place at Filey Brigg Country Park, with the Ceremonial Finish on Saturday afternoon on 'The Beach'.

www.rallyyorkshire.co.uk



Malcolm Almond

Ynyscynon MOT Centre Tour of Epynt

27th-28th September, Brecon LD3 8RG

Sam Touzel aims to complete his Protyre Motorsport UK Asphalt Rally Championship drivers' title winning season in style, when the Jerseyman targets a hat-trick of maximum points finishes on the final round of the series, the Ynyscynon MOT Centre Tour of Epynt. And if he does, it will guarantee Max Freeman the co-drivers' title. They will be up against strong competition, not least from Damien Cole who will be aiming for his 27th outright victory on Epynt.

www.porttalbotmotorclub.co.uk/theevent2025



Russ Olway

Peter Williams Trial

28th September, Bryn Cnewyllyn Farm, Dyserth, LL186HS

The Peter Williams trial started in 1973 and was called the Mopar trial as it was sponsored by them till 1989. In 1990 it was backed by Slaters a local garage till 2006. Peters firm, Health Care Centre Wales sponsored it till his death in 2022, when it was renamed the Peter Williams trial in his memory. The 2025 edition is organised by the Clyde Vale Motor Club, and the event starts at 10am.

<https://cvmc.org.uk/index.php>

**British GT Championship**

4th-5th October, Donington Park, Derby DE74 2RP

Charles Dawson and Kiern Jewiss head to the 'Donington Decider' with one hand already on the British GT3 drivers' crown. 2 Seas' duo start 28.5 points ahead of their two nearest rivals, who must win to have any hope of causing a major upset. GT4 is much closer, however; just 3.5 points separate leaders Ravi Ramyeed and Charlie Robertson from Marc Warren and reigning champion Jack Brown.

www.britishgt.com



SRO / JEP

British Rallycross Championship

4th-5th October, Mondello Park, Ireland

The penultimate weekend of the Motorsport UK British Rallycross Championship 5 Nations Trophy takes place at Mondello Park on October 4-5. It was former title-winner Derek Tohill who twice took maximum points on the series' first visit of the year to Ireland in May, but it's reigning champion Patrick O'Donovan who leads the standings into the final phase of the campaign, with Tohill in hot pursuit.

<https://mondellopark.ie>

**Margaret Malcolm Memorial Sprints**

4th-5th October, Anglesey Circuit, Wales

Series leader Pete Goulding still tops the table as the Woodford Trailers HSA British Sprint Championship heads to North Wales for its penultimate weekend of competition, but is under threat from the rapid rise of Steve Broughton (pictured) and defending champion Chris Jones.

www.britishsprint.org



Kim Broughton

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Asset Alliance Group Scottish Rally Championship



The Asset Alliance Group Scottish Rally Championship (SRC) headed back north for round 5 of the 2025 season where David Bogie and Kirsty Riddick took their second SRC win in a row. Scott Beattie and Peredur Davies were in great form once again, leading overnight ahead of the much newer and more sophisticated Fabia with 2. They kept close to the leaders, extracting everything they could out of their older Fiesta, finishing second on Scott's home event. Mark McCulloch and Michael Hendry set fastest SRC time through SS5 despite clipping a tractor tyre and were third at the finish.

Latest Championship Positions

Drivers		Co-drivers		
1st	Mark McCulloch	106 points	1st Michael Hendry	109 points
2nd	Ian Forgan	92 points	2nd Chris Lees	97 points
3rd	David Bogie	90 points	3rd Peredur Davies	81 points

Graham Holborn

British Truck Racing Championship



The British Truck Racing Championship enjoyed its most thrilling event of the season to-date with an unforgettable quintet of races around Donington Park. Michael Oliver arrived at his home circuit and swept his way to pole position in qualifying and a commanding lights-to-flag victory in Race 1. In Race 2, David Jenkins became the ninth different winner of the season, and Steven Powell took his second podium finish of the year, with defending champion Ryan Smith in third. In Race 3 however it was former Division 2 title winner David Smith who was wheel-perfect out front to finish ahead of Jenkins and John Bowler. Ryan Smith was a man on a mission in Race 4, going from sixth to first – and ultimately taking the chequered by almost ten seconds. The fifth and final contest then saw Michael Oliver delivering a virtuoso performance to charge to victory ahead of the Smith duo, Ryan and David. In Division 2 Jake Evans claimed four wins from the five races, while Finnish ace Sami Ojanen won the last race of the weekend.

Latest Championship Positions

Division 1

1st	Ryan Smith	295 points
2nd	Stuart Oliver	290 points
3rd	David Jenkins	287 points

Division 2

1st	Bradley Harvey	303 points
2nd	Jake Evans	289 points
3rd	Simon Cole	287 points

JEP

British GT Championship



A third victory of the season helped Charles Dawson and Kiern Jewiss towards clinching this year's British GT Championship. The pair took full advantage of its rivals' Compensation Time and Blackthorn's drive-through penalty to beat Morgan Tillbrook and Marvin Kirchhöfer by less than a second. Rob Collard and Hugo Cook completed the overall podium after leading the opening stint. The late Safety Car period moved Century's GT4 title-chasing BMW onto the tail of first-time GT4 winners Harry George and Luca Hopkinson, but Hopkinson stood firm. Charlie Robertson and Rami Rameyad came in second, with Jon Currie and Phil Keen completing GT4's podium.

Latest Championship Positions

GT3


1st	Charles Dawson / Kiern Jewiss	155.5 points
2nd=	Giacomo Petrobelli / Jonny Adam	137 points
2nd=	Morgan Tillbrook / Marvin Kirchhöfer	137 points

GT4

1st	Ravi Rameyad / Charlie Robertson	166 points
2nd	Marc Warren / Jack Brown	162.5 points
3rd	Harry George / Luca Hopkinson	130.5 points

Spacesuit Media

Probite British Rally Championship




Jon Armstrong won the JDS Machinery Rali Ceredigion, claiming his first Probite British Rally Championship win and his maiden FIA European Rally Championship victory. Partnered by Shane Byrne the Northern Irishman set a relentless pace on the tricky moorland stages, finishing over half a minute clear of the chasing pack and underlining his credentials as one of Europe's top rallying prospects. Estonian rising star Romet Jürgenson, with Siim Oja, secured the ERC runner-up spot and moved into fourth place in the British Rally Championship standings. William Creighton and Liam Regan kept their title ambitions alive with third place in the BRC, and fifth overall.

Latest Championship Positions

1st	William Creighton / Liam Regan	90.5 points
2nd	Meirion Evans / Dale Furniss	74 points
3rd	Romet Jurgenson / Siim Oja	69 points

JEP

Kwik Fit British Touring Car Championship



Rounds 22, 23 and 24 took place at Donington Park where Tom Ingram was able to extend his lead over Ash Sutton in the title race. Tom Chilton claimed his first BTCC pole position since 2011 and then victory in the opening around. Dan Cammish triumphed in the second race, but it was the finale that arguably held the biggest sway in the championship fight. Ingram got the better of Sutton in the reverse grid contest, increasing his lead to 32 points, while Cammish's successful day helped him consolidate third overall.

Latest Championship Positions

1st	Tom Ingram	377 points
2nd	Ash Sutton	354 points
3rd	Dan Cammish	264 points

Colin Pridge / Santa Pod

Motorsport UK Pirelli Welsh Rally Championship



Liam Clark and new co-driver Chris Williams topped the contenders in the Pirelli Welsh Rally Championship during round four, the Woodpecker Stages. In truly testing conditions, Clark drove a faultless rally to scoop maximum points and finish third overall in his Ford Fiesta Rally2. Matthew Hirst and Declan Dear came home second, after adding two minutes of road penalties and catching a slower car in Stage. Another strong performance netted third PWRC points for James Giddings and Aled Davies. Two rounds remain, the Cambrian Rally in October and the Wydean Rally in November.

Latest Championship Positions

Drivers

1st	James Giddings	104 points
2nd	Liam Clark	92 points
3rd	David Tomlin	73 points

Co-Drivers

1st	Aled Davies	111 points
2nd	Keith Ashley	77 points
3rd	Colin Jenkins	76 points

Motorsport UK British Drag Racing Championship



250mph turbo cars ruled at Santa Pod Raceway's European Finals as the FIA European Pro Modified Championship's concluding round and the Motorsport UK British Drag Racing Championship's penultimate round were combined. Finland's Jere Rantaniemi won both race and FIA crown for the second straight year, beating fellow turbocharged racer, Estonia's Andres Arnover, in the final. Arnover padded his lead in the Motorsport UK points. His 5.808sec/252.39mph low qualifier set the event's low elapsed time and top speed.

Latest Championship Positions

1st	Andres Arnover	361 points
2nd=	Andy Robinson	296 points
2nd=	Michel Tooren	296 points

78

Revolution - September 2025

Revolution - September 2025

79

Wera Tools F4 British Championship certified by FIA



Tommy Harfield produced a masterful performance to claim his first-ever win, becoming the 12th different race winner of the season in the process. Harfield started the weekend's opening contest from pole position and led to the flag. Rodin Motorsport were the team to beat on Sunday as Jimmy Piszcyk claimed a commanding fourth win of the year, before Dries van Langendonck capped off a dream debut weekend with victory. Piszcyk secured a clinical win in Race 2 ahead of team-mate Adam Al Azhari and Ethan Jeff-Hall. In Race 3 van Langendonck became the youngest-ever British F4 race winner. After Donington Park, McLaughlin now leads Piszcyk by 45.5 points in the Drivers' Championship, with Molnár a further seven behind. Hitech TGR top the Teams' Cup, while Ella Lloyd is now leading the Challenge Cup. Plus, Championship leader Fionn McLaughlin wrapped up the Rookie Cup title with two race weekends to spare.

Latest Championship Positions

1st	Fionn McLaughlin	276.5 points
2nd	James Piszcyk	231 points
3rd	Martin Molnár	224 points

Motorsport UK English Rally Championship



The Woodpecker Stages marked the halfway point in the Motorsport UK English Rally Championship, sponsored by Kingfisher Insurance, and winning it outright moved defending champion Elliot Payne into the joint lead with David Henderson. The action now moves to the North York Moors at the end of September for the Trackrod Forest Stages, where these two drivers will try to establish individual supremacy. However, both will need to be careful that someone else doesn't join, or even overhaul them, at the tops of the Championship.

Latest Championship Positions

1st=	Elliot Payne	73 points
1st=	David Henderson	73 points
3rd	Lewis Hooper	70 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Steve Broughton continued to march up the table as dropped scores come into play after an exciting weekend at Pembrey in all weathers, where BARC Wales ran a slick combined Sprint and Race meeting. Broughton won two run offs, with Goulding and Chris Jones taking the others.

Latest Championship Positions

1st	Pete Goulding	691 points
2nd	John Loudon	616 points
3rd	Steve Broughton	599 points

British Hill Climb Championship



Matthew Ryder became 2025 British Hill Climb champion after a measured performance at a weather-beaten Prescott. Ryder and Sean Gould each took a win and a second place in the two championship run-offs, and with Will Hall pushing Wallace Menzies back to fourth both times, Ryder's second title was secure.

Latest Championship Positions

1st	Matthew Ryder	224 points
2nd	Wallace Menzies	206 points
3rd	Will Hall	189 points

Motorsport UK Cross Car Championship



On Saturday 6th September, the biggest field of Cross Cars seen in the UK were on the grid at Lydden Hill for the ninth round of the season. David Kane took back-to-back wins in the qualifying heats and in the final. Battles were hard-fought and the racing tight – with less than one second between Junior graduates Ben Bartlett and Will Ovenden, plus Roberts Vitols getting in on the action too. Championship leader, Max Weatherley, finished seventh, opening the title race ahead of the final three rounds.

Latest Championship Positions

1st	Max Weatherley	151 points
2nd	Ben Bartlett	129 points
3rd	Will Ovenden	121 points

British Historic Rally Championship



The 2025 Fuchs Lubricants British Historic Rally Championship reached a turning point on the Phil Price Memorial Woodpecker Rally, as Barry Jordan and Arwel Jenkins sealed a momentous championship title in Category 4, while Paul Barrett and Arthur Kierans claimed a thrilling overall win after a day of classic Mid Wales rallying in testing weather. Dan Mennell and John Roberts pushed Barrett to take second place, with Robert Gough and Jack Bowen in third. The final round of the season takes crews to the north east for Trackrod Rally Yorkshire where all eyes will be on the battles for the remaining Category crowns.

Latest Championship Positions

Drivers		
Category Two		
1st	Adam Milner	96 points
2nd	Tim Pearcey	90 points
3rd	Drew Struthers	78 points
Category Three		
1st	Paul Thompson	112.5 points
2nd	Daniel Mennell	112 points
3rd	David Crossen	100 points
Category Four		
1st	Barry Jordan	172.5 points
2nd	Paul Clayton	93 points
3rd	John Marshall	46 points
Category Five		
1st	Phil Hall	17 points
Co-Drivers		
Category Two		
1st	Roy Jarvis	96 points
2nd	Iain Thorburn	68 points
3rd	Ifan Devine	53 points
Category Three		
1st	John Roberts	117 points
2nd	Josh Davison	110 points
3rd	Ben Taggart	100 points
Category Four		
1st	Arwel Jenkins	172.5 points
2nd	Veera Johnson	93 points
3rd	Craig Wallace	46 points
Category Five		
1st	Nathalie Kelly Rutten	16 points

5 Nations British Rallycross Championship



Points' leader Patrick O'Donovan extended his advantage at the head of the 2025 Motorsport UK British Rallycross Championship 5 Nations Trophy by taking top honours at Loheac in France, where the 5 Nations BRX joined French Rallycross Championship regulars and several international stars to make up a 35-strong Supercar field at the biggest rallycross event of the year. Derek Tohill scored strong points in second, while JGE Team Goody Rallycross team driver Tristan Ovenden, who had his best run of the season throughout qualifying, just missed out on the overall semi-finals but was third of the 5 Nations BRX registered drivers.

Latest Championship Positions

1st	Patrick O'Donovan	134 points
2nd	Derek Tohill	117 points
3rd	Julian Godfrey	87 points

Wera Tools British Kart Championships

The Rotax championship headed to Whilton Mill at the end of August for the fourth and penultimate round of the year. In the MicroMax class, wins apiece for Dhian Singh Pahal and Harriss Barber edged both closer to table-topping Benediktas Masiokas, who took two second place finishes to maintain the number one slot. Meanwhile, in the Minimax 950s, Emerson MacAndrew-Uren shot to the top of the standings with a double victory, with just 14 points now covering the top three ahead of the final event. Two wins for Jacob Ashcroft extended his comfortable championship lead in Junior Rotax, while in the Seniors the title battle closed as wins from fourth-placed Archie Walker and third-placed Matthew Higgins put the pressure on championship leader Lewis Gilbert and second-placed Harry Bartle, with just 21 points separating the top four as the season comes towards a close.

MicroMax			Junior Rotax			Teams		
1st	Benediktas Masiokas	500 points	1st	Jacob Ashcroft	512 points	1st	DHR	517 points
2nd	Dhian Singh Pahal	485 points	2nd	Leon Hastie	459 points	2nd	Strawberry Racing	493 points
3rd	Harris Barber	469 points	3rd	Albie Lapper	442 points	3rd	SFR Motorsport	490 points
Minimax 950			Senior Rotax					
1st	Emerson MacAndrew-Uren	466 points	1st	Lewis Gilbert	477 points			
2nd	Alfie Mair	455 points	2nd	Harry Bartle	474 points			
3rd	Ryan Whilte	452 points	3rd	Matthew Higgins	462 points			



Micro Max



Mini Max



Senior Rotax



Junior Rotax

Photos: Adam Gunbs

Wera Tools British Kart Championships

This year's IAME Championships reached its conclusion at the start of September with the final double-header at Whilton Mill in Northamptonshire. Albi-Jay Stubbs was crowned champion in the Water Swift (Restricted) category, with his 10 wins over the previous rounds enough to counter runner-up Bodhi Batch's impressive clean sweep of victories during the weekend finale. In the Water Swift category, Austin Newstead held on to claim the title with a win and a second place in the penultimate round to secure his crown. Riley Cranham is Junior X30s champion, despite his closest rivals Jorge Edgar, Aaron Richardson and Maayan Patel (two wins) sharing victories over the weekend, while in the Senior X30s, Freddie Lloyd bettered title rival Gus Lawrence by eight points over the weekend to take the title once discarded scores were taken into account. In the M1 Bambino Cup, Teddy Smith and Logan Edwards won heats one and two, with Edwards going on to secure a comfortable victory in the final as he finished 5.88s clear of Oakley Rudman, with Vinnie Wright in third. The Honda Cadets were also in action, concluding their season with a single round. Riley Blakemore and Shaylan Sreekantan secured heat and final victories respectively, giving Blakemore enough points to take the title by just five points, once two scores were discarded, with Ronnie Jones and Archie Loverige tied for second place.

Water Swift (Restricted)			Senior X30		
1st	Albi-Jay Stubbs	918 points	1st	Freddie Lloyd	898 points
2nd	Bodhi Batch	899 points	2nd	Gus Lawrence	879 points
3rd	Jayden McElhinney	841 points	3rd	Harrison Whitticombe	865 points
Water Swift			Honda Cadet GX200		
1st	Austin Newstead	902 points	1st	Riley Blakemore	633 points
2nd	Austin Gibson	847 points	2nd=	Ronnie Jones	628 points
3rd	Colbe Pattison	844 points	2nd=	Archie Loveridge	628 points
Junior X30			Teams		
1st	Riley Cranham	897 points	1st	Fusion Motorsport	1150 points
2nd	Jorge Edgar	871 points	2nd	Xcel Motorsport	1134 points
3rd	Aaron Richardson	862 points	3rd	Premium Karting	1062 points



Water Swift (Restricted)



Water Swift



Senior X30














































































Junior X30



Honda Cadet

Photos: Adam Gunbs

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The Parting Shot



Matt Ryder clinched his second British Hill Climb title at Prescott Speed Hill Climb. Heavy rain made for a mixed day, but Ryder was unfazed and claimed the title with two rounds to go. After winning the first run off, second place in the second run sealed the season.

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