

Revolution

October 2025

The official magazine of  motorsport uk

CELEBRATING THE MOTORSPORT MAKERS

The volunteers whose passion and precision power every race



SCRUTINEERING STARS

**KEEPING THE F1 CARS
COMPLIANT**

GO TO GUIDE

**FOLLOW THE
R.A.C. RALLY**

FOR THE LOVE OF RACING

**TWO BROTHERS
BEHIND THE WHEEL**

PLUS: SUSTAINABILITY NEWS + AMAZING STREETCAR + RESULTS

CEO's MESSAGE



According to the *Active Lives Survey* published by Sport England in June, there are almost 10.5 million adults who volunteer to support sport and physical activity in England. That is over one in five adults, which is quite extraordinary. It is an increase of nearly half a million over the

last 12 months and it shows a continued recovery of sport volunteering since the pandemic in 2020. Their research into the social value of sport and physical activity demonstrated that adult volunteering in England is worth £8.2 billion in social value annually.

While the numbers are staggering, the really important benefit is to the volunteers themselves. Multiple studies have shown that volunteers in sport reported higher than average levels of well-being compared to non-volunteers, these positive effects come from improved self-worth,

socialising and the feeling of doing something useful which improves life satisfaction as well as positively affecting a person's health and mental health. All of which makes for a great symbiotic relationship with the sport – but the key to making this work is for the sport to provide a positive and enjoyable experience to the volunteers and above all a clear expression of thanks from those they help.

It was most welcome to see the announcement that the FIA has launched the Volunteers and Officials month for October 2025, declaring it as 'a global celebration of the invaluable contribution volunteers and officials make to enable motorsport events around the world'. This is an important step for the international community and one that reflects the work that Motorsport UK has been doing, connecting the clubs and volunteers together. We celebrated their contribution during National Motorsport week in July, and I would highlight the recognition we give through the annual Club and Volunteer Awards. Nominations for these awards are now open and give members the opportunity to celebrate and reward the efforts of clubs, volunteers and organisations for their outstanding contribution to the motorsport community. I would ask everybody to think about who they might nominate as the volunteer of the year as well as the organising team and club, as they will be invited to the Night of Champions next January. All the details are on the website.



Dan Bathie



James Roberts



At the end of the month, I had a busy Sunday arriving early at Bicester for the autumn Scramble event to welcome members of our 27 committees, and their guests, to our wonderful building at the heart of the old RAF airfield complex. The weather was perfect (unlike at the start of the year) and there was an amazing collection of fabulous machinery spread around the site. However, I couldn't stay long as I had a three-hour drive to Llandrindod Wells in the heart of Wales for the AGM of the Welsh Association of Motor Clubs. Joining me was John Ryan, and we had the usual lively conversation with the members about the health of our sport, covering a vast array of subjects. The subject that stuck with me was the need for the recruitment of more volunteers and officials to maintain the Welsh community's ability to hold events. There were a couple of ideas that I thought worth sharing, one being to run a local test day on a closed stage, invite key

stakeholders such as the media, and give the opportunity for a selection of marshals to sit in the passenger seat and experience the excitement from inside the car. The other was the concept of creating a loyalty scheme for marshals whereby they would accumulate points from their attendance at events that could be built up and redeemed for benefits and products, ideally for money can't buy items to reflect their loyalty. The latter of these is something I would like to explore with the community and see if there is an appetite that we could develop across the board. Maybe this would be better appreciated than the typical goody bags.

>>>>

Volunteers are the power behind every motorsport event





Hugh joins Colin McRae for an unforgettable ride at rally Finland in 1997



Earlier in the month I was in Scotland, firstly to attend the Aberdeen and Aberdeenshire tourism awards, where I was the guest of the city of Aberdeen and had the opportunity to meet with a wide range of key people from the city and the Shire. Their enthusiasm for our proposed bid for the World Rally Championship (WRC) was most evident. Aberdeen is an energetic community with a strong heritage and a pride to welcome the world to Scotland, which a world championship event such as the WRC will deliver. The proposal is working its way through government channels, and I am hopeful we will have a decision before too long. As I travel around the country talking to marshals the one question that I am always asked is when we will have the WRC back in the UK. It is such an important focal point for the rally community and has helped us develop one of the world's best organising teams with decades of experience.

From Aberdeen I drove to Knockhill to join the celebrations at the McRae Rally Challenge being held over two days at the race circuit. On arrival I was informed the car parks were full, which is always a good sign, and was greeted by a paddock full of enthusiasts who had gathered to see a stellar line up of McRae family cars, many being driven by Scottish motorsport royalty. A gala dinner was held in the evening with many memories being shared of Colin McRae and Derek Ringer's World Championship title year in 1995, this being the 30th anniversary. One of the amusing moments was during the charity auction, when Petter Solberg offered a set

of his overalls for the fund raiser – spotting the opportunity, Alison McRae nipped off to the bathroom and re-emerged clad in his race suit and bidding concluded with her sat on Petter's lap to raucous applause!

I am sure many of you have your favourite Colin memories and stories, including the triple podium at Chester racecourse at the end of the '95 RAC rally. But topping that for me would be a memorable morning in 1997 in Finland. Colin had started the day on fine form leading the rally until his engine expired. This was of course a blow for his championship aspirations, but also for me in my role as Commercial Director of the Subaru World Rally team, as I had a large contingent of our sponsor guests for the three days of the rally. Luckily the technicians of the SWRT (no doubt led by Alan McGuinness) worked their magic overnight with Nigel Riddle organising the use of a private stage the next morning. With Colin looking a little bleary eyed, he agreed to take our guests for trips they would never forget. At the end of the morning Colin waved across to me and said, 'jump in I'll give you a run', for which I didn't need to be asked twice. I think the car was airborne more than on the ground and I will never forget his extraordinary ability to set the car up before the jump so it would land at the apex of the following corner.

October sees the culmination of most of the major circuit racing championships, with British GT, GB3, GB4 and BTCC all coming to a conclusion. Tom Ingram captured his second British Touring Car Championship crown with victory in

the penultimate race at Brands Hatch escaping a nail biter for the finale against Ash Sutton. Tom is an exciting driver to watch and not just in a front wheel drive touring car, as demonstrated by winning the RAC TT Celebration race which was one of the highlights of the 2025 Goodwood Revival. Tom did not need to beat the 2012 World Touring Car champion Rob Huff on the road, as Rob had been awarded a 10 second penalty for a pit stop infringement, but in torrential rain he chased down Huff to a photo finish in the ex-Dickie Protheroe CUT 7 Jaguar E-Type. Do check it out on YouTube if you've not seen it already.

The British F4 title was concluded at Brands Hatch with Northern Irish 17-year-old, Fionn McLaughlin as champion with two races to spare in his first season of car racing. He is now moving on to F3 in 2026 with Hi-Tech Racing, where he will race for 10 Grand Prix weekends. British F4 is spawning talent at an incredible rate, with the alumni populating ever greater tranches of the upper formulae.

Finally, I was privileged to attend the presentation by HRH Prince Michael of Kent of his award to two of our most distinguished members, Alan Gow and Tom Purves. Being

held at the Royal Automobile Club in London, it was a fitting venue to Tom, as he served as Chair of the RAC from 2012 to 2018, as well as serving on the Motorsport UK Board and being Chair of our Council. All of that while serving in senior positions in the automotive industry, including Chair of Rolls Royce. Alan is a stalwart of the UK motorsport scene and was recognised for his leadership of the British Touring Car Championship for more than 30 years, as well as serving as Chair of the MSA (now Motorsport UK) from 2006 to 2017. I am sure you will join me in our thanks to them for all that they have done for the sport.

This month is a special opportunity to recognise our volunteers and officials, and I send my personal thanks to everyone that gives up their time to ensure our sport is run in a safe, fair, and fun way. We are deeply grateful. 🌀

Wishing everyone a safe and enjoyable month ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK



HRH Prince Michael of Kent presents his award to Alan Gow and Tom Purves

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Thank you Volunteers – you make motorsport happen! Get going with *thirteen* different disciplines of **StreetCar** – there is something for everyone. Go behind the scenes on F1 race weekend with the Silverstone **British Grand Prix Scrutineering team**... Meet long-term historic racing brothers Andrew and Mark Owen – **For the Love of Racing** is their story... Plus... the **Roger Albert Clark Rally** is the longest and toughest Special Stage Rally in the UK – what does it takes to participate?

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Latest News: ELMS returns to Silverstone, SMMC Award winner, NCRs updated, esports championships return, Simon Diffey Award winner, British F4 in 2026, Sustainability volunteers, and more...



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Motorsport in the UK simply couldn't take place without the thousand's of volunteers powering our sport... this is what they do, and how YOU could join them!





Amazing StreetCar
Thirteen different disciplines to try...



Keeping the grid in check
Scrutineering at the British Grand Prix



For the Love of Racing
Andrew and Mark Owen
share a passion for
motorsport



Go To Guide
Roger Albert Clark rally



What's On
Motorsport events around the country



Thank You! To all our Motorsport Volunteers

Motorsport in the UK simply couldn't take place without the thousand's volunteers powering our sport. Volunteering in motorsport is a great way to get closer to the action and get involved in the sport you love. These are just a few of the volunteer roles you could participate in...



MARSHALS

Volunteer marshals are the beating heart of UK motorsport. Proudly standing out in their orange overalls or marshals' tabards, they are vital to the safe and effective running of events all over the country.

Roles can be undertaken both Off Track which includes gridding cars, monitoring pit lane speeds and Race (on the bank) waving flags, operating lights panels and pushing cars when it is safe to do so. There are three different race marshal grades to progress through, depending on your desired role and experience level.



THREE REASONS YOU WILL LOVE IT

- 1 Get closer to the action, safely
- 2 Join a community of like-minded enthusiasts
- 3 Training days to equip you with invaluable life skills



It is free to register as a Marshal, create an account with Motorsport UK, then follow the links to the Learning Hub to complete the Registered Marshal Training Course.



TIMEKEEPER

Timekeeping is an essential element of most motorsport events. The tools used range from simple hand-held stopwatches to complex electronic timing systems that can accurately measure to the nearest thousandth of a second. Licensed Timekeepers are split by their type of motorsport – Kart, Race, Rally or Speed. On a Stage Rally, Timekeepers are assisted by Timing Marshals who operate timing equipment at different points along the route.

Timekeeping plays a crucial role in the running of events. At race and speed events, the role involves accurately recording competitor's times during race and practice sessions. Timekeepers also play a crucial role in ensuring the smooth running of events by monitoring progress, providing data to other officials, and managing any timing-related issues that may arise.

THREE REASONS YOU WILL LOVE IT

- 1 Play a key role in motorsport events
- 2 Start from 16 years old
- 3 Enjoy great views of the track action



SCRUTINEERS

Scrutineers are responsible for checking that all competing vehicles comply with the regulations – ensuring fair play – and general safety. They are also responsible for environmental aspects such as noise control. Scrutineers can specialise in cars, karts, environmental, or any combination of these. While experience in engineering or a similar technical field is usually an advantage, it is not essential.



Click here to read about Scrutineering at the British Grand Prix!

THREE REASONS YOU WILL LOVE IT

- 1 Expand your mechanical knowledge
- 2 Get hands on with some unique vehicles
- 3 Join a community of like-minded enthusiasts



➤ It is free to register as a Timekeeper with Motorsport UK

➤ It is free to register as a Scrutineer with Motorsport UK



RESCUE & RECOVERY

Rescue personnel provide immediate medical and extrication facilities at the scene of an incident. They move around venues aboard Motorsport UK licensed Rescue Units, which are kitted out with the latest medical and extrication equipment. Meanwhile Recovery personnel retrieve stricken rally cars, operating from Motorsport UK licensed Recovery Units fitted with vehicle recovery equipment.



THREE REASONS YOU WILL LOVE IT

- 1** The camaraderie with your fellow crew mates
- 2** Learn lifesaving skills
- 3** Join a community of like-minded individuals



It is free to become a registered Rescue or Recovery Official with Motorsport UK



Join. Renew. Get Involved

Being a member of Motorsport UK means more than just holding a licence. It means joining a passionate community of over 60,000 competitors, 10,000 volunteers and officials, and over 600 clubs – all united by a love of motorsport.

Your licence is just the start. Motorsport UK membership gives you extra value, support and confidence every step of the way.

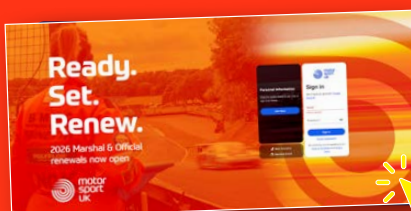
Whether you are starting your motorsport journey, taking your next step or growing your club or event, the friendly Motorsport UK team are on hand to assist you and provide

the guidance and advice to fuel your passion. Motorsport UK membership sees you become a part of our community, powering the future of our sport.

As a Motorsport UK member, you will enjoy:

- Insurance cover while competing or volunteering
- Exclusive discounts and offers from top motorsport and lifestyle brands
- Access to guidance and training to help you progress
- Webinars, newsletters and updates to keep you informed
- Resources and templates to help your club or event succeed

From track to trial, from classroom to paddock, Motorsport UK is your partner in the sport you love. Whether you are chasing your next personal best, stepping up to run an event, or simply discovering what your car can do for the first time, we are here to help.



Renew your licence for 2026 through Sport80 today.

A summer of StreetCar...

This year, Motorsport UK's StreetCar programme headed out around the UK, to share our love of grassroots motorsport with the wider community...

The Summer started with StreetCar Festival popping up at Prescott Motorsport Festival, which saw attendees enjoy multiple motorsport disciplines, including Hill Climbing, AutoSOLO run by Sixty & Worcestershire Motor Club, Autotest, and a Touring Assembly from Venture Bound Motor Club and Car Trials from Stroud and District Motor Club.

The infamous StreetCar MINI made an appearance, with younger StreetCar fans able to take part in a series of family-friendly activities around the site, including a barbeque and live music from the Hill Climb's prestigious clubhouse,

In August, Wales was next to host during Anglesey Autofest with over 3,000 attendees joining Motorsport UK's StreetCar Festival, at the famed Trac Môn circuit. With seven car clubs (Harlech and District Motor Club, Caernarvonshire and Anglesey Motor Club, North Wales Car Club, North Wales Land Rover Club, Rhyl and District Motor Club, Bala and District Motor Club and Liverpool Motor Club) present for the festival, with a Gymkhana, Tyro, and Touring Assembly among several events on offer.

The Gymkhana saw drivers require skill and agility to take on a series of different challenges – with the smallest distance recorded between two points the defining challenge – with 34cm taking the top spot! A total of nine teams took on the Touring Assembly, leaving from the picturesque National Trust property Plas Newydd, with one driver even commenting he had “driven on roads he never even knew existed”.

StreetCar was also at the Silverstone Festival – where many single marque club members were introduced to their first taste of motorsport in an AutoSOLO run by Middlesex County Automobile Club.

Motorsport UK's StreetCar team headed to Knockhill Racing Circuit for the inaugural StreetCar Festival Scotland event, held during the penultimate round of the Time Attack and Racing Hondas event, as the Championship celebrated its 20th year.

With the circuit celebrating its 50th year, three car clubs were present for the Festival, as Saltire Rally Club and Glenrothes Motor Sport Club ran the Gymkhana, Touring Assembly and Autotest Demonstration, with Buchan Off Road Drivers Club offering 48 Tyro passenger rides. A total of eight teams took on the Touring Assembly, enjoying the scenery around Tayside.

Dom Gibbons



StreetCar Festival, Anglesey



StreetCar Festival, Knockhill



StreetCar Festival, Prescott Hill Climb



StreetCar Festival, Silverstone

Tom Banks



THIRTEEN FANTASTIC...

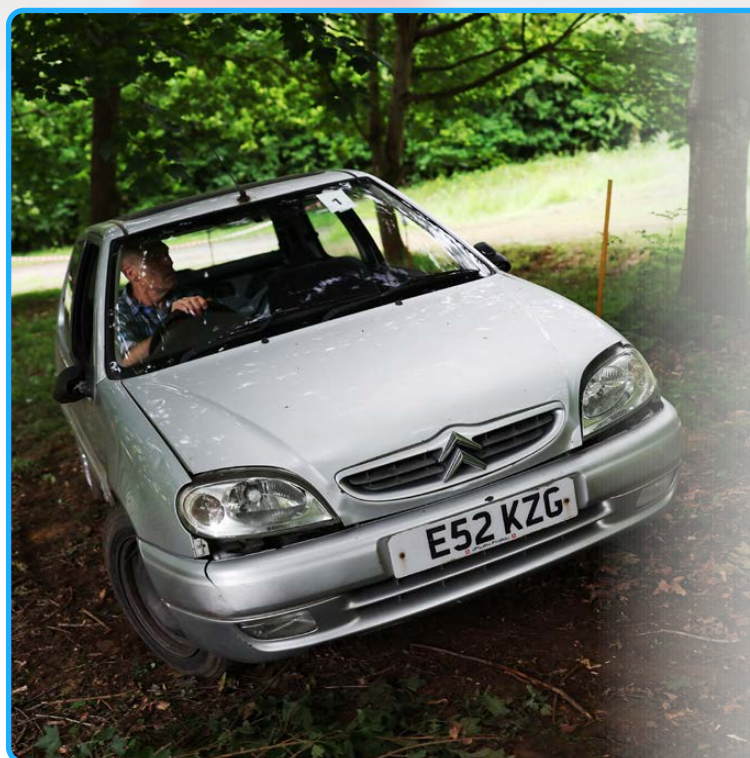
StreetCar events are the perfect way to try out motorsport in any road legal car

Dom Gibbons



StreetCar: Motorsport for everyone

Getting into motorsport is not as difficult as you might think. With StreetCar, there are an incredible *thirteen* different disciplines you can do in your everyday road car, no need for special equipment or expensive kit! Fun, family-friendly competition in a safe, supportive and social environment, what are you waiting for?



Against The Course

Cross Country Tyro

This is the only StreetCar discipline that requires something more than a standard road car – but competitors still only need a 4x4 vehicle capable of tackling hills, deep mud and other obstacles. Drivers – who can be as young as 13 – must negotiate a course of canes without hitting a marker or stopping, and although courses are designed to prevent damage, they can include vertical inclines of up to 50 per cent, and 30cm-deep water. There is no time limit, but forward momentum must be maintained, and the winner is the driver who makes it furthest along the course.



“Tyros are perfect for those looking to use their 4x4 in a family friendly, social environment. You will be met by a group of like-minded, welcoming individuals who all love to take their 4x4s off road on the weekend!”

Andy Tong, Secretary, Buchan Off Road Drivers Club

Car Trial

These involve driving at low speeds through a set of canes over a course of challenging terrain. Typically taking place in a private field, they can be entered by drivers aged 14 and over, and in an everyday road car. Speeds are low, with no time limit to complete the course, and the aim is to get from start to finish without stopping. Some events also allow support from a passenger – known as a bouncer – who can bounce the car up and down to help the car gain traction.

Against The Clock

AutoSOLO

This simple but challenging test of precision and car control takes place on a sealed surface and involves driving through a course of slalom sections and longer turns, usually marked out by cones. Frantic, but not fast, as the course is mostly taken in first or second gear, with time penalties given for hitting cones

Autotest

This also follows a course of cones on tarmac or grass but includes forward and reverse sections as well as skills such as handbrake turns or J-turns. Participants must memorise several routes and have a few attempts at each, with penalties given for hitting cones, and the winner is the driver with the lowest total time.



PCA (Production Car Autotest)

This follows the same format and requires the same skills as an Autotest, but in this case it requires a passenger to be onboard. This allows drivers as young as 13 to take part, and the passenger comes in handy, supporting with navigation when the course gets hard to follow.

“AutoSOLOs are guaranteed to put a smile on your face. You’ll be amazed how quickly your test times improve on each run - and because it’s all done at relatively low speeds, with only cones to hit, there’s nothing to worry about if you’re a rookie!”

Will Barnes, Chair, Cannock & District Car Club

Rally Together

Touring Assembly

These non-competitive, sociable events are designed to offer family fun, with participants following a pre-determined, often scenic, route on public roads. Directions are provided, speeds rarely exceed 30mph, and there are always one or two refreshment stops enroute. They are often organised for historic cars or specific marques, but others may be eligible.

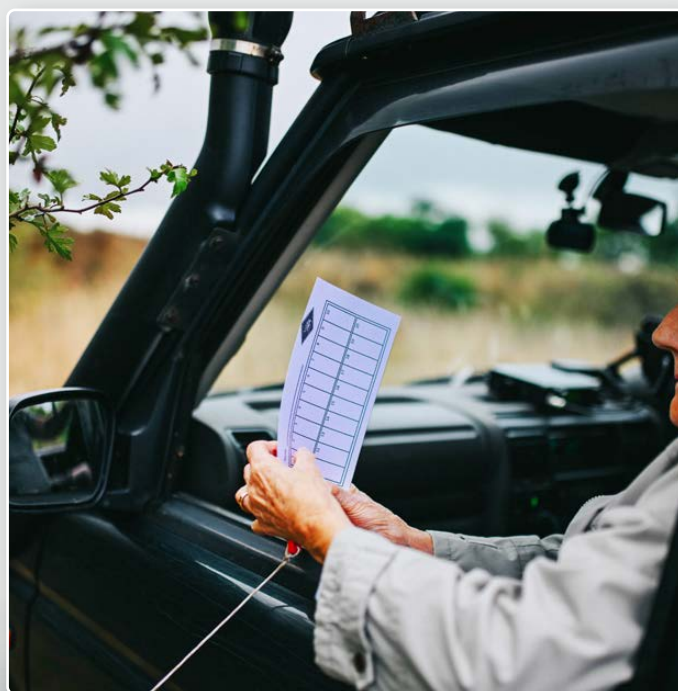


"In any form of Rallying, it's all about teamwork because the driver and navigator need to work together and trust each other's abilities. There are a great variety of choices, and a clear opportunity for progression through the different StreetCar disciplines."

Dave Bell, Secretary, Beverley & District Motor Club

Treasure Hunt

These fun, social events are perfect for building the basis of Rally navigation. These take place on public roads at sub-30mph speeds, they require driver-navigator teams to solve a set of clues found through the route, using each one to determine their next destination and plot a course to reach it. The aim is to collect as many clues before the finish. It is not about time, should be relaxed, collecting items or punching route cards, before ending the event in a local pub or restaurant.



Navigational Scatter

These events are similar to orienteering, but in a car, and usually take place on public roads in the evening. A step up from the less challenging Treasure Hunt format, they see driver-navigator teams given 20 to 30 plot points, scattered across a defined area, with a Code board or question to solve at each point (for example, the number on a particular telegraph pole, for example). Competitors plot their own route to visit a maximum of three or four of the points in the allotted time before meeting up, usually at a pub, to determine the winner.

12-Car Rally / Navigational Rally

These events see driver-navigator crews challenged to visit a series of time controls in order, arriving at each at a specific time. The route follows public roads with a 30mph average speed, and teams must manage their pace to get the timing spot on or face penalties for being early or late. Instructions are given out at the start and at control points along the route. Novices may receive easier navigation, and the winner is the car with the least time penalties. As its name suggests, a 12-Car is vehicle limited, while a Navigational Rally may have a bigger field.

Road Rally / Historic Rally

These events are ideally for experienced participants as they require accomplished driving, navigational and collaboration skills. They often have larger numbers of competitors and are run over longer distances on public roads, with the occasional off-road 'special' sections. As with a 12-Car or Navigational Rally, competitors must visit time controls in order and at a specific time, either using directions provided in advance or plotting their way enroute. Road Rallies typically run in the evening or at night and can be entered in a standard road car, while Historic Rallies usually take place in the daytime, with the entrant's vehicle required to comply with the specific make, model and year eligibility for the event.

Targa Rally

This spin-off from Road Rallying, which is a cross between a Rally and an Autotest, is run on a course marked out by cones, with the route directed by a navigator and aim to follow the correct route, still at the 30mph average speed. Usually held during the daytime on private land, there are plenty of twists and turns to keep speeds low, and some events use multiple venues, with teams navigating on public roads between locations.

To find out more visit:

<https://streetcarmotorsportuk.com>



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UK

StreetCar



European Le Mans Series returns to Silverstone

Last month saw the return of ELMS to Silverstone, with 16 British drivers and 7 British teams on the entry list, with the British Racing and Sports Car Club (BRSCC) as the appointed organising club during the Silverstone championship round.

During the weekend, Motorsport UK went behind the scenes with JMW Motorsport, which has over 15 years of experience and wins at the 2017 24 Hours of Lemans GTE Am Championship, and currently runs the newest Ferrari 296 GT3.

Over the weekend Scott Noble (Bronze driver), Jason Hart (Silver driver), and Gianmaria Bruni (Platinum driver) and the team battled biblical downpours for a tough weekend of racing. Tim Sugden, Team Manager and racing driver with over 25 years of experience in GTs, Touring Cars, and endurance racing, shared his thoughts on the weekend.

"It is so nice to come back to Silverstone, and it is great to be able to have a home race so that team members can bring their family.

"Being Team Manager is not as exciting as driving! When you are a driver you think it's such hard work and you complain all the time, but as soon as you stop being a driver you realise it is the easiest gig in the paddock, by far, and certainly the most exciting. Yet, you still get the same feeling and the same enjoyment – just not quite as exciting.

"In endurance racing it is hard to get your head round how you push for an hour in the car, two hours in the car, three hours in the car... the days have long gone when you take it easy. The biggest thing is just to be part of it, for a young driver they need to come here.... Drivers need to meet people, and put a face to a name."

"I feel amazing, it's nice to be close to home, only an hour or so away... So far this year it has only been in Europe so it is nice to be back on home soil. If you are looking to get into motorsport, just be patient. I think patience is key, and do not throw too much at it in the early days."

Haydn Chance, Bretton Racing



From Spectator to Service

The Scottish Motorsport Marshals Club (SMMC) has recognised Andrew Main, who has stepped down as a Trustee after over fifty years of dedicated service to motorsport and to the Club.

Main's involvement with motorsport began in the early 1970s, when he and school friends watched events at Ingliston, and it inspired him to become a marshal. In 1973, he was present at the founding of the Scottish Motorsport Marshals Club, when it was actively seeking new members, and he joined the Club's Motorsport Rescue Team in 1977. By the time he retired his Rescue licence after the Roger Albert Clark Rally in 2014, he had amassed an extraordinary 913 event attendances. Main also undertook the maintaining the Club's Rescue fleet, organising repairs, servicing and vehicle insurance.

Main joined the Board in 1991 as a director of Scottish Motorsport Marshals Club Limited, contributing to governance as well as practical operations. When the Club became a charity in 2021, he continued in the role as Trustee. His long service was recognised with Honorary Membership of SMMC in 2023 and a Motorsport UK Long Service Recognition certificate in 2024, marking over four decades of commitment to the sport.

Although he has stepped down as Trustee, Main remains a valued member of the Club. His record of service, governance and behind-the-scenes support has helped shape the Club for generations to come, and SMMC, along with the wider motorsport community, owes him a sincere debt of gratitude.



New National Competition Rules now available

The latest update to the 2025 Motorsport UK National Competition Rules is now available online and in the Motorsport UK App.

Featuring an update to formatting, the latest iteration also includes the rephrasing of rules in the Judicial, Licencing, Trials, Autotest and Cross Country chapters, plus the addition of articles in the Sprint and Hill Climb and Competitor Vehicles chapters.

Published annually by Motorsport UK, the NCR includes the rules governing participation in Motorsport UK Permitted Events in the UK. Launched in November 2024, the NCR is the result of a major project to review and modernise the regulations making them both comprehensive and easily accessible.

Click [HERE](#) to explore the latest edition of the National Competitor Rules – and download the App – to keep up to date with the NCR on your mobile device.





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SimStaff opens simulator build facility in Northampton

SimStaff has opened its first dedicated simulator build facility in Northampton. This new, purpose-built space supports its simulator design and build services and provides premium storage solutions for customers' high-end simulators during periods of moving, travel, or other needs.

The new facility ensures every aspect of the build process is handled with meticulous care. From the moment components arrive to the final, rigorous testing, the SimStaff expert technicians and state-of-the-art technology work together to create simulators that are truly ready for their purpose. The dedicated venue offers a seamless experience from start to finish, addressing a critical need for clients by providing secure, controlled storage for their valuable equipment.

Whether you are moving house, traveling for an extended period, or simply need a safe place for your simulator, SimStaff can provide a convenient solution.

For full details on the services available, see <https://simstaff.net/services/>

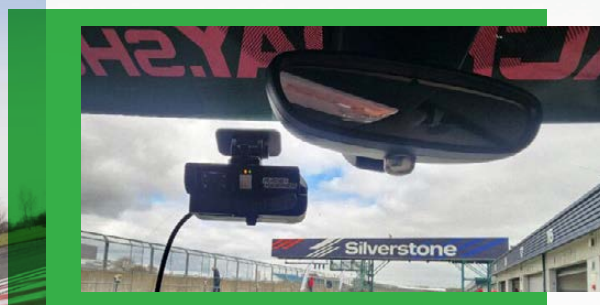


The new facility offers storage services for Sim owners and build services for manufacturers, teams and brands who need a dedicated, professional space to build their sim

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British F4 and FF1600 Esports Cup are back!

The British F4 Esports Championship returned for 2025 last month, boasting a grid stacked with Formula 1-affiliated sim racing teams – including Alpine, Aston Martin, Ferrari, Red Bull and Williams.

2024 Teams' champion Guild Esports is absent from the grid; however former drivers Remy Gilbert and Henry Moore have formed Team Benik and the early-season favourites.

Round 1 took place at Donington Park, on the Grand Prix circuit, and it was Moore who claimed the first pole position of the season. Sat alongside him was Pablo Espes of Williams Sim Racing, with Leo Brown and Dani Moreno third and fourth. Moore made a rapid getaway, followed by Brown, and they made an immediate breakaway from the pack, with a four-way battle between Espes, Gilbert, Will Reford and Moreno in their wake. Espes eventually built up a gap and took third place. Up front, Brown chased Moore all the way to the finish line, but Moore held the lead to the end.

In Race 2 it was TC Esports' Agustin Torlaschi who started on pole position, but had Matt Caruana for company on the front row, while Henry Moore started down in eighth. Torlaschi made the better start, but ran too deep at Redgate, allowing Caruana to switch back and take lead into the Old Hairpin before the end of lap one. Remy Gilbert displaced Torlaschi into third, while further back, Will Reford came together with Brown at McLeans, elevating Moore into sixth by lap two.

With three laps to go, Moore passed Brown for fifth place, before taking Torlaschi for fourth on the next lap. Shoma Shintani, the runner-up in the 2024 UK FF1600 Esports Cup, made impressive progress up to sixth. On the penultimate lap, Caruana was under intense pressure from both Moreno and Gilbert for the win, but held off Gilbert to take the victory, with TC Esports' Moreno in third. Moore came home fourth to retain the championship lead, with Torlaschi rounding off an impressive debut for TC Esports, the team owned by Thibaut Courtois, the Real Madrid Goalkeeper, in fifth.

Round Two of the 2025 Championship moved to Thruxton, where Henry Moore and Matt Caruana continued their rivalry in qualifying with Caruana shading Moore by 17 thousandths of a second to line up third on the grid. Dani Moreno took pole with Leo Brown to make up the front row.

As Race 1 began, Moreno held off Brown – but both were passed by Caruana before the end of the opening lap. Caruana was dropped back to fifth place after an issue, while Moreno re-took the lead, this time from Moore. Remy Gilbert was in third and Brown in fourth. With around four minutes to go, the leading group began battling for the lead, allowing Caruana to join the fight. Moore jumped ahead, as Caruana did the over-under on Gilbert, and Moreno switched with Moore heading onto the final lap – but the on the run to the chequered flag, both Moore and Moreno were hit with slow-down penalties. Moore had to slow more, gifting the win to Moreno, as Gilbert snatched second place.



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Race 2 had the top 11 finishers reversed, giving Ryan Micallef pole position – a solid effort since he started Race 1 from the rear of the field. Shoma Shintani joined him on the front row. Micallef got away cleanly, with Shintani fending off Pablo Espes and Connor Jupp. Espes, and many other drivers, were eliminated from the race, leaving Micallef, Jupp, Shintani and Caruana to fight it out for the lead. Moore moved up to fourth, while Jacir made an aggressive move on Caruana for the lead, ending with an unfortunate collision which put Caruana into a spin. Micallef and Jacir were side-by-side on the last lap. After making contact, cutting the final corner, both had to slow down to avoid being penalised. Moore and Gilbert capitalised to make it a 1-2 finish for Team Benik, with Micallef in third after Jacir was awarded a time penalty.

FF1600 Esports Cup

Motorsport UK took the step in 2023 to introduce a dedicated feeder series for the British F4 Esports Championship called the UK FF1600 Esports Cup – this championship is for ‘non-pro’ drivers to showcase their talent on the same broadcast as the British F4 Esports Championship. 2023 champion Henry Moore is now an F4 esports favourite, and in 2024 the champion was Mark Fletcher, with Shoma Shintani as runner-up.

Crofton Woodhatch, who often matched both Fletcher and Shintani for pace took pole position for the first race of 2025, ahead of Hayden Bramley and Charlie Summers in second and third. As Race 1 got underway, it was Woodhatch who led from the start, while Summers used a mistake from Bramley at Redgate to take second. Mid-race, Summers fell foul of track limits at the Fogarty Esses, dropping him to sixth and elevating Sam Sanders to third. As the four-car battle for unfolded, with Bramley and Sanders now joined by Matt Kendall and Kane Rider, on the final lap, however when Sanders got into the back of Bramley at McLeans, and spearing into Dylan McClements as a result, it was Bramley continued in second place, with Kendall in third.

The reversed grid draw for Race 2 saw Woodhatch starting from eighth, with Summers on pole position eager to make up for the error in Race 1. Summers held onto the lead, fending off the advances of Brandon Lowden and Sanders. Woodhatch initially made solid progress towards the front of the field but ran wide at the Esses mid-race, dropping him out of the top 10. Up front, Kendall challenged Summers for the lead, and their dicing allowed the pack to close in to make it a six-way fight for the final lap, with Sanders just ahead of Kendall at the chequered flag. Woodhatch could only muster eighth, losing ground to Kendall in the championship fight.



The reverse grid for Race Two put Yuanxi Lin on pole position, and he held onto the lead through lap one, with Round 1 frontrunner Charlie Summers in tow. Woodhatch, Bramley and Sherwood all made progress through the field, with the three in formation as they chased down the leaders. Teemu Myllykangas had taken the lead, but Bramley's charge ended as he tangled with Woodhatch on corner entry, clipping Jonathan Smith into a roll. With Bramley out, Woodhatch continued, well behind the lead battle, while Sherwood took over the lead. Myllykangas headed Sherwood on the final lap, until Sherwood made a bold move around the outside of the chicane to take the chequered flag first, with Myllykangas close behind, just ahead of Lin in third. 🌀

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Kacey Burgess wins Motorsport Apprentice Award

Twenty-one-year-old Kacey Burgess is the fourth winner of the Simon Diffey Heritage Motorsport Apprentice Award, presented during a star-studded ceremony at the Royal Automobile Club, Pall Mall, London.

An apprentice and employee of Road and Competition Engineering Ltd, Burgess demonstrated her engineering skills, passion, enthusiasm, and exceptional commitment as a team player during her apprenticeship, and importantly with a clear desire to go racing.

Sarah Jane Adams-Diffey said, "I am delighted that Kacey is our winner for 2025. When asked to explain why she should be selected as the winner her response was pure motoring passion – 'this is my dream, motorsport is my life!' That is exactly what we were looking for – somebody who is passionate, inspirational and will be an ambassador and continue the spirit of Simon's award."



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KartMania is Back!

Europe's biggest karting show returns to Silverstone

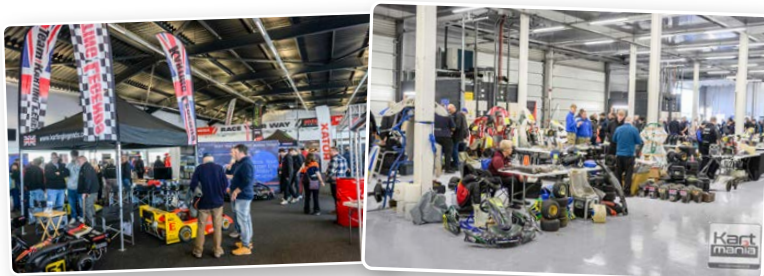
Motorsport's grassroots take centre stage as Europe's biggest and most comprehensive karting show returns to Silverstone on 22nd-23rd November.

Now in its 18th year, KartMania continues to grow, bringing together the entire karting community – from novice drivers to world finalists, and everyone in between.

Taking place in the Silverstone Wing building, across three exhibition halls and two pit garages, the show spans over 6,000m² and offers everything a karter, team, or fan could need.

Where karting comes together

This is more than just a show – it is the annual meeting point for the entire karting community. Whether you are a racer, parent, official, team owner, engineer, or enthusiast, you will find something of value here. With representation from every corner of the sport, it's a one-stop shop for knowledge, connections, and equipment.



- All levels represented – from complete beginners to elite competitors
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- Full industry showcase – new and used karts, engines, racewear, helmets, tools, tyres, and specialist accessories
- The legendary KartBoot – a bustling marketplace of second-hand gear, from bolts to complete kart setups
- Trophy presentations – celebrating excellence and achievement from across the karting world
- Hands-on experiences – including cutting-edge sim racing units to test your virtual skills
- Expert advice – from top professionals offering guidance on setup, development, and progression
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For tickets and updates, see www.kartmania.co.uk





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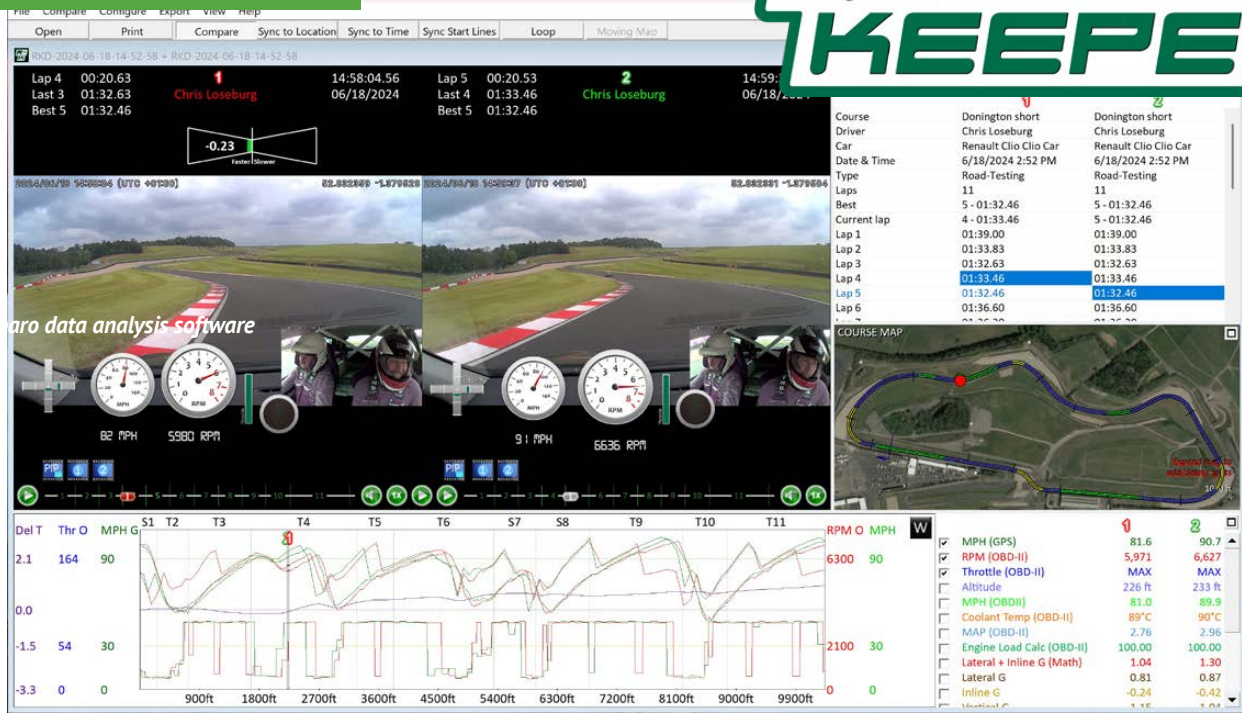
Stay safe on the track – and off it.



The Wera Tools F4 British Championship certified by FIA has announced the 2026 season calendar. Comprising of ten events and 30 races, the UK's premier single-seater series will once again compete at some of the most iconic circuits in both the UK and mainland Europe, including two current and two historic Formula 1 circuits.

Supporting the British Touring Car Championship at eight race meetings, British F4 will continue to include live free-to-air television coverage on ITV4 and ITVX, and those following outside the UK can catch up via the championship's YouTube channel.

April 18-19	Donington Park (National)
May 9-10	Brands Hatch (Indy)
May 23-24	Snetterton 300
May 30-31	Silverstone (Grand Prix)
July 11-12	Zandvoort
July 25-26	Thruxton
August 22-23	Donington Park (Grand Prix)
September 5-6	Croft
September 26-27	Silverstone (National)
October 10-11	Brands Hatch (Grand Prix)



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SUSTAINABILITY NEWS

AMG / Matt Ben Stone

The 2025 IAME Waterswift Restricted Cadet Class ran on sustainable fuel



2025 IAME Waterswift Restricted Cadet Class runs on Sustainable Fuel

The 2025 IAME Waterswift Restricted Cadet Class, one of four classes within the Wera Tools British Kart Championship, has been powered by sustainable fuel thanks to funding provided by the Mercedes-AMG PETRONAS F1 Team. Delivered in collaboration with Motorsport UK, the use of sustainable fuel from Round Three of the Championship achieved a 55 per cent reduction in emissions compared to its fossil fuel equivalent.

The British Kart Championships has served as the training ground for many of the Mercedes F1 team drivers as they honed their skills and technique in junior motorsport. George Russell, along with rising stars from our Junior Programme, including Kenzo Craigie and Ethan Jeff-Hall, all carved a path through the series.

"Karting plays a vital role in shaping the future of our sport," noted George Russell, "offering young drivers a strong foundation as they rise through the ranks. It is great to see the work that our team is doing with sustainable fuels in Formula One, and I am pleased that this ambition is being extended at grassroots level to the British Kart Championships."

Funding the use of sustainable fuel in the IAME Waterswift Restricted Cadet Class during the 2025 season upholds the Mercedes-AMG PETRONAS F1 Team's legacy of supporting up-and-coming racing talent and demonstrates its commitment to create a more sustainable future for motorsport. As a team, it is committed to engineering change on and off the track, and its sustainable fuels strategy has been developed to help reach the goal of Net Zero by 2030, while also catalysing wider adoption beyond Formula One.

"We are proud to have worked closely with the Mercedes-AMG PETRONAS F1 Team on this important step towards more sustainable motorsport," noted Dan Parker, Head of Karting at Motorsport UK. "While fuel use in the British Kart Championships is a small part of motorsport's carbon footprint, it is perhaps one of the most visible. Switching to sustainable fuel provides the opportunity for young drivers to develop their skills whilst also helping to reduce the carbon emissions of our sport, without compromising on performance. The fuel has performed well in testing, and both customers and teams have commented on its ease of use."



Both Formula 1 and Aston Martin Racing have released their latest sustainability and environmental reports. Click the cover images to learn more...

Thank you Carbon Calculators

It has been a busy month for the Motorsport UK volunteers who assist clubs with the carbon footprint calculations and data collection on events. They do this by talking to spectators, competitors and teams, marshals and spectators as well as the venue to identify how they travelled to the event. They work closely with the club both pre, during and post event to collect any additional data needed for the calculator.



Daria and Alice at the Trackrod Rally Yorkshire



Ben supported Rali Ceredigion to measure their carbon emissions, Lowenna took two new local volunteers to the FIA Euro Final Drag Racing Championship to train them in how to use the carbon calculator, supported by Santa Pod Racers Club. Another volunteer received training at the All Wheel Drive Club Competitive Safari. Two further volunteers attended the Trackrod Yorkshire Rally, plus one volunteers also supported the Bushwhacker Rally virtually, assisting Omagh Motor Club to use the calculator.

Well done and thank you to everyone involved – keep up the good work!



FIA and Siemens collaborate to reduce emissions

The Fédération Internationale de l'Automobile (FIA), has named Siemens Digital Industries Software as its official digital twin sponsor. The collaboration will see the FIA expand its use of Siemens' Xcelerator software including the award-winning Designcenter NX software, which enables FIA engineers to create detailed digital models of race cars and simulate their performance in a virtual environment. The virtual-first approach plays a key role in shaping the technical regulations of single-seater categories, from Formula 1 to Formula 4.

By reducing the need for physical prototypes and wind tunnel testing, the FIA can lower its environmental impact and accelerate progress toward its goal to halve emissions by 2030. Since 2022, the FIA has used Siemens' software to generate more than 14,000 computer aided design CAD parts in over 10,000 computational fluid dynamics (CFD) simulations.

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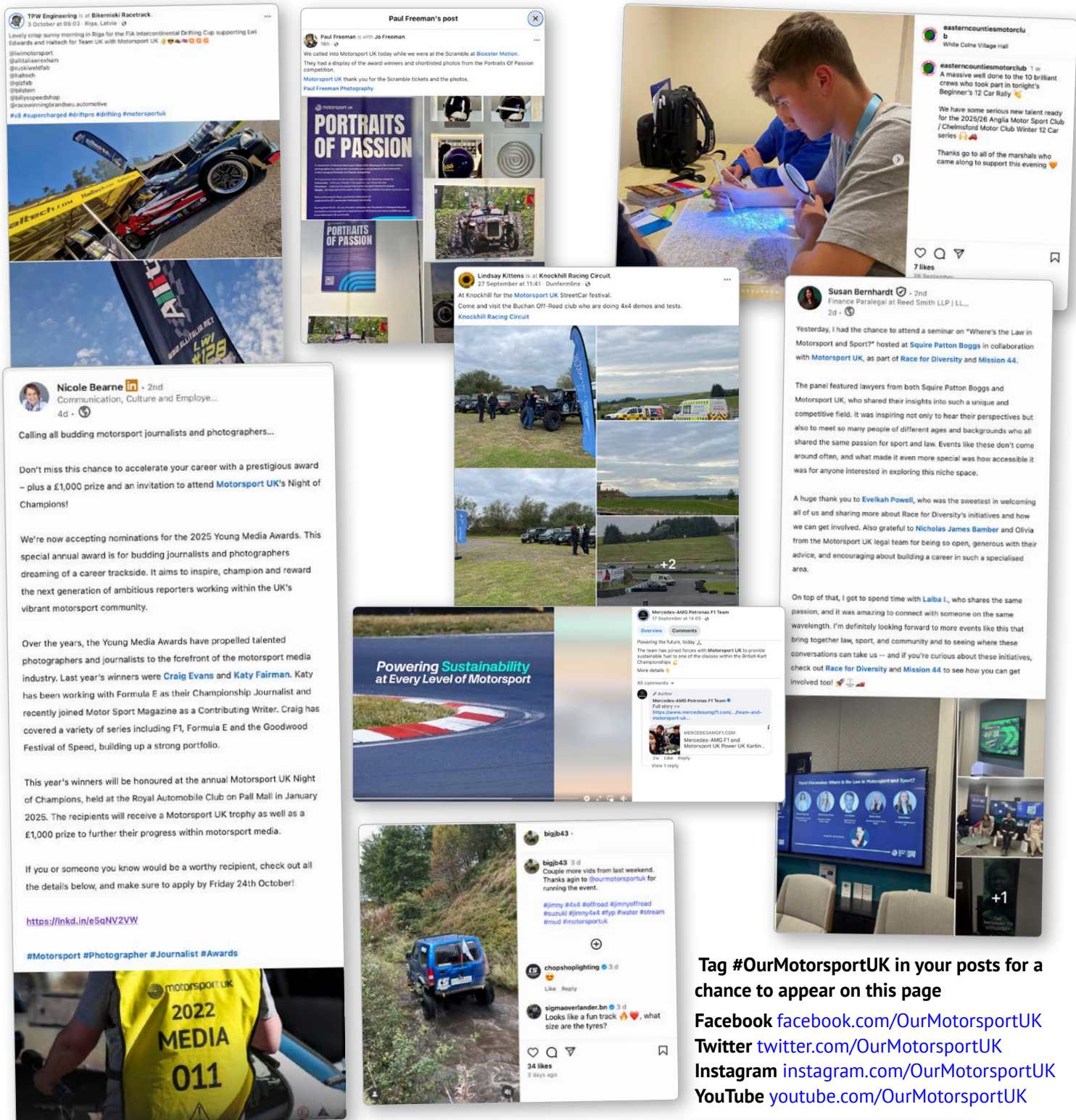
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KEEPING THE GRID IN CHECK

Scrutineering plays a vital part in ensuring racing is safe, fair and fun, and the British Grand Prix weekend gives the Motorsport UK Scrutineers the opportunity to participate on the world stage

Every year, a group of around 45 world-leading scrutineers comes together at Silverstone to oversee the UK's flagship motorsport meeting, the British Grand Prix, overseeing the validity of all 20 cars and driver's safety equipment on the F1 grid, plus the up-and-coming racers on the F2, F3 and F4 grids.

Leader of the team is Chief Scrutineer Phil Mason, a volunteer with more than 30 years of experience, who took over from previous long-term Chief Peter Riches two years ago.

In the F1 paddock, 20 scrutineers are allocated to each of the F1 cars and will stick like glue to their allocated garage throughout the weekend. They make a record of everything that has been done on the car – from suspension changes and part replacements to tyre changes and wing adjustments – to ensure everything runs by the rules.

"We work closely with Jo Bauer, the Technical Delegate for the FIA, to verify everything that happens during the weekend," explains Mason. "The FIA has a self-declaration approach, which is similar to the approach Motorsport UK and some of the organising Clubs in the UK are moving towards, although at a Club event we still check at least 25 per cent of the entry.

"In F1, following the teams' declarations, the FIA puts an authorisation sticker on all the cars, and the scrutineering team comes in on the Friday to become garage observers. We assign one scrutineer to each of the cars, whose job it is to stay with them throughout the weekend. We have a few others in the pits to support, and we also assign groups of scrutineers to all the other formulae."



SCRUTINEERING

Paula Alderman, who first scrutineered at the British Grand Prix back in 1994, was assigned to the Alpine team this year. She spends most weekends of the year volunteering on Club events with a wide range of different organisers including MSVR, British Automobile Racing Club (BARC) and British Racing & Sports Car Club (BRSCC) and only recently returned to the F1 paddock.

“It’s important to get to know the people in the garage and work with them,” she says about the role. “The teams I’ve worked with in the past have all been friendly and this year the atmosphere in the garage was really good. The teams understand the job we’ve got to do and if there’s anything we’re not sure about, they’re happy to explain it all.”

Richard Vincent, another member of the team, followed in the footsteps of his dad – a scrutineer for 52 years – and got his licence at the age of 18. It is now 30 years since he started volunteering and included in his long list of events is a multitude of British Grands Prix – he has worked at all but eight of the races in the UK since he started.

“To be part of one of the biggest sporting events in the country, and the atmosphere that comes with it, is incredible,” he says. “Getting to be in a garage observing a team is great, but it’s not just about that, it’s about soaking up the atmosphere all around the rest of the track. A lot of us are camping on site and we really get immersed in the whole weekend.”

The Weekend

The scrutineering team changes each year, with a mix of newcomers and experienced hands. Mason says there is plenty of rotation among the group, both between the F1 and support paddocks and between the garage allocations within the F1 pits, and newcomers are paired with the more experienced crew to help them settle in.

Mason also has two deputies and a weigh platform scrutineer, who help in the garages when needed. They spend their weekends walking up and down the pit lane, looking after the welfare of the scrutineering team, and also provide a courier service for any parts that need to be taken from the garage to the FIA for safe keeping.

“Obviously, sometimes the eyes are a little bit more on the top teams in the pit lane, so we want to make sure that we’ve got the most experienced scrutineers with them, but then we try to randomise it,” says Mason. “I keep a record, so the intention is not to give the same team the same scrutineer ever year.”

“There is always the draw of the big teams and the big-name drivers, but actually people often find they get a better overall experience with some of the other teams because they’re not as externally pressured, and they more embrace the scrutineer coming in.”

>>>>



Scrutineers are tasked with ensuring compliance with the sporting regulations at permitted events



Bauer encourages interaction between the Motorsport UK scrutineers and the teams and with the predominant number of teams UK-based, that makes things very easy. They understand it is a necessity to work with the scrutineers and Mason says that “most of the time” they embrace it and are happy to work together.

“Friday practice is a good time to get to know the team and to understand how they work on the cars,” says Alderman. “If we’ve got any questions, or if they do something we’re not sure of, we can ask what they’re doing so that during qualifying, and the race, we know and we can just make the notes we need to make.”

“We generally try to stand out of their way and stay as far back as we can but sometimes, we need to get a little bit closer, just so that we can see what they’re doing. It can be difficult when the mechanics are all on the car at one time, so you must get in there to try and see what everyone’s doing.”

The F1 scrutineers arrive at the garage a quarter of an hour before the session starts and stay there until the end of each session. After qualifying, however, the cars enter Parc Fermé conditions, and they must remain with their team until ‘cover up’ – two hours after the chequered flag – at which point the cars are sealed overnight.

The teams have an FIA-approved list of what they can do in terms of changes to the car during Parc Fermé. Additionally, there are some exceptional cases where some modifications are allowed, such as when climatic conditions change and the teams are permitted to change some of the cooling and ventilation on the car.

Teams can also apply to make specific changes by sending a formal letter to the FIA and must show the approval letter to the scrutineer before they do the work. Some have letters dated and pre-approved for the whole year, permitting them to carry out engine checks or other analysis or examinations, as long as the scrutineer confirms the letter’s validity.

Mason adds: “If it’s a small component, the teams might change it in the garage under the eyes of the scrutineer, but if they have to take it away – so something like a floor, seat or wing repair – we have additional scrutineers who will then team up, one staying with the repair part and one with the car, to make sure there’s a pair of eyes on both at all times.

“When they replace the bigger parts, they must do weight checks and dimensional checks on both the existing and new components to make sure they are the same before they’ll allow it to be swapped over. The team will move the wing into the right place, but they won’t be allowed to do so unless there is a second pair of eyes on the process.

“If the car’s still in bits due to accident damage or a major repair when it comes to cover up, teams can apply for a curfew break, but generally the cars are covered up and all the parts have got to be in, around or underneath the car and under the covers. Overnight, there are CCTV cameras in the garage above the cars which are all active all night.

“The cameras are monitored for motion around the garage to make sure there’s nobody in and around the car, and on Sunday morning the scrutineers come back on site and will be with the cars from covers removal, which is 10 o’clock on race day morning. Then they are then back in Parc Fermé conditions until the race starts.”

>>>>



John Harland, Deputy Chief Support Races, oversees the measurement checks in the F3 scrutineering bay



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Whenever a team takes any part off the car, the scrutineers must take the original part to the FIA to impound and Mason jokes: “We’ve had to take all sorts of different items up to the FIA and I often say to Jo that with the number of parts that end up in his office, it looks like he’s building his own F1 car!”

The other role of the scrutineers is in the scrutineering bay itself, and the contents of this top-secret area are constantly changing. Until around five years ago, this was the hub of the operation, with cars coming in one by one for a team of scrutineers to swarm over like ants, using templates to measure all the different parts of the car.

This still happens in the other formulae, but in F1, it is done differently, and Mason explains: “Since the ground effect cars were introduced and the underfloor profiles changed, they now have a LIDAR, which is a laser scanner. The teams declare all their information to the FIA and the cars can then be brought in and positioned in a precise location.

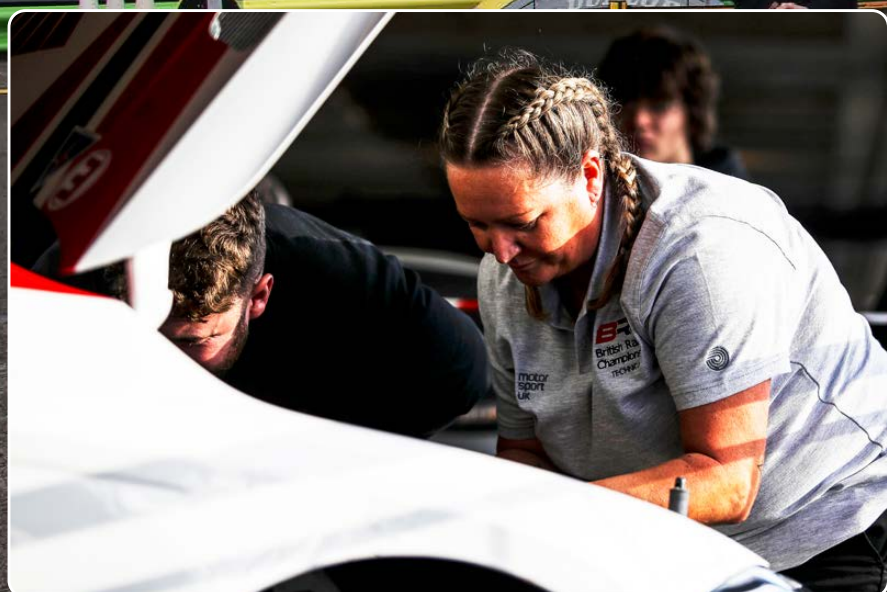
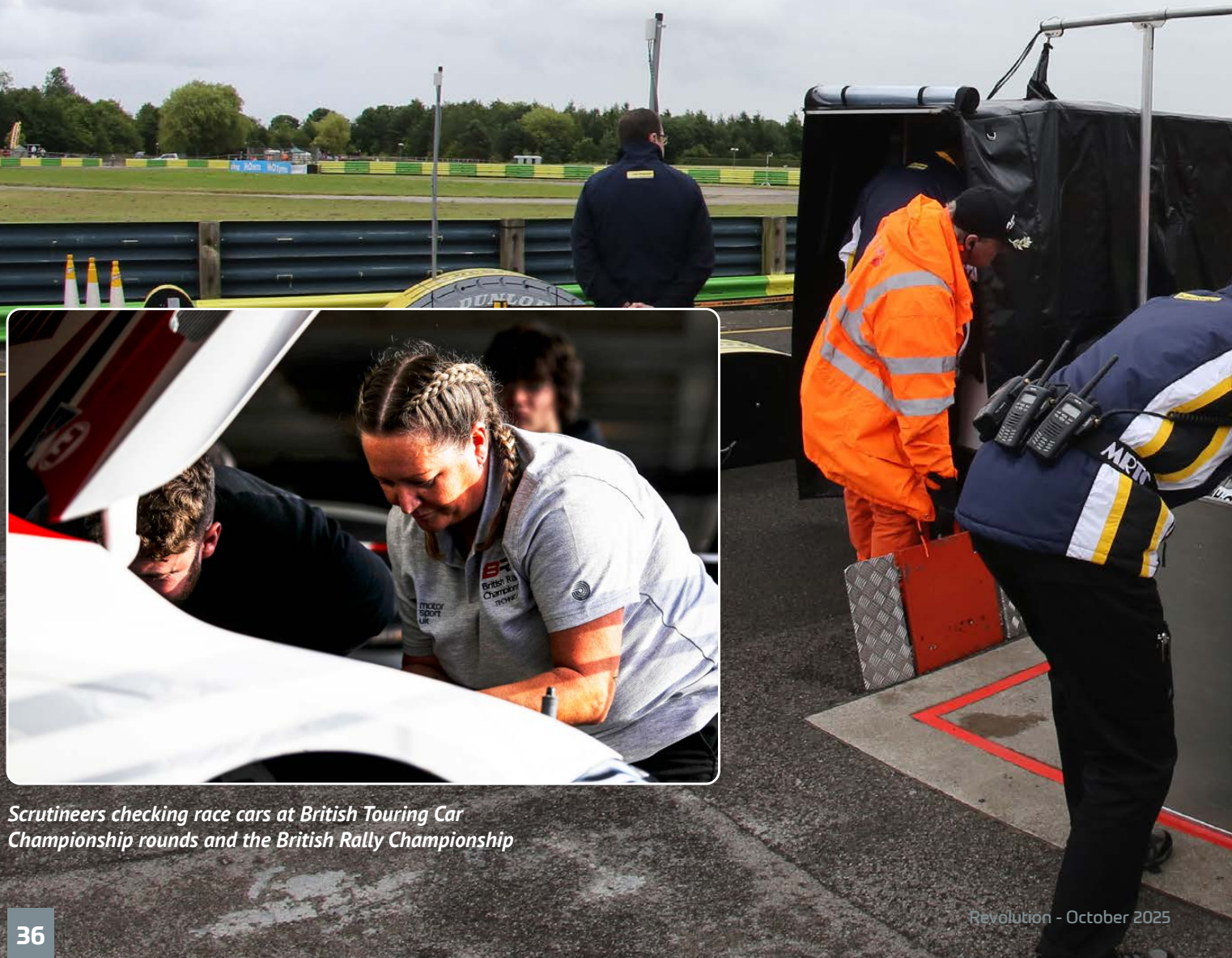
“The car gets lifted and put on blocks so it’s elevated and then a probe connected to the LIDAR is used to measure all around the car, with the output appearing on TV screens in the bay. That allows the FIA to instantly analyse that data

and there is a traffic light system which goes green or red depending on whether it’s in or out of tolerance.

“Until this year, the FIA had its own lift platform but because of its weight, shipping it around the world using air freight was so significant in cost and carbon emissions that they had to come up with another way of doing things, so the teams now use their own lift equipment, which they all have at the races anyway.”

There is still a traditional weighbridge to measure the weight of the car, but that is now located in the pit lane itself, to make for quick and easy checking. Cars are called in at random, using a traffic light system at the end of the pit lane, and the driver will have to stop short of the weigh platform to get pushed on, weighed, then cleared to drive away.

“The FIA co-ordinates it, but Motorsport UK will always have three scrutineers that are on standby to help,” continues Mason. “With the electrical systems on the cars now, we won’t touch them until the green indicator light on the top is showing. If it isn’t, we have a set of protective gloves on standby that allows us to move the car or push it.”



Scrutineers checking race cars at British Touring Car Championship rounds and the British Rally Championship

Unforgettable Experiences

Mason says that the quality of scrutineers in the UK makes Silverstone one of the easiest events for the FIA, with a level of understanding and experience that is unrivalled around the world. As featured in Revolution August 2025, many UK officials are so highly regarded they are welcomed at overseas events.

The pool of scrutineers across the country remains strong for now, but Mason believes that without encouragement it could begin to dwindle. The opportunity to participate in events like the British Grand Prix can increase the appeal, but for many of the current crop, simply being a part of any form of racing, as an insider in the paddock, is reward enough.

"All the scrutineers are licenced officials and regularly participate in events at all levels of motorsport," says Mason. "They've all been through the Motorsport UK training programme, so they all have an understanding of what's going on – although as F1 is so unique and the cars are so intricate, there are still things going on that you won't immediately understand!"

"We do have a backbone in the team, with a lot of the scrutineers returning from previous years, but we're always open to new people coming along. When we do bring in young blood, we usually put them into the support race paddocks first to gain experience and then bring them across into F1.

"They've need to have an active Motorsport UK licence and be currently practising as scrutineers predominantly in circuit racing – they can't just turn up and do the Grand Prix. We've got people from BRSCC, 750 Motor Club and from other Clubs far and wide, from Scotland right down to the South West of England.

"Everyone watching on TV would say 'to be in a F1 garage would be amazing' but you don't just walk into it, you've got to do the training and Club meetings first. We need to encourage that next generation – and once people start doing it at any level, they realise what a great experience it is being hands-on and being in and around any racing car."

>>>>



Despite the apparent complexity of scrutineering, Vincent says that having deep technical knowledge is not essential. He acknowledges he did learn a good amount from his father, who was also an engineer, but says his full-time job as a catering manager is a world away from his weekends in the paddocks around the UK.

“You’ve got to have an interest in the mechanical side of things, but you don’t have to have a massive technical mind,” he says. “Whatever level you’re working at, the thing is to not shy away from asking. You need to be fairly strong sometimes and not be afraid to say to someone ‘can you explain to me what you were doing’ so you can check it’s ok.”

The invitation process for F1 scrutineers starts soon, and Mason welcomes new applicants to the process. The selected team is brought together early next year, after which WhatsApp groups are set up and regular communications are made to keep people informed as things progress.

The team involves a mix of scrutineers, all of whom consider themselves an identical part of the group, and Alderman attests: “The atmosphere and the team are great, and we all work together really well. You don’t always see the same people each year, but just being involved in the sport itself is really nice.

“I love motorsport, it’s my happy place, so if I’m around motorsport, I’m happy. The Grand Prix is such a nice event to come to and, in a way, it’s an honour to be invited to be an F1 scrutineer. It’s the goal that I think a lot of people want, so to be in the team is really special – and one of the biggest bonuses is that you get to go on the grid!”



Phil Mason at the British Grand Prix (top), and working at the Radical SR1 Championship, Snetterton

The 2025 British Grand Prix Support Race Scrutineers





Will Gray

An F2 car enters the scrutineering bay at Silverstone

As anyone who has been involved on the inside of an F1 race weekend will agree, it's a very special experience – but as one of the 20 scrutineers assigned to the cars, the opportunity to work on the grid ahead of the race is one of the most unique of all.

“There's a lot of people out in the stands screaming and shouting for their favourite drivers, so it's a privilege to be able to come and work in an area that not everybody can get to and to get up close to it,” concludes Vincent.

“It's the pinnacle of motorsport and I really appreciate the opportunity to see how the teams work.

“The whole weekend is fantastic, but it's hard to beat going out on the grid. To start with, we're there with loads of people, but gradually the grid clears and as scrutineers, we need to stay there until about three minutes before the start. By that point, there's just three or four members of the team, us and the car – and that's a very special experience to have.”

Become a licenced Scrutineer

The Trainee Scrutineer role is the first step on the scrutineering pathway. You must be 16 years or over to get started and will be allocated a mentor to support you through your modular training. To start the process of becoming a Trainee Scrutineer you will need to attend a Taster Day – please speak to your local club about arranging this with a Chief Scrutineer, or email officials@motorsportuk.org

Following the successful completion of the Taster Day, you can apply using the New Officials Form along with a Letter of Recommendation from the Chief Scrutineer for a Trainee Car Scrutineer Licence and Trainee Environmental Scrutineer (if that is something that you are also interested in), however if you are wanting to become a Trainee Kart Scrutineer you will also need to have a [Disclosure and Barring Service \(DBS\)](#) check or [Protecting Vulnerable Groups \(PVG\)](#) in Scotland.



Unlocking the World of Scrutineering – get involved and make a difference

Interview: Rebecca Ivory

FOR THE LOVE OF RACING

Racing Through Time with Andrew and Mark Owen and the Masters Racing Club.

Mark and Andrew Owen, a Hertfordshire-based father-and-son racing team, have been deeply embedded in historic motorsport for nearly three decades. Their story is one of camaraderie, racing a diverse collection of cars with considerable success, yet being committed to the sheer spirit of competition that goes far beyond winning.

Their motorsport journey began in the early 1990s, with Andrew in kit car racing. "Dad started in '92 kit cars. He bought the Phoenix and the Ginetta [the] same year", Mark recalls. Andrew himself places his official start slightly later, noting, "I think it was probably about 94-95 when I started racing."

From the outset, their collaborative approach to racing has been about more than just results. Rather, it's about meaningful experiences, sheer enjoyment, and a pure love for the sport. "We're all there enjoying ourselves", Andrew emphasises. Mark echoes this sentiment: "It was about the cars", he says. Indeed, this ethos has guided their racing career through various cars and championships.

With their roots firmly planted in historic racing, Andrew and Mark joined the Masters Racing Club in 2007.

"Masters, I'd say, went to nicer places," explains Andrew, "and I think that it was the prospect that we would get to race at interesting circuits which played a significant role in the decision."

Since its inception in 2004, Masters Racing Club has built a reputation as one of the leading historic racing organisers across the UK, Europe, and North America, thanks in part to its impressive calendar of iconic circuits. Notable venues include Zandvoort for the Historic Grand Prix, Spa-Francorchamps for the Spa Six Hours and the Nürburgring for the BELMONT-Oldtimer Grand Prix. Prominent UK venues have also hosted – and continue to host – various events. These include Silverstone for the Silverstone Festival, the Masters Historic Festival at Brands Hatch, and the Gold Cup at Oulton Park.

Beyond the circuits themselves, Mark and Andrew have valued the strong driving standards and paddock culture since joining shortly after the series was founded. "Driving standards have never been bad in Masters... it's always been a nice environment. The paddocks are nice places to be", Andrew says, reflecting on the professional yet welcoming nature of the series.

The Owens enjoy racing their Chevron at Silverstone, Zandvoort and around Europe



The class structure was another key factor in the father and son's decision to race with Masters Racing Club. "The class that we run the Elva in could mean you were racing against a sports prototype, whereas, with Masters, we found that it was all similar cars," Andrew notes. The consistency in car categories ensured that they were racing against comparable machinery, making for fairer and more competitive racing. "We got the Elva in 2007, with the idea that we would go historic racing," he adds.

Additionally, the structure of Masters Racing Club events, which allowed for endurance-style races, with pit stops, was more appealing than shorter sprint formats offered by some of the other historic racing clubs.

Continuously supporting each other's passion, Mark and Andrew have often competed in different classes, though frequently at the same events. Over the years, they have owned and raced a diverse collection of cars, including:

- 1963 Elva Mk 7s
- 1963 TVR Grantura MkIII
- 1963 Lotus Cortina Mk 1
- 1965 Ford Mustang Notchback
- 1968 Chevron B8

In the process, they have built lasting and meaningful friendships in the paddock. Their involvement, in this sense, has always been about more than just racing. "We have made some fantastic friends," Mark recalls. "There are a pair of brothers, Mark and James Bates. We ended up racing with them from probably 2010 onwards. We had some great battles, and that is how some of those relationships have formed."

"There are people like Matthew" Andrew adds, "I have been racing against him for 25 years. Then there's Nick and Ben – they work for the teams as mechanics or engineers – but they are our friends."

As integral members of the Masters Racing Club since its infancy, the father-and-son team have both experienced and contributed to its transformation over nearly two decades. However, they have witnessed the acceleration of this transformation in recent years.

Masters Racing Club has recently come under the ownership of Frédéric Fatien, and the 2025 calendar reflects his ambition to engage motorsport enthusiasts on a global scale, with races originally planned for Dubai and Abu Dhabi. Fatien, a passionate historic motorsport enthusiast, experienced racer, and long-time supporter of Masters Racing Club, took over the reins from Ron Maydon directly, the series' founder and former owner. As the driving force behind the club's future, Fatien has announced a merger with GP Extreme, his Dubai-based global motorsports group.

>>>>>



Mark and Andrew work alongside their team at Goodwood



The Dubai Autodrome and Yas Marina Circuit were set to host the penultimate and final rounds of the 2025 season, a move which would have seen the series expand into the UAE for the first time, though these events have since been cancelled due to unforeseen logistical challenges. Despite this setback, the series is still expected to pursue expansion into the Middle East in future seasons. Masters Racing Club will still close the 2025 season with a spectacular finale at the Formula 1 Etihad Airways Abu Dhabi Grand Prix at Yas Marina Circuit. The series has also since turned its attention to the 2026 season, promising a global tour that will include some of the world's most iconic circuits.

Alongside this geographical expansion, the series has gradually broadened its racing categories, leading to an observed shift in its culture. Financial investment has played a significant role in this transformation, with Andrew noting, "In the last eight or nine years, it's changed because of the amount of money that is coming in. The cultural attitude has changed a lot from all being essentially enthusiasts, to people racing because they choose to, and they can throw a lot of money at it."

Masters Racing Club has also seen a shift from amateur racers to professional drivers, as historic racing increasingly becomes a career stepping stone.

"When we started out, it was predominantly old racing drivers," notes Andrew. "But now you have got professional drivers in there too."

This has changed the motivations of many participants, with some prioritising competition over passion for the cars themselves. "You have got one or two people who are really passionate about cars and they race a lot," Andrew explains, "then there are some other people racing there because they want to go racing, and they want to win, and they are far less concerned about the cars, or the nature, and the history."

This professionalisation has led to an 'arms race' in both racing technology and finance. Mark recalls how their own experience has been shaped by this shift: "The progression over the last five years meant that our car became pretty much uncompetitive, because every single car that was then coming out was a custom-built £150,000 Cortina." Andrew adds: "The Elan is another example. People are paying £140-150,000 pounds for a 'new' Elan."

The Elva competing at the 2025 Goodwood Members' Meeting



This shift has put family-run efforts like theirs at a disadvantage, as professional teams and wealthier entrants continue to push the boundaries of performance and preparation. Beyond financial barriers, the nature of competition itself has shifted. Andrew reflects on how their Chevron's competitiveness has declined over time: "We found with the Chevron, when we first started racing, on a good day, it could be a top five finisher. Progressively, people went more for the faster cars." This trend has been exacerbated by an influx of professional drivers and younger, more aggressive racers. "There are some very young, very fast professional drivers in there. So again, me sharing with Mark, I am either a handicap to him or any other young driver." The sport has become more focused on winning at all costs, a mentality that contrasts with the Owens' traditional approach. "There's been a tendency in Masters Racing Club for a lot of people to want to win races," Andrew notes, highlighting the cultural shift that has been observed across the wider historic racing fraternity.

While these changes have altered the culture of Masters Racing Club, its international expansion has also contributed to its growing prestige. "Masters in our early days was essentially UK, bit of European stuff..." recalls Andrew. "They picked up America, so their profile grew there. Now, with the addition of the UAE rounds, the series is stepping further onto the global stage."

(Note: The standalone UAE events planned for 2025 have since been cancelled due to logistical issues, though the club is still expected to pursue Middle East expansion in future seasons, and a finale at the F1 Abu Dhabi Grand Prix remains on the calendar).

Mark and Andrew's involvement in Masters Racing Club has naturally evolved over time.

The changes at Masters Racing Club, the new ownership and direction of the series, has contributed to Mark and Andrew decision to scale back their racing, although the full reasons are shaped by both their personal choices and external pressures beyond their control.

One of the most significant external factors has been the dual impact of both Brexit and the COVID-19 pandemic, as Andrew and Mark emphasise. "When COVID struck, there were a lot of businesspeople who said, 'I'm stopping till this sorts itself out.' So, they backed right off until they had businesses to recover post-COVID, and some have not come back to motorsport." However, the end of the pandemic also led to a temporary surge in grassroots motorsport participation. "Some people in the accessory business and supply business for motorsport did a roaring trade through COVID," adds Andrew, "because everybody was at home



Andrew with long-time team member 'Old Boy Pete' at Zandvoort



Mark and Andrew with trophies at the Silverstone Classic

preparing their race cars rather than working!" This created a short-lived boom, with the first year of post-COVID grids increasing in numbers, though as life has returned to normal, participation levels have stabilised again.

Meanwhile Brexit introduced logistical and financial challenges that have had a lasting impact, particularly on smaller, independent racers. Increased costs and paperwork, especially, have discouraged many from competing abroad. "Brexit created uncertainty, and it has encouraged people not to bother," Andrew notes. The additional expenses have become a barrier: "It means suddenly there's another £500 a year you need to spend to get your car out. He recounts a specific instance: "I had a major issue going into Spain, they insisted on charging me €600, or they would not let me in."

Mark offers a broader perspective, suggesting that Brexit has widened the gap between the well-funded teams and independent racers: "The Brexit thing is probably more about affecting the less wealthy of Masters Racing Club customers.

The teams with money just hop on a plane, but many racers worry about paperwork and logistics.”

These external pressures have hastened some existing trends in historic racing, namely professionalisation, consolidation, and the growing dominance of well-funded teams. The increasing commercialisation of the sport has also contributed to a decline in individual and family-run teams like Mark and Andrew Owen. “You don’t really see individual racers anymore,” Mark observes. “When they are starting racing, they go straight to a team and become a number within that team.” This shift has altered the culture of historic racing, making it feel like less of a passion-driven pursuit and more of a commercialised sport.

For the Owens, these changes have led to a natural reassessment of priorities. As Andrew reflects, however, “People’s needs change. As you get older, you have more choices. You know, there are other things that you can do.”

Mark and Andrew are navigating what has become an increasingly complex motorsport landscape, and now take a more strategic and philosophical approach to their involvement.

“We have completely open plans at the moment” says Andrew, “whereas in the past my calendar would be set out.”

Their Chevron remains central to their plans, with work already underway to ensure its competitive once more. “We have two engines,” Andrew explains. “The original engine is

away, being rebuilt with some modifications to it to make it go quicker. We have already decided we’re having another engine built for it. But if it is quick, we will find somewhere to race it.”

What is certain is that their future will be defined not by a single championship, but by a collection of choices. As Andrew puts it: “We are definitely doing Zandvoort We might pick and choose a couple of other meetings with the Chevron somewhere interesting.”

As the Masters Racing Club moves towards broader horizons, Mark and Andrew Owen’s racing story stands as a reminder of the personal connections and pure passion that help define historic motorsport. The sport continues to evolve, and welcomes those motivated by sheer enjoyment and a shared interest as much as the results on track. 🌀



The Chevron takes the Imola curbs



Spa 2017: Mark and Andrew with their TVR, trophies, and trusted teammate

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Roger Albert Clark Rally

The Roger Albert Clark Rally is the longest and toughest Special Stage Rally run in the UK, running for five days, alternating every November, through the forests of England, Scotland and Wales.

Event: Roger Albert Clark Rally (R.A.C. Rally)

Start: Carmarthen, Wales

Finish: Carlisle, England

Length: 330 miles of special stages

Website: www.racrmc.org

Run in memory of the great Roger Clark, the event was based on idea by the late Paul Adams and first ran in 2004, when organiser Colin Heppenstall and his team picked it up and turned it into a reality. Since then, the event has grown and evolved over 15 editions and the move to a longer, tougher biennial event has proved hugely popular with everyone involved.

This year's route starts in Carmarthen, west Wales, on the morning of Thursday 20th November, and begins with two full days in Wales, with an overnight halt back in Carmarthen. The event then heads north to Carlisle on Friday evening where the action restarts at midday on Saturday 22nd November, with special stages in the Kielder Forest, Scottish Borders and southern Scotland combining with overnight halts back in Carlisle, before the event concludes at Carlisle Airport on Monday afternoon.

This is a non-championship event, although the 2025 edition does include a single day event for the Mini Rally Challenge on the Saturday. It is open to all historic cars except for Category 5 four-wheel drives, as well as all non-historic two-wheel drive cars, which run in the Open category.

The range of cars is wide and eclectic, from the early pre 1968 Category 1 Historics, right through to modern two-wheel drive vehicles. Inevitably, Ford Escorts dominate but the entry list is incredibly diverse, ranging from the glorious Lancia Stratos to Mini Coopers, Volvos, Datsun 240Zs and much more.

This year, the event has reached an incredible capacity of 200 entries but already people are planning an assault on the next edition, which will be in November 2027. To compete, you need a Stage Rally car compliant with the Motorsport UK National Competition Rules (NCR), two crew members, a willing support crew and a reasonable budget. Then look out for when entries open early in 2027.

>>>>>



*It is a test to both
machinery and
human endeavour*



*To compete, and complete, the R.A.C. challenge is
a great moment for many rally enthusiasts*



*The Roger Albert Clark rally often draws a wide range
of entries, including the Lancia Stratos of Steve Perez*



How to spectate

Full spectator information will be available from the event website at www.racrmc.org with guidance on the most suitable locations along the route. This is old-style rallying, however, so for much of the event it is a question of looking at the map, getting your walking boots on, donning your big coat and heading off into the forests.

The opening day, Thursday, involves some particularly spectator-friendly stages at Pembrey race circuit, which are expected to be very popular. Friday's best spectating will be at Sweet Lamb in mid Wales, while Saturday, Sunday and Monday are all about visiting the various spectator car parks and finding a good spot in the forests.



Friday: Things get a lot tougher for competitors with around 80 stage miles in Myherin, Sweet Lamb, Hafren. and Dyfnant, before the leg finishes at Welshpool. The Sweet Lamb Arena is one of UK Rallying's most popular destinations and provides a good wide view of the action as it forms a large bowl where spectators can see cars for minutes at a time.

Saturday: The action restarts from Carlisle at midday with stages including Ash Park, Riccarton and Kershope. These offer spectacular gravel running through forested areas and can be accessed from spectator car parks. Fans can get close to the cars by visiting the service park at Carlisle Airport.

Sunday: This action-packed day crosses the border into Scotland, with classic special stages in Ae, Twiglees, Castle O'er, Craik and Newcastleton. This is a perfect day to travel between stages and experience the variety of Rallying, with short distances between different venues. The service park is back at Carlisle Airport.

Monday: The final day is all about the central block of Kielder Forest in Northumberland, with a single stage in Shepherdshield followed by stages in Pundershaw, Roughside and Hope House, which are then joined together to deliver the final 40+ mile mega stage – offering spectators plenty of action. Finishers will then head back to Carlisle Airport on Monday afternoon.



Things to do

If you are looking to combine a day or two watching Rallying alongside other non-motorsport interests, there are plenty of options.

The Welsh section offers plenty of impressive castles around Pembrey, including Carmarthen, while there are also beautiful beaches and nature walks on the Gower Peninsular or museums and a zoo in the busy city of Swansea.

The northern section, based around Carlisle, has an impressive castle in the centre of the town, Scottish history at the Mary Queen of Scots Visitors Centre, and the Campfield Marsh wetland reserve on the Solway Firth.

Accommodation, Food and Drink

The popularity of the event means that many places are already booked up, some a year in advance, but there is still availability in some of the bigger chain hotels and affordable accommodation can be found by heading slightly further away from the rally centres.

There are plenty of pubs in Pembrey – including the Ship Aground – and north of the circuit at Kidwelly, where the Boot and Shoe serve a hearty breakfast, plenty of lunch options, and tapas in the evening.

Around Carlisle Airport, there is many country hotel-pubs such as the Sally and the Fleece at Ruleholme, as well as a lively night scene with bars, pubs and clubs in the city itself.





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WHAT'S ON

Mercian Trial

12th October, Long Compton, CV36 5JJ

The Mercian Sporting Trial at Long Compton – arguably the best trials site in the country – always delivers a top-class event. With a strong entry year after year, it is a firm favourite. The rolling hills offer the perfect challenge: testing enough for seasoned experts yet great too for beginners, making it a brilliant trial for all. Marshalls and spectators always welcome.

<https://www.facebook.com/profile.php?id=100054445541518>



Russ Olway

Whaddon Trials

18th October, Barn Hill Farm, Whaddon MK17 0NQ

Anglian Rover Owners Club Ltd (AROC) is hosting a Clubmans Cross Country vehicle trial (untimed), along with a TYRO and a RTV in Buckinghamshire. The event is open to all fully elected members, who are eligible to drive / enter competitive events, of AROC, plus the following invited clubs: P&D ORC, SROC, AWDC, SCOR, MORC, Aylesbury LR Fanatics, and all Association of Land Rover Club affiliated clubs. The event includes Offroad trials sections comprising of 12 gates per section, with 5-12 sections used per event.

www.arocoffroad.co.uk



James Roberts

Great Western Sprint

18th October, Castle Combe, Chippenham, SN14 7EY

The Great Western Sprint, in memory of Chris Bigwood and supporting the Great Western Air Ambulance charity is running as a dual permit Interclub and National for the British Sprint Championship (BSC). The first multi-lap sprint to run at Castle Combe was held in 2008. 1¾ laps of circuit equates to a competitive run of 3.3 miles – one of the longest sprint courses in the country. Steve Broughton and Pete Goulding will battle it out in the BSC season finale, where the title could be decided by the narrowest of margins.

www.britishsprint.org



Neil Lambert

Autumn Leaves 12 Car Rally

24th October, Mountnessing, Essex. CM15 0UG

Anglia Motor Sports Club and the Chelmsford Motor Club are organising the Autumn Leaves 12 Car this month. The event will Start and Finish at Prince of Wales Public House, Mountnessing, near Brentwood. This is part of the 'Winter Series' championship. OS Landranger Maps 167 issued in 2016 or later will be required. Please note the earlier start time of 20:00 hrs will be necessary to enable the 45-mile route to be completed. The start venue offers wide range of freshly cooked pizzas.

<https://chelmsfordmc.co.uk/node/7103>



James Roberts

Lewis & Hunter Cambrian Rally

25th October, Llandudno, Wales

Another excursion into Wales for the Lewis & Hunter Cambrian Rally which hosts the Probite British Rally Championship finale in October. With stages steeped in history, the region provides the perfect venue to bring the curtain down on the season, and the breathtaking forests will feature the eager BRC contenders fighting it out for title honours.

<https://britishrallychampionship.co.uk>

The Motorsport UK Pirelli Welsh Rally Championship is poised for a thrilling finish. Heading for round five of six, the Cambrian Rally in North Wales will pitch crews into some famous forests and the title race is shaping up for a three-way battle between James Giddings in the Mitsubishi Lancer E9, Liam Clark, driving a Ford Fiesta Rally2, and defending champion Matthew Hirst in his Skoda Fabia R5. The final round will play out on the Wydean Stages in November.

<https://wnrc.wamc.org.uk>



JEP



Ben Lawrence

British Truck Racing Fireworks Spectacular

1st-2nd November, Brands Hatch, Kent

The British Truck Racing Championship will bring the curtain down on its 2025 season at Brands Hatch. The British Truck Racing Championship will bring the curtain down on its 2025 season at Brands Hatch. With five races planned across the weekend – two on Saturday plus Sunday's triple-header with fireworks. Ryan Smith is leading, chasing a record-equalling tenth Drivers Championship, but Stuart Oliver and David Jenkins remain in the fight heading into the final round of the season.

<https://btrc.co>



Opener Slalom

5th November, Blandford Camp, Dorset, DT11 8RH

The new Bournemouth & District Car Club Championship year starts with the Opener Slalom at Blandford Camp. This is a non-spectator Production Car Autotest and only those people whose name is on the gate list will be allowed in. Blandford Camp is a military base north-east of Blandford Forum in Dorset. For further details see <https://bdcc.org.uk> or www.facebook.com/BournemouthDCC



StreetCar

Wyedean Stages

8th November, The Forest of Dean, Gloucestershire

This is the final round of the Motorsport UK Pirelli Welsh Rally Championship and the penultimate round of the Motorsport UK English Rally Championship, sponsored by Kingfisher Insurance. Matthew Hirst and Declan Dear have won the event on the past four occasions, and it would be brave to bet against another win. A good score on Nigel and Kaz Jenkins' 'home' event could propel them right up to the sharp end of the English Rally Championship points table.

www.wyedeanstages.co.uk



Kevin Money

5 Nations British Rallycross Championship

8th-9th November, Lydden Hill,

Get ready for the circuits biggest and best weekend of the year featuring the final rounds of the 5 Nations British Rallycross Championship. Watch as supercars battle for those all-important championship points, lighting up the track in spectacular fashion alongside the firework spectacular!

<https://lyddenhill.co.uk>



Martin Photography

Roy Fedden Sporting Car Trial

9th November, Frocester, GL10 3TP

Bristol Motor Club is organising the Roy Fedden Sporting Car Trial which will be a round of the Motorsport UK British, BTRDA, ASWMC Sporting Trials Championships and BTRDA Allrounders Championship. The venue comprises totally private land, with Catering, toilets etc, and there will also be a Paramedic at the Event as in past years. We look forward to welcoming back familiar faces as well as any competitors who have not previously been to our Event.

<https://my.bristolmc.org.uk/Events/Calendar/View?id=147>



Mark Hylands

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RESULTS

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British Hillclimb Championship



With Matthew Ryder confirmed as the 2025 British Hillclimb Championship, the final wins this season went to Alex Summers and Wallace Menzies at Loton Park in Shropshire. Summers delivered a mighty run of 43.14s to eclipse Menzies and Ryder by more than a third of a second. A reminder he remains a strong competitor. Will Hall was fourth, just 17 hundredths-of-a-second behind Ryder. On the second run-off, Menzies posted an impressive 43.23 seconds. Then Ryder followed with 43.32s, and Summers settled with 43.92s after a locking a wheel. The 2026 season begins in April at Prescott.

Final Championship Standings

1st	Matthew Ryder	227 points
2nd	Wallace Menzies	216 points
3rd	Will Hall	204 points

Motorsport UK British Drag Racing Championship



Andres Arnover won Santa Pod Raceway's National Finals to secure 2025's Motorsport UK British Drag Racing Championship, having led the title chase all season. The Estonian Pro Mod racer beat Dutch opponent Michel Tooren in the final when a safety system malfunction deployed Tooren's braking parachutes at half-track. The Dutchman's supercharged Camaro had earlier clocked low elapsed time of the event with a career-quickest 5.808sec while Arnover's turbocharged Mustang set top speed at 254.68mph.

Final Championship Standings

1st	Andres Arnover	556 points
2nd	Michel Tooren	477 points
3rd	Andy Robinson	453 points

Kwik Fit British Touring Car Championship



Tom Ingram won his second Kwik Fit British Touring Car Championship crown at Brands Hatch on the final race weekend of the championship. Ingram started the weekend with a 33-point advantage over rival Ash Sutton, but with 67 points available it was all still undecided. In Race 1 Ingram claimed fifth with Sutton down in ninth, widening the gap slightly, but it was Race 2 where Ingram took the win and the unassailable lead in the overall standings. Sixth-place finish in Race 3 was more than enough to earn him the crown. Dan Cammish won the first race, finishing third in the overall standings. Josh Cook became the 13th different winner of the season in the finale race. EXCELR8 Motorsport / Hyundai won the Manufacturers' / Constructors' championship, and NAPA Racing UK took the Teams' title. Restart Racing triumphed in the Independent Teams' table and Dan Lloyd claimed Independent Drivers' laurels. Daryl DeLeon secured the Jack Sears Trophy.

Final Championship Standings

1st	Tom Ingram	462 points
2nd	Ashley Sutton	428 points
3rd	Dan Cammish	307 points

British GT Championship



Charles Dawson, Kiern Jewiss, Marc Warren and Jack Brown claimed the 2025 British GT3 and GT4 championships. Barwell's Lamborghini's scored a dominant one-two at the head of the field to seal the GT3 drivers' crown for the 2 Seas' leading duo. Alex Martin and Sandy Mitchell scored their first win of the season from team-mates Rob Collard and Hugo Cook, but that wasn't enough to overturn 2 Seas' significant advantage in the teams' championship. Kevin Tse and Maximilian Götz completed the overall podium to also finish third in the drivers' standings behind Cook, who rose from fifth to second. In GT4 Brown made sure of the title taking the win from Luke Garlick and Blake Angliss. At that stage he and Warren's main championship rivals, Ravi Ramyeed and Charlie Robertson, were just one place behind and closing in fast. Had they overtaken, the advantage would have swung in their favour. But third turned to fourth when Robertson and Luca Hopkinson grabbed the final podium place. Optimum's one-three helped it to retain GT4's teams' crown.

Final Championship Standings

GT3

1st	Charles Dawson / Kiern Jewiss	173.5 points
2nd	Hugh Cook	144 points
3rd	Kevin Tse / Maximillian Goetz	141.5 points

GT4

1st	Marc Warren / Jack Brown	200 points
2nd	Ravi Ramyeed / Charlie Robertson	184 points
3rd	Harry George / Luca Hopkinson	153 points

British Truck Racing Championship



A double-header at Snetterton last month featured highs and lows for several contenders. Division 1 saw Ryan Smith take a dominant double win on Saturday, but on Sunday John Bowler, David Jenkins and Michael Oliver each scored a win apiece. In Division 2, engine issues scuppered Bradley Harvey's chance of extending his points lead as Simon Cole, Jake Evans, Sami Ojanen, and for the first time in his truck racing career, Callum Eason, each took a win. After a thrilling trip to Le Mans, where Ryan Smith and David Jenkins shared the Division 1 wins, and Jake Evans and Callum Eason were winners in Division 2, the championship concludes at Brands Hatch in November.

Latest Championship Standings

Division One

1st	Ryan Smith	463 points
2nd	Stuart Oliver	428 points
3rd	David Jenkins	413 points

Division Two

1st=	Callum Eason	427 points
1st=	Jake Evans	427 points
3rd	Sami Ojanen	399 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Storm Amy did not stop play at the Anglesey round, despite 60mph gusts and driving rain battering the north Wales circuit. Ethan Faulkner had his inaugural drive in a new car, a 1600 Force TA, and stormed to three run off wins, with Chris Jones taking the fourth. Steve Broughton and Pete Goulding kept their title bids alive with strong performances.

Latest Championship Standings

1st	Pete Goulding	698 points
2nd	Steve Broughton	691 points
3rd	Ethan Faulkner	626 points

Protyre Motorsport UK Asphalt Rally Championship



Sam Touzel ended his Championship title-winning season by scoring his first outright victory on the Ynyscynon MOT Centre Tour of Epynt. The top-seeded Jersey driver and co-driver Max Freeman romped home to win like Epynt experts. David Wright and Jane Nicol finished second on Wrights' first visit to Epynt for two decades, while Damian Cole and Paul Spooner – who had won their first rally on Epynt together in 2008 – secured the final podium position.

Final Championship Standings

Drivers

1st	Sam Touzel	118 points
2nd	Jason Pritchard	110 points
3rd	Neil Roskell	107 points

Co-drivers

1st	Max Freeman	118 points
2nd	Phil Clarke	112 points
3rd	Rob Fagg	108 points

Motorsport UK English Rally Championship



Following the Trackrod Forest Stages, the fourth round of the Motorsport UK English Rally Championship, sponsored by Kingfisher Insurance, David Henderson has reclaimed top spot for himself following the rare retirement of Elliot Payne. So tight is the top ten standings that, this one non-finish has seen the defending champion drop to eighth place in the table. The next round of the English Championship is the Wyedean Stages in November.

Latest Championship Standings

Drivers

1st	David Henderson	98 points
2nd	Lewis Hooper	92 points
3rd	Matthew Hirst	90 points

Co-drivers

1st	Rhys Edwards	92 points
2nd	Declan Dear	91 points
3rd	Dan Evans	87 points

Asset Alliance Group Scottish Rally Championship



The Scottish Rally Championship headed South for the Armstrong Galloway Hills Rally – which celebrated its 50th year and 25 years of sponsorship by the Armstrong Group, with 60 crews lined up to tackle the six stages. David Bogie just needed a top five points finish to wrap up a record seventh Scottish title. With Kirsty Riddick in the hotseat, Bogie was having to balance his natural speed with a no risk strategy. Second fastest on the opening three stages, they stepped their pace up in the afternoon to record three fastest times in a row. That gave them the win by 27 seconds and Bogie the SRC title. The co-drivers title will be decided on the final round.

Latest Championship Standings

Drivers

1st	David Bogie	120 points
2nd	Mark McCulloch	110 points
3rd	Ian Forgan	97 points

Co-drivers

1st	Michael Hendry	113 points
2nd	Chris Lees	101 points
3rd	Kirsty Riddick	90 points

Fuchs Lubricants British Historic Rally Championship

Russ Otway



The 2025 Fuchs Lubricants British Historic Rally Championship season ended at Trackrod Rally Yorkshire last month, where George Lepley claimed victory, and the fiercely contested category titles were finally settled after a thrilling weekend in the Dalby forests. Category 3 [cars registered 1975-1981] provided the most contested title battle of the year, with the Ford Escort MKII dominating the top end of the leaderboard. Paul Thompson and co-driver Josh Davison arrived with a slender half-point lead but chasing them was fellow local Dan Mennell. Mennell's raw pace on home soil shone through, with co-driver John Roberts keeping him calm, Mennell secured the pair both the Category 3 win and title. In Category 2 [cars registered 1968-1974] Tim Pearcey and Andrew Boswell finished the overall top ten to seal the Category 2 drivers' crown for Pearcey. Iain Thorburn, co-driver to Drew Struthers, secured the co-drivers' title after a consistent season. Category 1 [cars registered up to 1968] had Mini Cooper pairing Terry Cree and Richard Shores claim the championship title in the oldest car on the BHRC roster. Paul Clayton and Vera Johnson secured the Category 4 title in their Peugeot 205 GTi.

2025 Category Winners

British Historic Rally Champions
Category 1 winners
Category 2 winners
Category 3 winners
Category 4 winners

Barry Jordan / Arwel Jenkins
 Terry Cree / Richard Shores
 Tim Pearcey / Iain Thorburn
 Daniel Mennell / John Roberts
 Paul Clayton / Veera Johnson

Motorsport UK Sporting Car Trials Championship



Kay Jones

Launceston & North Cornwall Motor Club hosted the David Ayers Trial at Trevilla, in atrocious weather conditions. After very heavy rain on the previous day, overnight and throughout the day, the sections were very demanding. 18 hardy competitors tackled 16 sections. Thomas Bricknell was the clear winner dropping 31, with Simon Kingsley next on 50.

Pinford Farm near Ross-on-Wye was the venue for round 12 of the Motorsport UK Championship, and after Saturday's rain saw a drying trial as the sun shone on the competitors. Scores were very tight among the front runners, with just four points covering the leading six cars at lunch, but on the final round of hills Thomas Bricknell and Beth Carroll achieved a slender win from Matt Sharp, with Sam Beare a very creditable third overall and best Live Axle.

Latest Championship Standings

1st	Thomas Bricknell	164 points
2nd	Simon Kingsley	110 points
3rd	John Firth	109 points

RESULTS

Motorsport UK British Autotest Championship



Caernarvonshire & Anglesey Motor Club welcomed drivers from far and wide to this year's event held in the picturesque coastal setting of Anglesey Circuit. The weather could have been kinder, and many thanks must go to the timekeepers and marshals for carrying out their duties in very windy and showery conditions. Congratulations to Peter Grimes on his win.

Final Championship Standings

1st	Peter Grimes	240 points
2nd	Alastair Moffatt	226 points
3rd	Mark King	220 points

Motorsport UK British Car Trial Championship



After a damp start the conditions at the Peter Williams Trial improved, but the hills remained challenging. At lunch Evie Dovey was leading, and was still ahead after the third round, but Gareth Jones had a brilliant last round to take the win. First overall: G Jones. Class A: T Moffat. Class B: T Dovey. Class D: K Roberts.

Latest Championship Standings

1st	Charlie Dovey	51 points
2nd	Kevin Roberts	42 points (on tie decider)
3rd	Mark Hoppe	42 points

Wera Tools British F4 Championship certified by FIA



The Wera Tools F4 British Championship certified by FIA season closed at Brands Hatch where Tommy Harfield and Jimmy Piszcyk both won in front of a capacity trackside crowd. Piszcyk's second win of the weekend enabled Rodin Motorsport to retain the Teams' Cup crown by just 1.5 points. Piszcyk also ended the year as vice-champion to McLaughlin. Ary Bansal was the inaugural winner of the Challenge Cup title. The 2026 Championship returns at Donington Park on April 18th.

Final Championship Standings

1st	Fionn McLaughlin	363.5 points
2nd	James Piszcyk	311 points
3rd	Martin Molnár	277 points

5 Nations British Rallycross Championship



Former champions Ollie O'Donovan and Derek Tohill each scored a win at Mondello Park, and Tohill now leads the championship race. Making a good start in the final, Tohill led from the front, but by the third lap O'Donovan was up to second, O'Donovan took his compulsory extra-route joker on the penultimate lap, and when Tohill also took his joker on the final lap, O'Donovan had done enough to claim lead and the win – his second victory in seven years. On Sunday, it was O'Donovan on pole position, but Tohill made the best start to take the lead, and then his third win of the season. John McCluskey finished third in both races.

Latest Championship Standings

1st	Derek Tohill	154 points
2nd	Patrick O'Donovan	134 points
3rd	John McCluskey	112 points

Wera Tools British Kart Championships

Photos: Adam Gumbs



MicroMax



Minimax 950



Junior Rotax



Senior Rotax



Super ICA Libre O Plate

The Rotax season concluded with a double header at PFI, crowning champions in four of the UK's top karting categories. Dhian Singh Pahal secured a dramatic triumph in the MicroMax, winning three of the final four scoring events to overhaul previous leader Benediktas Masiokas and claim the title by a single point once their two lowest results were discarded. In the Minimax 950, Emerson Macandrew-Uren secured two more wins and the title. Jacob Ashcroft cruised to the crown in the Junior Rotax class, with two fourth place finishes in the first two races securing the points he needed for the title while wins for Matteo Palazzo, Albie Lapper and a double for Charlie Wolfitt closed out the season. The battle for honours in the Senior Rotax saw Matthew Higgins finish champion ahead of Harry Bartle when each claimed a victory in the final rounds, with Macauley Bishop taking the other two wins of the weekend. In the one-off Super ICA Libre O Plate event, Richard Faulkner took a dominant victory, finishing 13.35s ahead of Tyler Weedon.

Final Championship Standings

MicroMax

1st	Dhian Singh Pahal	644 points
2nd	Benediktas Masiokas	443 points
3rd	Alfie Garrett	415 points

Minimax 950

1st	Emerson Macandrew-Uren	646 points
2nd	Riley Murro	630 points
3rd	Alfie Mair	608 points

Junior Rotax

1st	Jacob Ashcroft	648 points
2nd	Albie Lapper	600 points
3rd	Leon Hastie	593 points

Senior Rotax

1st	Matthew Higgins	631 points
2nd	Harry Bartle	622 points
3rd	Lewis Gilbert	619 points

Teams

1st	DHR	761 points
2nd	Strawberry Racing	740 points
3rd	SFR Motorsport	732 points

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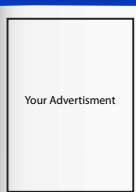
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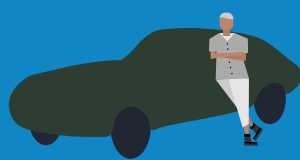
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The Parting Shot

McLaren F1 / Getty Images



McLaren wins 2025 Formula 1 Constructors Championship

For the first time since 1990 and 1991 the Woking team has secured back-to-back Teams' Championships. Lando Norris and Oscar Piastri are still battling each other for the Drivers' World Championship with six rounds still to go.

 motorsport UK