

# Revolution

November 2025

The official magazine of  motorsport uk

## 2026 STARTS HERE

Renew Your licence Today



**CLUB TIME ATTACK**

**20 YEARS YOUNG**

**MOVING UP**

**NEXT STEPS IN  
CLUB RACING**

**HOW TO ORGANISE...**

**AN AUTOTEST**

**PLUS: CHRISTMAS GIFT GUIDE + RACE RETRO TICKETS + WHAT'S ON**



What is it about the UK that consistently delivers motorsport world champions? 2025 is already shaping up to be another one for the record books, with James Calado taking the title in the FIA World Endurance Championship (WEC) with Ferrari, Oliver Rowland Champion in Formula E, and Noah

Baglin crowned Junior Karting World Champion. As I write this, Elfyn Evans leads the World Rally Championship (WRC) title race and Lando Norris is sitting on a healthy 24-point lead in Formula 1. Fingers are crossed that they can maintain their momentum.

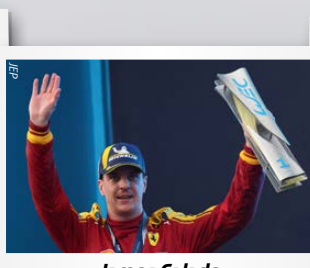
But back to my question. The answer of course is no one single thing but a raft of elements, that over the past 75 years, have led to an industry and infrastructure that is the envy of the world. As with most enterprise models, it is pyramid shaped, with the base a massive scale of community, infrastructure and engineering that provides a multitude of touch points for people to engage with the sport. To a large degree a country's success in a sport is a function of opportunity and nurture. The greater the gene pool, the greater the possibility of finding the rare gems with exceptional talent. But then it is down to the way the system treats those talents, both in terms of enhancing their skills, and in the case of motorsport, opening doors

of funding. I noted with interest that Calado, Rowland and former Formula E World Champion, Jake Dennis, are all graduates of the Racing Steps Foundation. Founded by successful businessman Graham Sharp in 2007, it ran until 2017 when it had backed a selection of circuit racers to impressive heights, including those three above. In a 2018 interview, Sharp was proud but philosophical about how far they had come, opining that some had touched the edge of F1, but not made the leap. I wonder how he feels now that at least three are FIA World Champions.

Motorsport UK invests each year in our Academy, and it has had an impressive roll call of success, but what we do not do is provide funding for competition budgets. Our role is about mental and physical preparation and the honing of skills, which is usually in conjunction with an existing management team of experts already employed. However, I have been wondering if there is an opportunity to create an entity that could be more instrumental in providing the financial support to exceptional talent who may be thwarted by a lack of family or other funding. You may say that my earlier comments of continued success obviate the need for such a mechanism – our pathways are full – but I am conscious that not everything revolves around circuit



Noah Baglin



James Calado



Oliver Rowland





**Jenny Birrell competing in the 1966 Scottish Rally in a Rootes Competition Department Hillman Imp**

racing. The FIA Rally pathway is well established, but it has not translated especially well to the national structure, and as a result, the pathway for junior talent in the UK is not as clear as the Ginetta Junior, to Formula 4, to GB3 that has become the norm in circuit racing. Perhaps there are some affluent benefactors that would love to find a way to make a difference to some young people's prospects.

The WRC is at an interesting crossroads right now, with an opportunity to catapult into uncharted waters on the coat tails of F1's global success. For several years the global commercial promoter of the WRC has been the media arm of Red Bull, but that is all about to change, with a tender process being conducted by the FIA for a new promoter. That has garnered the sort of interest, and potential investment, that has been lacking in this branch of the sport. In addition, the technical regulations are about to be transformed for 2027, with a completely new concept that is based on a silhouette formula that will allow all vehicle manufacturers to build cars that reflect models in their range, but unconstrained by the dimensions or configurations of the road car. Costs are being addressed, as they have spiralled out of control, and with clever use of existing technology from the Rally 2 cars, they can be both spectacular and affordable.

From the UK's perspective, since 2019 we have all missed the halo effect of being hosts to the WRC, as we had been since its inception in 1973. I have kept members informed about the work we have been doing behind the scenes to secure its return, with an event starting in 2027, based out of Aberdeen. As you may already have seen in the motorsport press or online, we had the fantastic news last week that Aberdeen City Council had gained approval for funding a key portion of the rally budget. The team in Aberdeen City have been real visionaries and are ardent supporters of the bid.

They can see how this event will be a catalyst for inbound economic impact, and a fulcrum for communities to come together united by a world class event presented to a global audience. This is one key part of a complex jigsaw puzzle of stakeholders and bodes well for the intentions of the other stakeholders in Scotland, all of whom should be crystalising their plans in the coming weeks. Thereafter we need to secure a slot on the 2027 WRC calendar with the promoter, and finally seek approval to the calendar with the FIA. With Pernilla Solberg as FIA WRC President, and Malcolm Wilson as FIA Deputy President of Sport, we have tremendous support from them at that level. We are not there yet... but it is a great deal closer than it has been in the past five years.

In contrast to looking into the future, I had a very enjoyable evening with Ecurie Cod Fillet to celebrate its 70th anniversary. Ecurie Cod Fillet was created in 1955 by Roy Fidler and John Hopwood. They were stalwarts of the Stockport Motor Club and had both gained a reputation for winning rallies. By trade, Roy was a fish merchant and that quickly led to his earning the nickname "King Cod". He and John even won a Stockport daylight rally driving the company fish van – a VW Transporter – when his Triumph Herald rally car packed up just before an event.

I was kindly invited to the dinner by Jenny Nadine, formerly Jenny Birrell when married to Graham. I have known Jenny for more than 50 years when she was a front line rally driver contracted by Rootes Competition Department, of which my father was the Competition Director. As a teenager I distinctly remember this glamorous Jane Fonda lookalike breezing into our house in-between rallies. The next time I saw Jenny was when I joined Prodrive in 1995 and we were running the Alfa-Romeo British Touring Car Championship team, with Jenny as the operations director for Alan Gow (although she would shirk such a title) and running the whole paddock with an iron rod. Everyone was in awe of Jenny – who was not to be crossed, never short of a put down, or an expletive laden rant; so, an eyebrow or two were raised when she always greeted me with a warm smile and embrace! Now retired and living much of the year in New Zealand with her Kiwi husband Tony Ornstien, she is a legend of the sport.



**Media coverage of the WRC bid for Aberdeen**

>>>>>

Also, this month I was a guest at the 100th anniversary of the Ulster Car Club thanks to Donald Grieve, Club President and Wilson Carson, Club Chair, and was made most welcome by their fantastic community of members. The club was winner of the 2024 Motorsport UK Club of the Year, due in part to their Future Champions Support Programme, through which they give £500 each to four young females and four young male members to help their development and progression in motorsport.

The guest of honour was John Watson MBE, hailing from Belfast, who is now 79 years old and had many tales from his years in the sport. He won five Grand Prix across 12 seasons (including the British GP which I remember vividly) and finished third in the championship in 1982. An interesting story is why at the end of the 1983 season Watson was dropped by McLaren and subsequently retired from Formula 1. Negotiations with team boss Ron Dennis had reportedly broken down when Watson asked for more money than dual World Champion Lauda was earning, citing that he had won a GP in 1983 where Lauda did not. Dennis instead signed Renault refugee Alain Prost for comparatively little

(since he was already under contract to Renault but was fired for 1984). Of course, the MP4/2 went on to win 12 out of 16 races in 1984 with Lauda beating Prost to the title by just half a point. Hindsight is a wonderful and sometimes painful thing!

Amazingly, after James Hunt's abrupt retirement after the Monaco Grand Prix in 1979, Watson was the only full-time competitive British F1 driver up until the end of his career. And that brings me back to the start... We need to take care to preserve this very special place that we hold in the world of elite motorsport as it can evaporate all too quickly. Once giants of the Grand Prix circus and driver glitterati, both France and Germany no longer have races, and are nowhere near to our own pathway of professional drivers. We must ensure we take good care of where we are, and continue to power the future of motorsport for everyone. 🌀

Wishing everyone a safe and enjoyable month of motorsport.

Best regards,  
**Hugh Chambers**  
CEO, Motorsport UK



*Hugh presents Ulster Automobile Club with a certificate marking its 100th anniversary*

VE Motorsport



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3



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Click **HERE** to get your  
Members Discount  
on tickets

# POWERED BY PASSION

## What Motorsport UK Membership Really Means

Every weekend across the UK, the unmistakable sound of motorsport fills the air, the buzz of anticipation at a start line, the orange flash of a marshal's tabard, the cheer of a club crowd celebrating a perfect run. Behind every one of those moments is a community of Motorsport UK members; competitors, volunteers, and clubs – each playing their part in keeping the sport safe, fair and fun.

Motorsport isn't powered by engines alone. It's powered by people, people like you.

### **One licence. One community**

When you hold a Motorsport UK licence, you are part of something much bigger. Together our licenced competitors, volunteers, and over 600 Registered Clubs form the beating heart of UK motorsport.

This shared community makes around 4,000 Motorsport UK permitted events possible every year – from club sprints and hill climbs to international championships. Every flag dropped, every timing beam triggered, and every cheer from the sidelines is made possible by members working together.

Your membership helps support that whole ecosystem. From training and development to insurance cover and event standards, it gives you the confidence to compete, volunteer or organise with the assurance that everything around you is built on safety, fairness, and respect. But more than anything, it gives you a place to belong.

***Share your passion – be part of something more***



## Making motorsport happen

From a local car park autotest, to the roar of Silverstone, every event begins with a club, and every club is powered by people who give their time, energy and expertise to make it happen.

Motorsport UK's Club Development Team is dedicated to helping those clubs thrive. Through toolkits, workshops, and the Club Development Fund, clubs have access to grants and resources to enhance their events, attract new members, and build stronger communities.

Initiatives like StreetCar are opening doors to newcomers, giving anyone the chance to try motorsport in their everyday road car. Since its launch in 2022, 77 Clubs have joined the movement, bringing motorsport closer to more people and showing that you don't need a race car or a huge budget to get involved – just passion and a roadworthy car.

And while Night of Champions celebrates outstanding clubs, volunteers and organisers each January, the real reward is knowing that every weekend, thousands of people across the UK are keeping motorsport alive and growing.



## Safe, fair, and supported

At the heart of Motorsport UK's work is a promise: to make motorsport as safe, fair, fun and inclusive as possible.

That means protecting every member with our £100m Public Liability Insurance Programme when taking part in Motorsport UK Permitted Events. Alongside providing Personal Accident cover for all licenced Volunteers, Officials and Competition Licence holders (excluding free of charge RS Clubman), ensuring peace of mind whenever you take part. It means setting and upholding the National Competition Rules, so that every competitor races under the same trusted standards. And it means continually improving – using data, training and feedback to raise the bar for safety and enjoyment at every level.

>>>>>





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SCAN ME TO VIEW  
OUR E-CATALOGUE

“Motorsport will always carry an element of risk,” says John Ryan, Motorsport UK’s Sport and Safety Director, “but managing that risk responsibly and learning from every experience is what makes our community strong.”

The dedicated Technical Team is also on hand to help – answering members’ queries and offering guidance across all disciplines, from karting to rally, hill climb to circuit racing. Whatever vehicle you drive, their expertise helps you prepare, participate, and compete with confidence.

Behind the scenes, stewards, clerks and scrutineers – all volunteers – play a vital role in keeping the sport running smoothly and safely. From club meetings to the British Grand Prix, Motorsport UK officials are part of a professional, dedicated network united by the same goal: to make sure every event is safe, fair and fun for everyone involved.

### Safe, fair and respectful

Respect sits at the heart of Motorsport UK’s values, on and off the track. The Race with Respect campaign is a core part of that culture, promoting positive behaviour, integrity and inclusion across every discipline. Whether you’re competing, volunteering or spectating, Race with Respect reminds all of us to play a part in creating a welcoming environment where everyone feels valued.

To back that up, Motorsport UK’s dedicated Safeguarding and Legal Team is always on hand to support members and clubs. From guidance and training to direct advice when issues arise, the team ensures that welfare, conduct and compliance are handled with care, professionalism and empathy.

Their work helps to protect participants of all ages and backgrounds, ensuring that motorsport remains a safe and

enjoyable space for everyone – one where passion and respect go hand in hand.

### Pathways and possibilities

For many, a Motorsport UK licence is the first step on a journey – whether competing for fun, developing new skills, or chasing dreams of professional competition.

Grassroots disciplines such as autoSOLOs, road rallying, trials, rallycross, hill climbs and junior rallying provide welcoming, affordable entry points for newcomers. The Motorsport UK Academy and Girls Karting Academy help nurture the next generation of talent, combining driving skills with fitness, mindset and media training to prepare young competitors for the future.

Supporting that growth is a dedicated Competitor Development Team, who work closely with drivers, coaches and teams to share best practice, develop performance, and guide rising talent through structured coaching pathways. Their support helps build confident, well-rounded athletes ready to succeed at every level of the sport.

It is not just about driving, either. Motorsport UK offers training pathways for Marshals, Scrutineers and Officials, helping volunteers gain recognised skills, confidence and progression. The Learning Hub provides free online modules, while seminars and workshops bring people together to learn, share experiences and connect.

As Volunteer Development Manager Sam Walker puts it: “It’s about more than just doing a role – it’s about being part of something bigger. The friendships and sense of purpose that come from volunteering in motorsport are what keep people coming back year after year.”

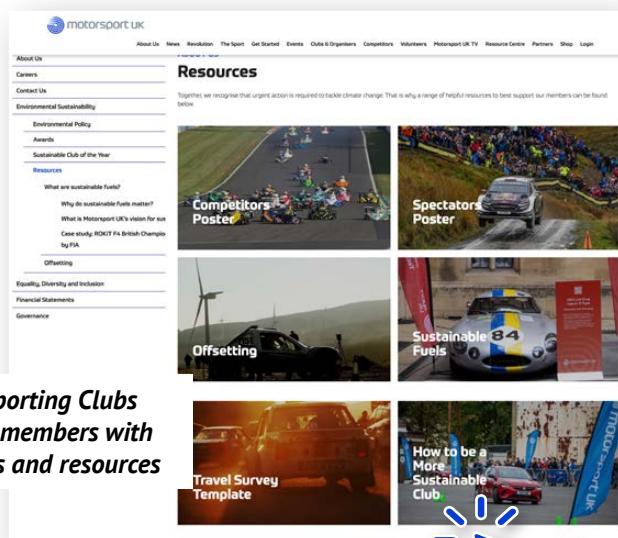
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**Seminars and workshops help everyone maximise their membership**



*The Motorsport UK Academy and the Girls Karting Academy offer young people pathways into motorsport*



*Supporting Clubs and members with tools and resources*



*The Young Officials Committee is just one group that works to help support and shape the future of motorsport in the UK*



## Driving a sustainable future

The future of motorsport depends on how well we protect and evolve it today. Every member has a role to play in making the sport more sustainable, accessible and inclusive.

Through the Motorsport UK Sustainability Team, practical tools like the free Carbon Calculator and new Learning Hub Sustainability modules help clubs measure and reduce their environmental impact. Meanwhile, volunteer Environmental Officers support events across the country, ensuring that motorsport can continue to thrive responsibly for generations to come.

Inclusivity is also key to the sport's future. From the Girls on Track UK initiative to Race For Diversity, Motorsport UK is championing a sport where everyone feels welcome – on the grid, in the paddock, and behind the scenes.

Motorsport UK also proudly powers and governs some of the nation's most prestigious events and championships, including the British Grand Prix (providing sporting

fulfilment and safety delivery), the British Rally Championship, the British Karting Championship and the world-renowned British Formula 4 Championship. These flagship series showcase British motorsport at its best, inspiring the next generation of drivers, volunteers and fans.

Every Motorsport UK member is part of a bigger story – one that celebrates tradition, champions progress and thrives on shared passion.

By renewing for 2026, you're helping to keep British motorsport safe, fair and fun – from recruiting and training volunteers, supporting 600 Clubs, driving innovation, and opening the door to the next generation of Competitors and fans.

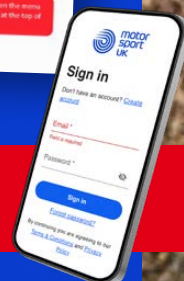
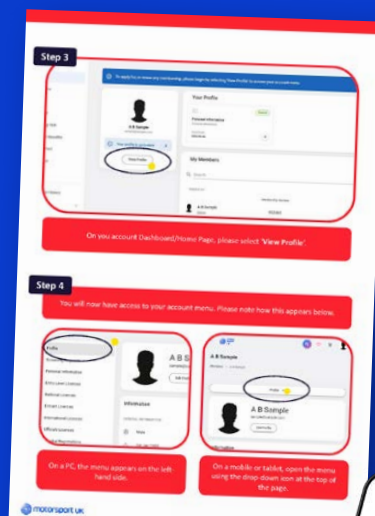
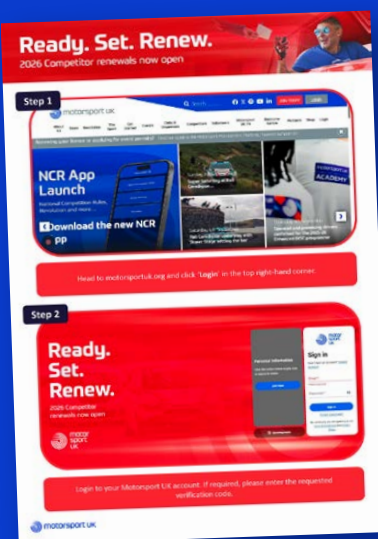
Because motorsport isn't just about competition – it's about the people who make the competition happen.

Together, we power safe, fair and fun Motorsport, for the future of the sport. 

## Renewing your Membership

The Motorsport Management platform, Sport:80, is your gateway to motorsport. It is where you can join as a member for the first time, take out a licence (to compete or volunteer), renew your licence year-on-year, access knowledge, training videos and seminars, explore your exclusive member benefits, and more.

Newly introduced in 2024, you, the membership, should make the most of the platform, so please explore the handy how-to guides, and FAQs below. If in doubt, contact the Member Services team on [membership@motorsportuk.org](mailto:membership@motorsportuk.org) or call **01753 765 000**.



**Renew your licence today –  
click [here](#) to get it sorted**

## Road Rallying Update

Rallying remains at the beating heart of UK motorsport, and as such, the recent Road Rally Consultation launched by the Motorsport UK Road Rally Working Group is designed to ensure that the sport has a future. The consultation has identified the following key areas for change and improvement:

- Stricter control of spectator management on Road Rallies and how organisers may define routes
- Some event categories removed or more clearly defined
- Revised technical regulation for vehicles with certain equipment prohibited
- Mandatory safety equipment increased and formalised
- Implementation of the changes in two waves through 2026 and 2027 thus giving time for transition

Alongside this consultation Motorsport UK is introducing the licencing of clerks of the course, effective 1st January 2026. This will apply specifically to organisers of **Road and Navigational Rallies**. It will not apply to those running 12 car events, targa rallies, historic road rallies, or other forms of road rallying.

Eligible organisers will receive an email invitation once the application process opens. Renewals will take place through Sport:80 and will include a short training module hosted on the Motorsport UK Learning Hub. Once complete, applications will then be reviewed and subject to Motorsport UK approval. More information and template documents for organisers can be found in the [Motorsport UK Club Toolkit](#).

Let's keep the lanes alive with motorsport!

### Road Section Insurance Update

The limited availability and rising costs of insurance, specifically road rally and other events that use the Public Highway, had been a concern for Motorsport UK even before a major insurance provider increased their premiums for events held on the Public Highway earlier this year.

While these increases are recognised, our concerns remain around how the actions of a few could have a significant and disproportionate impact on grassroots motorsport, potentially making some events unaffordable for our motorsport community of clubs and competitors, until an alternative solution can be found.

Motorsport UK continues to work with stakeholders, including several insurance brokers, and are working to find a solution that ensures fair and sustainable insurance cover is available for all competitors and event organisers. Grassroots motorsport is at the beating heart of our organisation, and we are working tirelessly to ensure that this is in place for 2026, to avoid further events being postponed or cancelled.

We reiterate the call for all clubs and organisers to ensure that all Motorsport UK Permitted events continue to comply with the National Competition Rules (NCR) and, where relevant, the Road Traffic Act (RTA). Failure to comply not only jeopardises the safe running of the sport, but also damages progress with insurers, as well as being subject to Motorsport UK investigation and brought before the National Court.

*Licensing of Clerks of the Course for organisers of Road and Navigational Rallies will be implemented for January 2026*



*Insurance for Officials vehicles and 'top-ups' or extensions can be added for events on the Public Highway*

Clubs are asked to remind all competitors of their similar responsibility to comply with the National Competition Rules and the Road Traffic Acts and associated legislation. Clubs are also asked to remind competitors that it is their responsibility to check they have the adequate insurance cover for the event they are participating in, specifically for any event using the open Public Highway they are legally required to hold a valid RTA motor insurance policy with third party cover. Individual policy terms vary greatly, and if any competitor is in any doubt they must speak to their own insurer or contact one of the specialist brokers for advice and an additional top-up or extension may be required.

Kingfisher continues to offer competitor's an annual top-up and through club's an event-by-event third party top-up cover for events (or parts of events) on the Public Highway, which can also be applied to officials vehicles. Kingfisher can be contacted through Dan Adams ([info@kingfishermotorsport.com](mailto:info@kingfishermotorsport.com)) or by calling **0115 965 1040**.

Marsh, Motorsport UK's corporate broker, can provide accidental damage cover for officials vehicles while they are on off-road or closed-road sections of events, and can be contacted through Jaz Bareham ([jaz.bareham@marsh.com](mailto:jaz.bareham@marsh.com)) or by calling **0345 872 5060**.

The mandatory insurance cover detailed above ensures that events can continue to run legally and that competitors are fulfilling their legal obligations, keeping motorsport available to all the community. Motorsport UK fully appreciates that the current costs of this cover may unfortunately be higher than expected and may not be fully budgeted. Motorsport UK continues to discuss this matter as a priority with insurance brokers and regularly at committee meetings. 🌀



**20-22 FEBRUARY 2026**  
**STONELEIGH PARK**

Race Retro is back for 2026! Join racing clubs, specialist suppliers and representatives the Motorsport UK team at Stoneleigh Park from 20th-22nd February to prepare, connect, and be inspired for the year ahead.

Race Retro celebrates and serves club motorsport, the beating heart of British racing. From grassroots competitors to established professionals, it's a space for everyone who shares that same drive to go faster, race harder, and keep the sport thriving.

Meet fellow series organisers, build connections, and grow your membership base. With Motorsport UK, race clubs, and partners all on hand, Race Retro is the place to plan your calendar and strengthen your network before the first race of the year.



Get your Race Retro tickets [HERE](#)

Use your Motorsport UK member discount code **PTMS** when booking to receive the best discount available.

LATEST NEWS

# Share Your Passion

Revolution is **YOUR** magazine, and we want to celebrate your motorsport moments.

Send us your photo, with a short caption, and see it included in a future issue.

The caption should say 'who is in the photo, where it was taken, and the motorsport they are enjoying'...

Images need to be large and clear, and can be emailed to [Revolution@motorsportuk.org](mailto:Revolution@motorsportuk.org) – please send us the largest file (with no compression) that your device will allow.



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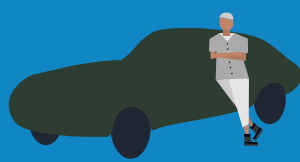
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## Don't miss these upcoming events



### Club Workshops

The Club Development Team are 'getting out there' to meet as many clubs as possible before Christmas to support them in a successful 2026 season.

The Club Development Team welcomes local club leaders and members to attend workshops covering several of the key club accreditations – sustainability, people, event promotion, and event official training. Workshops are run as either 'full' or 'half' day sessions, with lunch provided.

- 15th November: Newcastle, The Village Hotel, NE27 0BY
- 29th November: Exeter, Exeter Racecourse, EX6 7XS
- 30th November: Swansea, The Village Hotel, SA1 8QY

These follow two successful workshops already in Cambridge and Belfast and the team look forward to many more in-person opportunities in 2026.

For further information and to book your workshop, click [HERE](#)



### Night of Champions

An exclusive celebration of 2025's British Champions, hosted at the Royal Automobile Club, Pall Mall, London. Invitation only but open to everyone to follow along via social media to celebrate our champions.



### National Motorsport Week 2026

This is taking place from 9th to 19th July – so get planning your club events and share the details with Motorsport UK so they can be included in the national campaign website and promotion.



### Race Retro

Come and meet the Motorsport UK team to launch your 2026 season – on hand to answer licensing, technical, and member benefits questions. Book your tickets [HERE](#) and use the exclusive discount code **PTMS** when booking to receive the best discount available.



### Annual Club Webinar

Wednesday 28th January sees the return of the Club Webinar – a live broadcast which is open to the whole membership – where CEO Hugh Chambers and Chair David Richards will take the community through the successes of 2025 and look ahead to the exciting plans in 2026. A live online Question and Answer session is planned to accompany the webinar.

# STOPPING POWER

## British-Engineered Braking Excellence for Road and Track

When it comes to performance braking, **Probite** stands at the forefront of innovation, blending precision engineering, cutting-edge materials, and British craftsmanship to deliver systems that perform flawlessly, whether on the open road or the racetrack. Each product in the Probite lineup is meticulously designed to provide unmatched stopping power, consistent thermal stability, and confidence-inspiring control under the most demanding conditions.

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For drivers seeking an even more assertive braking response, the **PRO-S8** delivers an aggressive bite and a bold pedal feel. Its straight-slot design ensures effective pad cleaning and a sharp initial bite, making it ideal for those who demand uncompromising performance on the circuit or spirited road drives.

Balancing refinement and performance, the **PRO-C6** caters to drivers who want power with poise. Its combination of dimples and curved grooves enhances pad contact while reducing noise, providing smooth, confident braking for fast-road use and light track sessions. Meanwhile, the **PRO-C12** merges show-stopping style with substance, its drilled-and-grooved design enhances both heat dissipation and aesthetic appeal, making it the choice for performance builds that turn heads as well as corners.

Complementing these advanced discs are Probite's high performance **PRO-550** brake pads, engineered to deliver optimal control, stability, and pedal feedback. The **metallic compound pad** excels under heat, maintaining exceptional friction levels ( $0.382\mu$  at  $180^{\circ}\text{C}$  and  $0.518\mu$  at  $550^{\circ}\text{C}$ ) for reliable performance and fade resistance. R90-approved, they provide the perfect dual-purpose solution, comfortable for daily driving yet fierce on the track.

For everyday drivers who refuse to compromise on quality, the **Predator compound** offers low dust, low noise, and smooth, progressive braking. R90-approved and designed as a direct-fit OEM replacement, these pads embody the same precision engineering and reliability that define every Probite product.

Whether your goal is track-ready performance or everyday dependability, Probite's British-engineered braking solutions deliver the perfect balance of **power, precision, and protection**, keeping drivers confident, in control, and ready for anything the road demands.



# Shenington gets connected

Shenington Kart Racing Club has received support from the Motorsport UK Kart Development Fund for installation of a fibre network covering around three quarters of the circuit. This helped facilitate a live stream of the club event in September.

The fibre network supports a much higher resolution of video – directly from the camera to the internet. The fibre installation has improved resilience to the lap-scoring timing building; replaced network cables to some of the CCTV cameras and has future-proofed marshal posts for internet access and the addition of light panels.

Over 230 competitors took part in September's 'Autumn Breeze' event, and the live streaming was very well received.

Dan Parker, Head of Karting, Motorsport UK said "The Kart Development Fund is designed to help support the growth of karting across the UK, with clubs able to apply for a range of initiatives – from safety to sustainability and equipment."

For further details on the Kart Development Fund, please email [kartdevelopmentfund@motorsportuk.org](mailto:kartdevelopmentfund@motorsportuk.org)



Download the application form [HERE](#)

## Your Car Could Be the Star of Motorsport UK HQ!

Motorsport UK is inviting all competitors to share the stories behind their incredible machines for the chance to have their car proudly displayed in the Motorsport UK Headquarters as our next "Car in the Lobby."

Whether it is a single-seater, rally car, historic racer, or grassroots special, we want to celebrate the diversity and passion that drive British motorsport. Tell us what makes your car unique – its history, your journey with it, memorable moments, or the team effort behind keeping it on track. Every car has a story, and we want to share yours with everyone who visits Motorsport UK HQ.

Selected entries will have their car showcased in our lobby, alongside a feature display telling its story. It's a fantastic opportunity to represent your discipline and inspire others in the motorsport community.

To enter, simply submit a few high-quality photos of your car and a short story (around 200–300 words) about its background and significance to [media@motorsportuk.org](mailto:media@motorsportuk.org) with the subject line 'Car in the Lobby'

Don't miss this chance to see your competition car take pride of place at Motorsport UK!



Malcolm Anderson

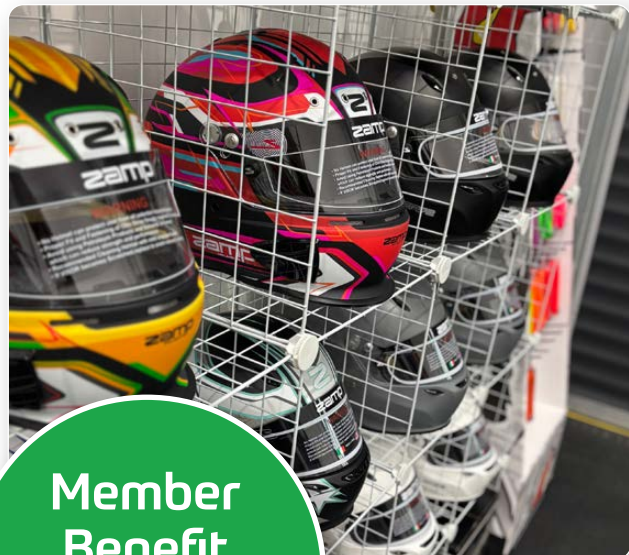


JEP



# Get 10 per cent off with Zamp Helmets UK

Bringing race-ready innovation to the Motorsport UK community



**Member  
Benefit  
of the  
Month**



Whether you are karting for fun or chasing a championship title, having the right equipment can make all the difference. That's exactly why Zamp Helmets UK (Helmet 28) has fast become one of the UK's most talked-about motorsport brands – offering professional-grade protection, performance, and style at an accessible price point.

Now with a dedicated UK retail space in Northwich, Cheshire, drivers can explore Zamp's full range in person – from FIA and Snell-approved helmets, to visors, comms kits, and accessories, as well as getting hands-on guidance from a team who truly understands the demands of the track. The store also showcases an expanded selection of Sparco racewear, allowing drivers to kit themselves out head-to-toe in one visit.

As the Motorsport UK Member Benefit of the Month, Zamp is celebrating with an **exclusive offer for all members**. Simply show your valid Motorsport UK membership in-store to receive 10 per cent off all purchases, plus a free Zamp helmet bag with every helmet purchase throughout November.

Whether you are a seasoned competitor or preparing for your first race, the Zamp UK store provides an experience that's all about convenience, quality, and community. You will find expert advice, the latest product launches, and a friendly environment where every racer, from karting rookies to endurance veterans, will feel at home.

## **In Store:**

Zamp Helmets UK Store, Unit 8, Winnington Business Park, Northwich, CW8 4DL

**Online:** [zamphelmets.eu](https://zamphelmets.eu)

**Follow:** @zamphelmetseu

# HQ open for January Scramble

2026 begins at Bicester Motion with a double Scramble celebration on January 11th, marking 50 years of Tom Walkinshaw Racing and 40 years since Group B rallying gave way to Group A.

Motorsport UK HQ will be open on the day, welcoming members to drop in for a chat, any answer queries, and take licence forms.

Scramble tickets are available from <https://bicestermotion.com/scramble>



# MOTORSPORT UK CHRISTMAS GIFT GUIDE



## Wera Tools

The well-loved Wera Advent calendar is back for 2025 and contains a comprehensive screwdriving workshop which can be placed upright or hung on the wall. The exclusive design bottle opener is also included. Motorsport UK members this festive season can get an additional 10 per cent off at Toolmaniac with the discount code:

**MotorsportUKTM25**



## Mayländer Wine

For the wine connoisseur and motorsport enthusiast, Mayländer Wine offers a wonderfully unique gift this Christmas. Curated by Bernd Mayländer, the official Formula 1 Safety Car Driver, each bottle embodies precision, passion, and legacy – a true collector's piece for those who live life in the fast lane.

<https://maylander.wine>



## Silverstone Lap of Lights

Drive your car on the world-famous Silverstone circuit, lit up with lights, lasers and festive magic for all the family between 12th December and 3rd January. Motorsport UK members can get 10 per cent off their lap with code **25LOLMSUK** (subject to availability).

Visit [www.silverstone.co.uk](http://www.silverstone.co.uk) for full details.

<https://www.silverstone.co.uk/events/lap-of-lights>



## Race Retro 2026

Race Retro returns to Stoneleigh Park for 20th–22nd February 2026! The ultimate pre-season event for racers, organisers, and fans celebrates every level of club motorsport. Discover the latest tech, safety gear, and performance upgrades, meet racing clubs, and connect with Motorsport UK representatives. Whether you are competing, organising, or spectating, Race Retro fuels passion and strengthens the sport we love. Join the community, prepare for the year ahead. Tickets on sale now – Motorsport UK members get an exclusive discount with code PTMS.

<https://raceretro.seetickets.com/content/ticket-options>



## Nextbase Piquo 2K Dash Cam

Give the gift of smarter driving this Christmas with the Piquo 2K Dash Cam. Packed with cutting-edge tech, it protects every journey with crystal-clear 2K recording and Emergency SOS, a lifesaving feature that can automatically alert services in the event of a serious accident. Easy to install and effortless to use, Piquo keeps drivers safe and confident on the road. Get the Piquo 2K Dash Cam for just £89, saving £30, available at Nextbase, Halfords, and Argos from the 4th -24th December.

<https://nextbase.co.uk/dash-cams/piquo-dash-cam/>



## MOTORSPORT UK Starter Pack

Your First Licence Pack is the ultimate present to fuel a loved-one in their passion. Each pack includes the cost of their first Motorsport UK licence and is the first step towards real competition, whether they dream of karting, rallying or circuit racing. Give the gift of adrenaline, community, and the thrill of motorsport this Christmas. Inspire their journey from spectator to competitor with a Motorsport UK Starter Pack – available now!  
[shop.motorsportuk.org](http://shop.motorsportuk.org)



## Bicester Hotel Golf and Spa

As a valued Motorsport UK member, you're invited to savour our Sunday Lunch with an exclusive 20 per cent off your food bill from 1st January to 31st March 2026. Indulge in a menu featuring delicious, seasonal ingredients, served in the elegant surroundings of our restaurant overlooking the lake. Please Quote "MOTORSPORTUK" to get the discount. Book your table today on 01869 241 204 or [reservations@bicesterhgs.com](mailto:reservations@bicesterhgs.com)  
<https://bookings.alacer.cloud/bicester-hotel/restaurant>



## VBOX SIM

VBOX SIM is a new and exciting way to go faster, using the same tools in game that racing drivers use in the real world! VBOX SIM extracts information from all well-known racing simulator games and converts it to VBOX data, enabling analysis in the free Circuit Tools software.

[https://store.steampowered.com/app/1283440/VBOX\\_Sim/](https://store.steampowered.com/app/1283440/VBOX_Sim/)

**VBOX**  
MOTORSPORT

## ecoRally Scotland shortlisted for BASIS award

Motorsport UK is a member of the British Association for Sustainable Sport (BASIS), a UK non-profit organisation dedicated to making sports more sustainable by educating, engaging, and empowering clubs, venues, governing bodies, and fans to reduce environmental impact and create positive social change.

The BASIS Awards are a celebration of sustainability in sport, spotlighting innovative projects, partnerships, and individuals driving progress in climate action, community

engagement, and nature conservation across all levels of sport, from grassroots to elite organisations.

ecoRally Scotland, the UK round of the Bridgestone FIA Eco Rally Cup has been shortlisted for under the category 'Initiative of the Year'. This is for standout campaigns, programmes or projects that have inspired positive environmental social action.



## Jessica Runicles to speak at GSBS Awards

Head of Sustainability at Motorsport UK Jessica Runicles will join other leading sports organisations at the GSBS Awards later this month.

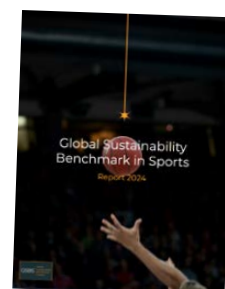
The Global Sustainability and Benchmark in Sport (GSBS) encourages professional sports organisations to be transparent and sustainable. It makes them aware of their impact through their actions and helps them to use their prominent position in society to fulfil their responsibilities as modern business organisations – at no costs for these organisations.

The GSBS Rating is the only internationally accepted and respected ESG / sustainability rating in the sports industry, which is used by numerous sponsors, investors, and financial institutions as an additional tool for decision-making and

risk mitigation. It takes more than 1,700 data point into account and provides a holistic picture of the organisations' effective sustainability performance - purely data-based.

"Motorsport UK participates in the GSBS rating because it is a very useful tool to benchmark our Environmental, Social, and Governance performance across motorsport and widely across other sports internationally," said Runicles. "We are proud that motorsport has traditionally scored strongly and we want to ensure that we hold ourselves accountable to high performance around sustainability."

In 2024, Motorsport UK was ranked 5th (overall) and received a Silver classification.



## FIA updates E-Karting Regs

The last month's meeting of the FIA World Motor Sport Council included the expansion of the existing e-karting technical regulations governing e-karting mini which was introduced in October 2023. Following the approval of these regulations, electric drivetrains can now be homologated by the FIA with the maximum total power produced by the Rechargeable Energy Storage System limited to 23kW in the Junior class and 28kW in the Senior class. E-karting offers a fresh and dynamic racing category and contributes to the growing number of FIA championships and competitions utilising sustainable energy sources.



## Silverstone publishes 2024 report

The third edition of Silverstone's Sustainability Report reflects upon a year of innovation, growth, and transformation at the circuit. Highlights include the integration of environmental, social, and governance (ESG) principles, from carbon reduction and team education to ethical governance, driving towards a more sustainable motorsport future.



## FIA Sustainability and Diversity & Inclusion Report released

The FIA's 2024 Sustainability and Diversity & Inclusion Report publicises its collective efforts to embed positive change across motorsport and mobility.



# ecoRally returns for 2026...

ecoRally Scotland – the UK round of the Bridgestone FIA ecoRally Cup – is an event exclusively for electric vehicles, and will return for 2026, taking place on 1st and 2nd of August based in Dundee, the UK's only UNESCO City of Design.

“Motorsport UK is thrilled to have ecoRally within our events calendar,” revealed Ian Smith, Technical Director, Motorsport UK. “Part of our remit is the promotion of an ‘eclectic’ approach to motorsport, and this event does just that, with the stellar range of electric marques competing during 2025. We would encourage anyone looking to enjoy an alternative type of motorsport, and Scotland providing a beautiful backdrop, to join us next summer.”

Unlike regular rallying where pure speed makes the difference, competitors are judged on their consistency, precision and ability to manage the energy available in their car.

For Richard Crozier, clerk of the course, the event has been a truly special celebration of electric vehicles and Gaelic beauty, “Here in Scotland we are blessed with access to so many great roads, the event was about the showcasing of EV, and of Scotland. We are thrilled to have the 2026 event in the calendar and look forward to welcoming even more teams to Dundee next summer.”

For more information and to register your interest in the event, please click [HERE](#)



## British Sprint Championship renewed for three-year term

The Hill Climb and Sprint Association has announced the renewal of its franchise agreement with Motorsport UK for a further three years for the British Sprint Championship, sponsored by Woodford Trailers.

The recently crowned 2025 Woodford Trailers Motorsport UK British Sprint

Champion, Steve Broughton, has strong ties to the championship. He is ex-owner of SBD Motorsport who sponsored the championship for many years prior to Woodford Trailers taking over as title sponsor in 2024.

After an intense season long battle it came down to the final run off, where

championship leader Pete Goulding was leading by one point. However, suspension failure in the second run off put him out, and Steve Broughton's stunning time – way under the current class record – gave him the win and the championship for the first time.





# From Motorsports teams and tracks to competitions and events, our team is a **well-established market leader**

Entertainment of all types is a foundation of our business, from 100 years of Hollywood to over 25 years of Motorsport. We are committed to supporting the Motorsport sector through innovative insurance partnerships to support all aspects of the Motorsport industry including live events, contingency and manufacturing Insurances.

**[www.agcs.allianz.com](http://www.agcs.allianz.com)**



**Safety**  
**ROCKS**  
Official Health and Safety Training Partner

# Safety Rocks – are you up to speed?

## Solving your Health and Safety concerns

Are you worried about your Health and Safety legal requirements as a championship manager, team manager, or motorsport business owner?

Join Safety Rocks for a FREE 60-minute seminar to understand your business and personal legal requirements, and how compliance does not need to be a major burden.

Hosted by Motorsport UK and delivered by Safety Rocks the seminar will provide an overview of the H&S regulations to help you to identify any gaps in your compliance. With content created specifically for racing teams and the motorsport industry the seminar is tailored to cover relevant topics for managing risks in your team or business and keeping your people safe.



The next free to attend seminar will take place on **Wednesday 10th December @13.00**

To register click [HERE](#) and book your place today



**Safety**  
**ROCKS**

Click on the video to learn more about Safety Rocks and risk management



The Wera Tools British F4 championship cars proudly display their Safety Rocks sponsorship

motor sport UK **Safety**  
**ROCKS**  
Official Health and Safety Training Partner

Safety Rocks Limited is the Official Health & Safety Training Partner of Motorsport UK, learn more about the partnership [HERE](#)

# Mapping the future of UK Motorsport

As part of London Motor Week, Hugh Chambers, CEO of Motorsport UK, joined a special public forum being held at the Royal Automobile Club's Pall Mall clubhouse last month.

For decades, British drivers, constructors, and teams have dominated the global motorsport scene. Today, the sector supports more than 50,000 skilled jobs and generated a sales turnover of £16 billion in 2023, making a major contribution to the UK economy.

Chambers was accompanied by Peter Daly, Chairman of the British Racing and Sports Car Club (BRSCC), Clerk of the Course at the British Grand Prix, and Race Director of the British GT Championship, and Stuart Pringle, Managing Director of Silverstone Circuit, with F1 television presenter Lee McKenzie as host.

Chambers discussed some of the challenges facing motorsport, "Environmental sustainability is an enormous challenge for motorsport, and we have made significant progress with innovative solutions. We are at the advent of carbon neutral sustainable fuels, and motorsport is creating a 'shop window' to showcase them through their application in motorsport. A great initiative has been taken by the Duke of Richmond for the Goodwood Revival when he mandated the use of sustainable 'drop in' fuels. The cross over to road cars is obvious as a complementary solution alongside electric vehicles, but without the infrastructure challenges, and the ability to be used in the existing 33 million internal combustion engined cars on the nation's roads.

"We already have a vast community of volunteers, officials, marshals and competitors... but we want to get more people enjoying motorsport more often. Specifically, we need to have more women and girls involved in the sport; here at the Royal

Automobile Club we can see all the trophies and images of women involved in motorsport over the years, but today only 10 per cent of competitors are female, that is a huge opportunity for inclusion and growth. One important step is the Girls Karting Academy initiative that promotes indoor karting for girls aged eight and above, to try out motorsport in a safe and accessible environment.

"Here in the UK our rich heritage, passionate community and great venues mean that the future looks strong, our Motorsport UK Academy has over 100 young drivers and rally co-drivers lining up to replace the roll call of British champions on the world stage. Our aim now is to inspire the next generation to give motorsport a go."

Find out more about getting started in motorsport [HERE](#)



*Hugh Chambers, Stuart Pringle, Lee Mackenzie and Peter Daly joined a discussion on the future of UK Motorsport at the Royal Automobile Club in London*

## Regulation changes to review

The latest proposed regulation changes from the Specialist Committees are now open for consultation. We would love to hear your views. Click below to review and share your feedback.

New or amended regulations proposed by the Specialist Committees are made available [HERE](#) for consultation. The publication of the respective Committee's Action Sheets will begin a period of consultation that will end on the date advised within each document.

Once the consultation period has concluded, the proposed regulations will either proceed to the Motorsport UK Board for final ratification (in original form or amended as required) or will be returned to the respective Committee for further consideration.

Any comments on proposed regulations should be addressed either through the specific consultation mailboxes detailed in the respective Action Sheets or through your [Regional Association](#).



# Introducing more women into hill climbing

The British Women Racing Drivers' Club (BWRDC) IntoSpeed initiative returns for 2026, with even more locations around the UK. IntoSpeed offers opportunities for women to try motorsport for the first time, plus with competitive pricing and locations around the UK, a hill climb experience is the perfect gift for your loved one!

The programme centres around hill climbing, the most accessible of motorsport disciplines, contested against the clock in a range of easily accessible and affordable road cars throughout the UK. As part of its ongoing commitment to increase female participation throughout the sport, Motorsport UK has contributed funding towards the programme.

The IntoSpeed programme provides taster days, expert driver tuition and even the opportunity to compete at events. No experience is needed, and it is open to women aged 18 upwards. The venues for the taster days can provide helmets, and attendees can use their own road car to take part.

“We are proud to be working with Motorsport UK to continue our IntoSpeed programme,” added Helen Allen, Chair of the BWRDC. “We are thrilled to continue this for 2026 and look forward to introducing more women to hill climbing.”

For further details and to sign-up for 2026,  
see **[www.bwrdc.co.uk/into-speed](http://www.bwrdc.co.uk/into-speed)**



## 2026 IntoSpeed Dates

## Taster Days

|                       |                     |            |
|-----------------------|---------------------|------------|
| Harewood Hill         |                     | 26th March |
| Gurston Down          |                     | 7th April  |
| Non-Competitive event | Prescott Hill Climb | 28 March   |
| 1:1 Training          | Curborough          | 7th May    |

### Supported Competitive events

|                     |                |
|---------------------|----------------|
| Prescott Hill Climb | 14th June      |
| Gurston Down        | 4th July       |
| Harewood Hill       | 1st August     |
| Shelsley Walsh      | 13th September |
| Curborough          | 3rd October    |

# Pirelli joins Girls on Track UK

Motorsport UK's Girls on Track UK programme will benefit from the industry-leading expertise of Pirelli in 2026.

Pirelli is a supporting partner, and provided an amazing hot lap opportunity at the 2025 British Grand Prix and Girls on Track will continue to run the Pirelli Pit stop challenge across some of its school events teaching young people about the role of tyres in races and mechanic roles.

“We are thrilled to offer our support to Girls on Track UK” announced Jason Sugden, Pirelli UK’s Commercial Director. “Supporting initiatives that encourage young girls and women to engage with motorsport and the automotive industry is something Pirelli is passionate about. This not only underscores our dedication to creating more inclusive opportunities but also highlights Pirelli’s belief in the transformative power of sport to drive innovation and inspire future leaders in the industry.”

Girls on Track UK is an initiative to inspire girls and women into seeing and believing that there is a rightful and valuable place for them in the motorsports industry. Find out more about Girls on Track [HERE](#).



# Cambrian Rally Roundup

The Lewis & Hunter Cambrian Rally, the final round of the Probite British Rally Championship (BRC) took place during the penultimate weekend of October. Charlotte Mackenzie, Motorsport UK's PR and Communications Manager, headed to Llandudno for her first Forest-based Rally...

It's late October and I am navigating the roads around Birmingham on my way to Llandudno for the 70th edition of the Cambrian Rally. The 'Rali Mawr' (big Rally) taking in over 200 miles of roads, run by the North Wales Car Club, during the one-day event.

There's everything to play for prior to the weekend, with a season that has taken crews from the closed roads of the Scottish borders to the ultra-fast forests of Kielder forest, the fight for the coveted British title will be decided on the same legendary roads that previously formed the backbone of Wales Rally GB and the RAC Rally before it.

I reach Rally HQ at Venue Cymru on the seafront and receive a warm welcome from the amazing Judith Phillips, acting as Media Officer for the event, despite being eighty years young!

I first catch up with clerk of the course, Wenna Roberts, accompanied by her son Owain. "This year I'm here as clerk of the course for the 70th year. In forest rallies, road conditions are a big one to watch as they change, there are a few slippery stages as well, some cars are 'ditched' – so if they slide off, they are staying in a ditch... Forest events often experience changes to road surfaces, whereas tarmac is tarmac! Teams have to work on their tyres." She reveals.

Peredur Davies, assistant clerk of the course, kindly escapes for a few minutes for an interview on the seafront. His enthusiasm and energy are infectious, "Motorsport and particularly rally, is really welcoming. Take your time and touch base with your local club, then you can get to know more about the sport – it's great."

I also manage to grab a few minutes with Matt Jackson, deputy safety officer for the event, a keen driver himself and with family ties to the event, Matt was ready to drive the Safety Delegate around the route during Saturday's event.

"If you are thinking about getting into motorsport... Just do it!" He enthuses.

*William Creighton and Liam Regan win the 2025 Probite British Rally Championship title*



"It can sometimes be hard to decide where to begin, and what do I need to do? But I would recommend volunteering or marshalling just to be around people, the sport, and to learn. There are so many ways in... try a few events and then come Stage Rallying."

The following morning, I am up bright and early to head to Elsi Stage, driving through the Snowdonia National Park. In the pouring rain, under a tree, I meet with Sarah Hughes and her family (Judith's daughter) a welcome encounter as we watch several cars roar around a tricky corner. The spectator zones are packed with a buzzing crowd, despite the rain.

Sadly, the stage is cancelled due to a series of bumps – so I head back to Llandudno to try to dry out.

The atmosphere at the end of the day is electric, despite the weather conditions on the prom. William Creighton and Liam Regan take the 2025 Probite British Rally Championship title, with Max McRae claiming the overall rally win.

Another category to go down to the wire, the National Rally Title, delivered a breathtaking tussle for the crown in a two-way fight between Rob Cotton and Chris Richmond-Hand. It was Cotton who clinched the crown in his Subaru Impreza the four-wheel-drive machine perfectly suited to the conditions. "We just needed to get to the finish, but we still gave it a good go anyway. We won our title, which is what we came here to do, so we're very happy!" Cotton commented at the finish.

Sunday is a long drive back down South, and I head home feeling very much part of the rally family after an incredible event. Thanks to the organising team and drivers competing for such a warm reception at my first forest rally. Diolch! 🍷



*The National Rally podium with Izzie Holman and Chris Richmond-Hand, alongside Rob Cotton and Richard Morton Crozier*



Dad used to navigate when I was a kid, and he got involved in organising the Cambrian. I started competing when I was 16 in the Junior Championships, because Dad has always been on the organising side, I just kind of fell into it... So, I do a mix of competing and safety officer for this event. I have driven the safety car, car zero, for the past few years and I will be driving the Safety Delegate around, I would like to become a Safety Delegate as well as compete, so that I can learn and develop.

If you are thinking about getting into motorsport, it can sometimes be hard to decide where to begin, and what to do. But I would recommend volunteering or marshalling just to be around people, the sport, and to learn.

**Matthew Jackson**, deputy safety officer

"I started navigating in 2005 and after a few years went on to drive and did a few Association of North Western Car Clubs Ladies Rally Championships, I then did my road rally car up into a stage car, so I did a few stages as well... I wanted to get involved in organising, and I joined the Cambrian team about 15 years ago, they helped me and mentored me, so then I finally got my clerk licence.

I work as operations manager for Rally for Wales, a company that repairs forest roads, so I go into every forest in Wales, and we've started in Scotland as well. You make friends for life, and you go from one event to the other and see them again. It's a close-knit family. We are trying to get more young people in to try time keeping, and we'd love to see more people get involved."

**Wenna Roberts**, clerk of the course





# Britcar 24hrs of Silverstone is back – with Cosworth

Returning for the fourth-year running is the newly titled Cosworth Britcar Esports 24hrs of Silverstone, Motorsport UK's largest one-off event of the year. This brings the list of event partners to six: Cosworth, GT Omega, Sunoco, Goodyear, BPS and ButtKicker.

For 2025 the world-renowned pioneering high-performance technology and engineering company Cosworth joins as title partner, bringing its iRacing Pi Toolbox to the event, helping teams navigate this twice around-the-clock race.

“We are proud to be the title partner for the Britcar 24hrs of Silverstone,” announced Tom Brown, Head of Product & Solutions at Cosworth Electronics. “At this event, Cosworth is bringing its groundbreaking Pi Toolbox data analysis tool to the grid, helping teams navigate the twice-around-the-clock challenge with data-driven precision. It's a thrilling opportunity to showcase our Pi Toolbox technology and deepen our engagement with the sim racing community, where innovation, endurance, and performance converge.”

Pi Toolbox is a groundbreaking Motorsport Data Viewer – the ultimate tool for engineers, coaches, and analysts and offers:

- Live race tracking with real-time telemetry data
- Detailed performance metrics for drivers, teams, and car systems
- Interactive circuit maps for in-depth analysis
- View offloaded race data for post event analysis and comparison
- Customisable dashboards and reporting tools for personalised KPI reports
- Seamless integration with data sources, such as race APIs and telemetry feeds
- Lifetime licence on your chosen version, no annual costs.

Future releases of Pi Toolbox natively support iRacing .IBT files. You can register and download by visiting [members.cosworth.com](https://members.cosworth.com)

Full details and entry are available [HERE](#)



GT Omega is now an Official Partner of the event, also joining for 2025



## Prizes

### *Courtesy of Cosworth*

**1st Place** in both car classes – free subscription to Pi Toolbox Plus for 12 months for each team member

**2nd Place** in both car classes – free subscription to Pi Toolbox Plus for 6 months for each team member

**3rd Place** in both car classes – free subscription to Pi Toolbox Plus for 3 months for each team member

**Raffle Prize** (selected at random from all cars who complete the race – two months subscription to Pi Toolbox Plus for every team member (one car per class).



### *Courtesy of Buttkicker*

The winning Team from each class will be able to choose either a Buttkicker Gamer Plus or Gamer PRO model, and the Ultimate version of the Haptic Connect Software.



# RACE AT WILLIAMS HQ

**£60<sub>pp</sub>**  
Open to all

**OR ONLY £50<sub>pp</sub>**  
With a paid Motorsport UK Esports Membership

**Race in the Williams Esports Lounge**

**Chance to win F1 Merch**

**Tour the Museum**

**Saturday 22 November 2025**  
Half Day Experience (AM or PM slots available)

[CLICK NOW TO BOOK](#)

## Welcome Pimax

Motorsport UK is pleased to announce Pimax as the Official VR Partner to Motorsport UK Esports.

# WELCOME

OFFICIAL VR PARTNER OF MOTORSPORT UK ESPORTS

Use code 'motorsport' for 3% off all Pimax headsets



# PROBITE

PERFORMANCE BRAKES

## BETTER

# STOPPING

## STARTS NOW



PROBITE.CO.UK



# Lizzy Mentier will represent the UK at the FIA Karting “GKP” World Cup

Sixteen-year-old Lizzy Mentier, from Marske-by-The-Sea, will be representing the UK at the inaugural FIA Karting “GKP” World Cup this weekend at the brand-new LYL International Circuit in Kuala Lumpur, Malaysia.

Mentier currently races for Dan Holland Racing, and will join the new event, part of the FIA's Global Karting Plan, which aims to create more accessible, high-quality international karting opportunities for emerging talent around the world. Revolution UK caught up with Lizzy, to find out more about her own karting journey and what this opportunity means for her...

“My Dad used to mechanic for World Superbikes”, says Mentier when asked about how she began karting. “He was away all over the world for weeks at a time so I thought, when he comes back, what could we do to have some time together. We went hire karting outside for a bit of fun, and I fell in love with it from there. I asked for a kart for Christmas and managed to get one!”

Mentier started racing at Teesside Karting – her local track at the age of nine, competing in Honda Cadet 200 for two years – finishing second in Cadets and transitioning to Mini Rotax the same year – where she won the O Plate.

2023 was Mentier's first year in British Kart Championship (BKC), where she finished fourth in Junior Rotax – the top placed female, and 18th in British Kart Championship. This

year she moved up to Senior Rotax in the BKC. At Round 1, Mentier took pole position at Warden Law ahead of 40 other drivers – the first female to do so in the Senior Rotax category. She has also competed cross Europe in both the RMC Winter and Summer Championships, plus the Nordic championship in Latvia, Estonia and Lithuania, where she finished third overall.

“It's been quite a challenging journey – it has definitely been a bumpy road to get to where we are now. It's been fun, it's been exciting, many opportunities have come my way, and overall, it's been positive.”

There are lots of different up-and-coming girls at the moment,” notes Mentier, “there are different age ranges, and there's a new pathway for women to get into karting. If you are a young girl looking to start karting, my advice would be just go for it!”

If you are female and want to get into karting, check out the Girls on Track Karting Academy [HERE](#).

Kuala Lumpur is going to be an all-new circuit, but what challenges does Mentier think Malaysia will bring?

“Definitely the heat!” she says, “while also learning a new track under different conditions in a new country – but I'm really looking forward to it.”

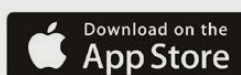
Motorsport UK wishes you every success at LYL International Circuit.



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Download the App from the iOS App Store and Google Play Store and access the NCRs and Karting Yearbook from the same location.

A new issue of Revolution is released each month – take part by emailing your photos and story ideas to [Revolution@motorsportuk.org](mailto:Revolution@motorsportuk.org)



# Dave Weston Junior

Photos: JEP



Motorsport UK was extremely sad to learn of the death of Dave Weston Junior, just 35 years old.

Dave was a quiet but talented driver, starting his career in a Fiesta ST before switching to a Subaru Impreza, showing an impressive turn of pace, including a season in the British Rally Championship in 2009, finishing 4th. Several terms in an Impreza WRC brought regional success, with the BTRDA title in 2015.

Our condolences and thoughts go to the entire Weston family.



# Tim Hull

Photos: 2020 Zoom Photography



When we think of Tim, the first word that comes to mind is big. Big in stature, yes – “Big Tim” to so many of us – but even more so, big in heart, in laughter, in compassion, and in the way he filled any space he entered.

From the moment you arrived at a meeting or a campsite, you somehow knew Tim was there. Maybe it was the smell of fajitas cooking on his camping stove – because let’s face it, that was his signature dish, and he cooked it to perfection every time. Maybe it was the sight of his van, doors open, music playing, and kids already climbing in to play Go Fish. Or maybe it was that unmistakable grin – the same one he used when greeting Justin at Loton Park for the first time and, in true Tim fashion, saying, “Hi, I’m Tim – would you like to see my kidney?”

That was Tim. Direct, hilarious, and instantly unforgettable.

He had time for everyone – from the newest trainee on Rescue to the kids who flocked to him at events. Jayne’s children adored him. His van was their first stop, and somehow, he always had infinite patience for them, dealing cards and laughter in equal measure. For them, he was “Big Tim,” but really, he was Big Tim to us all – steady, kind, and larger than life.

Alex remembers the little dogs that were never far from his side, the endless games and laughter after meetings, and how Tim could turn an ordinary evening into something special just by being there.

Simon recalls that, no matter how difficult things got on a callout, Tim never lost sight of what mattered most – the people. “Remember,” he’d say, “the patient is a human being.” Even in the most chaotic or heartbreaking moments, he reminded us that compassion came first.

Justin’s memories of Tim capture both his humour and his humility – the mark of a man who took the job seriously, but never himself. Whether it was introducing a new trainee to Jim Whitaker with the wise instruction, “Listen to everything

he says, then instantly forget it," or calmly stepping aside and saying, "You know how to do this, you do it," Tim embodied teamwork. He showed us that Rescue isn't about being perfect – it's about being there for each other, trusting one another, and working to your strengths.

There's a picture, somewhere, of Tim at Prescott – that giant man leaning casually over a rolled Cortina, talking to the driver through the window as if it were the most normal thing in the world. That's how we like to remember him: calm in chaos, kind in crisis, and with that trademark mix of confidence and warmth that made everyone feel a little safer, a little lighter, and a little more cared for.

Tim was a man without ego. He was mild-mannered, generous, and steady – the kind of teammate who made you feel like part of something bigger. And even though he's gone, that sense of calm strength he brought to every meeting, every rescue, every meal shared under the stars – it lingers.

We were lucky to have known him.  
Lucky to have laughed with him.  
Lucky to have learned from him.

Big Tim – thank you for the fajitas, the friendship, and the countless lessons you taught without ever meaning to. It was a privilege to know you, and you'll always be part of the Midland Rescue crew – standing tall, smiling, and reminding us to care for one another, even when the world turns upside down.

**Midland Rescue Crew**

I first met Tim in 2013 when I began marshalling at Shelsley Walsh, Prescott, and Loton Park. He was one of the first to welcome me with open arms, and I have many fond memories of evenings spent with him and his two dogs, Felix and Oscar, at events.

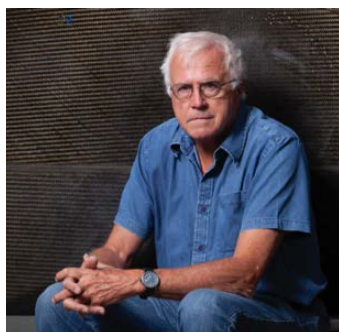
While Tim was a well-established and respected member of the Midland Rescue crew, many only came to fully appreciate the breadth of his compassion and generosity after his passing. Beyond motorsport, he dedicated much of his time to charitable causes – most notably, opening his home in Worcester to Ukrainian refugees in their time of need.

Despite his tall stature – affectionately earning him the nickname "Tiny Tim" – he was a gentle giant. In a world that often feels increasingly hostile, Tim stood out as a beacon of kindness and selflessness. Tim's life was cut tragically short, but his legacy lives on in the countless lives he touched. He will be deeply missed by all who had the privilege of knowing him.

**Sam Walker**



# Peter Wright



Motorsport UK was saddened to learn of the death of Peter Wright earlier this month.

Primarily an aerodynamicist and engineer, Peter was responsible for developing active suspension and the first ground effect Formula 1 car, the Lotus 79, during

his career with Team Lotus. It led to the introduction of the 'ground-effect' chassis in 1977 – redefining motorsport aerodynamics. He also pioneered the early adoption of carbon fibre chassis technology, data acquisition, and created the first active suspension system.

Another of his significant contributions to motorsport is Balance of Performance which now underpins all GT, sports car and touring car racing around the world.

Peter joined the FIA as technical advisor in 1995, after which he also became head of the FIA Safety Commission for several years, when he helped develop the HANS device and the halo now used in Formula 1 and other single-seater championships globally.

While fulfilling this technical role, Peter met SRO's founder and CEO, Stéphane Ratel, and the FIA's then president, Max Mosley, all of whom worked together during the FIA GT Championship's spectacular GT1 era in 1997 and '98.

Porsche's controversial 911 GT1, which joined the BPR series in 1996, initially highlighted the danger posed by 'homologation special' GT cars before an unchecked arm's race between major manufacturers resulted in FIA GT's demise two years later. It rebounded, first with GT2 cars and then under the Super Racing Weekend moniker, but history was in danger of repeating itself towards the end of 2004 when Maserati unleashed the MC12: essentially a purpose-built race car homologated for the road.

"At one point I thought that was it," said Ratel. "... the whole thing would collapse because I wouldn't have a grid." Mosley however tasked Wright with developing a solution he had previously proposed.

"I sometimes wonder how on earth I got involved in GT racing because it wasn't my field at all," Wright recalled in 2017, "but recently I found an email that I had sent to Max Mosley a year or two before, saying that the only way to run GT racing is to do Balance of Performance (BoP) based on simulation."

Data from the MC12's race outings at the end of 2004 was validated with post-season testing alongside the Prodrive-built Ferrari 550 Maranello that had established itself as the class' standout performer up to that point.

The results, implementation and ongoing developments duly restricted the MC12's inherent advantages, which helped four manufacturers to win races in 2005. Maserati claimed the teams' title via its crack Vitaphone outfit, but it was a Ferrari squad – Larbre Competition – that won the drivers' crown.

With the merits of BoP proven, the FIA GT Championship name returned in 2006.

Peter was an SAE Fellow, a founding board member of road safety organisation EuroNCAP, a former advisor to the FIA Institute for Motor Sport Safety and Sustainability, and chairman of several major FIA safety investigation panels.

"Peter Wright did the difficult stuff and he's brilliant at that sort of thing. He ran the whole balancing exercise, and it worked."

## Max Mosley



*The Maserati MC12 GT car became the catalyst of BoP, developed by Peter Wright*



*Wright developed ground effect aerodynamics at Team Lotus*

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# NATIONAL COURT

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

**Sitting on 10th October 2025**

**Mark Heywood KC (Chair), Duncan McGregor, Kevin Witton**

**Case No. J2025/32**

**NCR Chapter 2 Appendix 7 Article 9.1**

**BRSCC PBS Brakes SuperSport Endurance Cup 2025**

**Mr Nick Bamber appeared on behalf of Motorsport UK.**

## **INQUIRY**

1. The National Court has conducted an Inquiry into the results of the SuperSport Endurance Cup rounds at Snetterton circuit on 17th May 2025 and Donington Park circuit on 8th June 2025.
2. In the published results of the Snetterton event, the cars/drivers shown as finishers in places 15-22 had not completed 50% of the race distance completed by the winner, as required by the National Competition Rules and the championship regulations. Similarly, at Donington Park, the cars/drivers shown as finishers in positions 22-25 had not completed 50% of that race winner's race distance.
3. We therefore re-open the results of both events and direct,
  - (i) In the case of the Snetterton event on 17th May 2025, the results be amended to show that car/driver numbers 77, 30, 63, 33, 123, 83, 27 and 55, who finished in 15th – 22nd places respectively be recorded as 'not classified'.
  - (ii) In the case of the Donington Park event, the results be amended to show that car/driver numbers 65, 999, 63 and 6, who finished in 22nd – 25th places respectively be recorded as 'not classified'.
  - (iii) The corrected results and any consequential championship points and positions be republished accordingly.

**Mark Heywood KC, Chair  
10th October 2025**



**BRITISH  
MOTORSPORT  
TRUST**

**Sitting on 10th October 2025**

**Mark Heywood KC (Chair), Duncan McGregor, Kevin Witton**

**Case No. J2025/34**

**Mr Nick Bamber appeared on behalf of Motorsport UK.**

**X and their legal representative appeared via video link.**

### **DISCIPLINARY PANEL**

1. The National Court sat as a Disciplinary Panel to consider the case of X, who has amassed 12 penalty points on their competition licence within 12 months as set out below, and has therefore been referred to the National Court for consideration of further penalty, pursuant to NCR Ch.2 App.12 Art.1.6.
2. X is now 15 years old. We note that their first two breaches of National Competition Rules were at separate events in September 2024. X then raced without incident until September 2025, when they committed two separate breaches in two successive races at the same championship round. It is correct to observe that X was one day away from not accruing these 12 points in 12 months, but that was a feature of the calendar as much as their racing.
3. The Ginetta Junior championship has now concluded, and X hopes to begin testing for 2026.
4. We are concerned that all X's breaches resulted in contact with other cars and infer that their ability to race in close quarters requires further development. Motorsport UK recommends a period of further training in addition to any further penalty we impose.
5. We have concluded that further training is appropriate but needs to be reinforced by a further disciplinary element.
6. The penalty we impose is that X's competition licence is suspended from today's date until 31st May 2026, but the operation of that suspension will itself be suspended for that period or until X completes four hours of further training to the satisfaction of an ARDS grade A or grade S instructor, independent of X and their team, and approved by Motorsport UK, whichever is the later date.
7. Should X, during the period of suspension, be found to have breached any National Competition Rule that attracts penalty points on their competition licence, X's case will return to the National Court for consideration of further penalty.
8. We order X to pay £500 towards the costs of these proceedings.

**Mark Heywood KC, Chair  
10th October 2025**

>>>>>

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**[britishmotorsporttrust.org](https://britishmotorsporttrust.org)**

SCAN TO MAKE  
A DONATION



EST. 1977

**Sitting on 10th October 2025**

**Mark Heywood KC (Chair), Duncan McGregor, Kevin Witton**

**Case No. J2025 / 35**

**Mr Nick Bamber appeared on behalf of Motorsport UK.**

**Ms Vickie Lewis, Head of Safeguarding, Motorsport UK, was present throughout the proceedings.**

**X appeared in person, accompanied by their parents' nominee. X's team manager appeared by video link.**

1. X holds an additional non-UK passport, but races under a Motorsport UK competition licence.
2. Between the 6th of April 2025 and 7th of September 2025, X amassed 13 penalty points on their competition licence arising from breaches of the National Competition Rules (NCR), as set out below. All of these involved contact with the cars of other competitors. Accordingly, on 1st October 2025, Motorsport UK issued a summons to X to attend these proceedings pursuant to NCR Ch.2 App.12 Art.1.6.
3. Motorsport UK consistently applies an interim suspension of the competitor's competition licence where such proceedings are instigated but in this case, exceptionally, as the summons had been issued after X was committed to the championship's final round over the weekend, the interim suspension was not imposed, but particular conditions were. These conditions included oversight of X's driving standards such that if X were involved in any incident, on or off the track, the Clerk of the Course would have authority to remove them from the event and such actions be taken into account before this court.
4. In Race 2, on 5th October 2025, X made contact with another car at turn 1 of lap 1, causing that car to spin, leave the track and have to rejoin. The Clerk of the Course found that X was in breach of NCR Ch.12 App. 7 Art.1.8 and penalised them by imposing a grid penalty, attracting 3 penalty points, bringing X's total to 16 points within 6 months. They appealed to the Stewards of the Meeting, but their appeal was rejected.
5. Motorsport UK recommend that X receive further training as part of any further penalty we impose.
6. We are deeply concerned by their driving record. The history suggests that X is, at least, too inexperienced to race at the level of Ginetta Juniors and at worst is unable or unwilling to learn from their mistakes, though they protest that they have learned and continues to strive to be a better racing driver.
7. We have concluded that X's record, particularly their last breach, where X was offered an exceptional departure from the established procedure is such that there must be a significant penal element to this disposal, coupled with the further training X so clearly requires.
8. The penalty we impose is therefore,
  - (i) X's competition licence is suspended from today's date to 30th September 2026.
  - (ii) The operation of that suspension will take effect in two stages. X's competition licence is suspended until 31st May 2026, or until they complete the training referred to below, whichever date is the later.
  - (iii) From that May 2026 or later date, the operation of the suspension of X's licence will itself be suspended until 30th September 2026.
9. Should X, during the period of suspension, be found to have breached any National Competition Rule that attracts penalty points on their competition licence, their case is to return to the National Court for consideration of further penalty.
10. We order that X is to complete six hours of further training, to the satisfaction of an ARDS grade A or grade S instructor, independent of X and their team, and approved by Motorsport UK.
11. We order X to pay £500 towards the costs of these proceedings

**Mark Heywood KC, Chair  
10th October 2025**

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SCAN TO MAKE  
A DONATION





# BUILDING YOUR NEXT RACE CAR

What exactly goes into getting a car ready to race? The Motorsport UK Technical Team and CityCar Cup car builder **Will Snuggs** have some advice to get you started

As autumn draws the curtain on the track racing season, it is the perfect moment to start dreaming about next year's motorsport journey. Where will your next adventure take you—and how will you get there?

Many members enjoy the challenges of autoSOLO and autotesting – these are some of the best club-based motorsport events – however, if the thought of taking your car circuit racing is the next logical step, then you will need to make some modifications.

Turning your everyday road car into a race-ready machine isn't just a mechanical makeover—it's a full-on transformation. From meeting strict safety standards to complying with championship regulations, the process demands more than just speed. Reliability, rule compliance, and safety are the pillars of a successful build.

Before turning a wheel, understanding and meeting these requirements, and those of the specific series you plan to enter, is essential. Motorsport UK Technical Manager Michael Duncan advises: "The National Competition Rules (NCR) provide a baseline minimum safety specification, and then the clubs and championships stipulate their own regulations in addition to that.

"The best piece of advice is to start by deciding what championship or series you want to race in and then talk to the organisers. Every championship has an appointed scrutineer who will be the 'go-to' expert for those cars, and there are also competitor groups and forums where you can seek advice on any questions you may have."

Compliance with safety standards is non-negotiable. All circuit racing run by Motorsport UK, aside from some historic vehicles, requires a set of core safety features that includes a roll cage,



*City Cars, like these C1s, offer close racing and a basic road car platform to build on*



a fixed racing seat, a multi-point harness, an FIA-approved plumbed-in fire extinguisher and an electrical kill switch.

The specifics of these will be stipulated in each championship's regulations, with reference back to the NCRs, so understanding how to navigate that information is essential – and this once daunting task has now been simplified by the recent launch of the new Motorsport UK App with an intelligently indexed search structure.

"It's much more user friendly than trying to work through a 600-page PDF document," promises Duncan. "The navigation system is very intuitive once you understand the structure. There are chapters on general regulations and specific chapters for each discipline, and the App sorts and cross-references between them all.

"For example, the roll cage section will tell you basic requirements like the minimum tubing dimensions, the number and type of the required members, and then you can either make the cage yourself to those specifications or speak to specific roll cage manufacturers to find out the exact model you need for your particular vehicle."

Motorsport engineer Will Snuggs first went through this process five years ago when he built a pair of CityCar Cup cars for his dad and a friend. He went on to set up a full-time business, WJS Motorsport, and says that although 80 per cent of the competitors in CityCar Cup choose to self-build, he is often asked to help when people find the skills involved are beyond their level.

"I do full car builds, but I also help people who have built their own cars and, for example, are not able to weld," he says. "I have fitted a lot of roll cages, and I also do a lot of dash fitting, which are the main parts people struggle with. The more experience you have, the neater you can make it and the more you are able to spot the common mistakes."

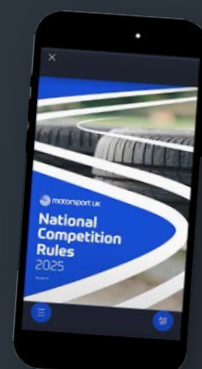


*Making the move from autoSOLO to racetrack is not as far as you might think*

The build process begins by stripping back the donor road car to a bare shell ready for the build, after which the roll cage is typically the first point of focus. Although all based on the NCR requirements, each one is vehicle specific and designed to follow the car's body contours as closely as possible to offer maximum safety.

"The regulations dictate how many mounting points the cage needs to have in the vehicle and they can be bolted or welded," explains Duncan. "Smaller, slower cars have fewer fixing points and their locations on the body shell are vehicle-specific, to ensure they are positioned to provide the best survival cell area within the vehicle."

>>>>>





*Sprinting and even racing are a natural progression from grassroots club events – and you may not need to replace your*

“The absolute minimum is detailed in the Motorsport UK NCRs, but if you want to protect yourself further you can go for an FIA-certification cage, which is valid internationally, or you can go for a certified or homologated roll cage, which has the backup of certification and approval. It is important it is done correctly.”

Roll cage kit solutions are available for most of the cars racing in the UK and while there is no stipulated requirement to use one, most people – including Snuggs – opt to do so. “We strip back the donor car, remove the wiring loom and dash and paint the inside to make it neat,” he says. “Then we grind the paint off the areas where the cage feet fit and weld them in.”

The seat and harness are usually the next things to be fitted. The NCRs stipulate the use of fixed back seats to prevent injury, and the regulations cover how the seat must be fitted. The baseline minimum is to mount it to the manufacturer’s original seat mounting points, but there is also the provision for new fixing mounts to be fabricated.

“A lot of people want to get the seat lower or further back, so there are regulations to cover how you do that in terms of body shell mounting plate reinforcements,” explains Duncan. “Some people use a welded rail system with cross rails spanning the body shell and there are regulations that cover the construction of those too.”

In the CityCar Cup, a standard process has evolved. This involves the use of a kit from a single supplier and Snuggs adds: “The manufacturer has scanned the footwell and made a base plate that picks up the standard mounting points and bolts. They’ve also etched out hole locations for side mounts and created pre-cut holes, so you can’t really get it wrong.



*Adding safety equipment can be accomplished by most owner / drivers – and there is plenty of guidance available*

“That makes it a very easy and safe solution for someone who has never fitted a seat in a race car and, once it’s fitted, there’s plenty of adjustment in the actual seat rails for any driver. Pretty much everyone uses that kit. I’ve seen a few people use their own side mounts, but the base plate is the crucial bit to mount it to the car.”

The harness must then be fitted to meet a set of angular dimensions related to the seat position, as opposed to the vehicle or bodywork. Duncan explains: “The NCRs specify where the elements of the harness are bolted to the body shell, the reinforcement requirements, the types of bolts and where they must be located.

“It’s very important to make sure the angles of the straps sit across the body in the right way. If your shoulder straps are at too much of an acute angle downwards, for example, they will apply pressure on your body in the wrong way and push you down instead of holding you from going forwards. Likewise, if your lap strap is too high, you could slip down underneath.

“Most people will use a five- or six-point harness, with two shoulder straps, a lap strap on each side and either one or two crotch straps. A lot of roll cages have a harness bar that the shoulder straps can connect to using a bolted latch or a loop. The lap straps and crotch straps are normally mounted to the body shell of the vehicle.

“Our regulations cover the relationship between the harness and the seat. No matter where your seat is mounted in the vehicle, you have got to mount your harness in relation to where that seat is placed. We regulate for the angles of the harness, so they have all got stipulated acceptable angle ranges for the different harness elements.”

## Racing Starter Pack

So your car is on the way to being race ready... but what about you and your licence? The Racing Starter Pack has all the info you need



The two other biggest NCR-related jobs in the build process are the externally operable electrical shut-off switch and operating system and the fire extinguisher system, which must be appropriately sized, have exterior and interior triggers and be carefully installed to meet the specific system's homologation criteria.

"Different fire extinguisher systems are homologated for different vehicle types," explains Duncan. "Some are designed for larger cars with a bigger bottle and more nozzles than those designed for smaller cars, so it's really important to do your research and talk to the manufacturers to find a suitable system."

Snuggs says that in most cases, fitting the fire extinguisher system is "not that complex" because, once everything is stripped out, it is easy to feed cables and nozzles to the right place. Some championships stipulate a standard location for the extinguisher, while others offer more flexibility in the way it is laid out in the car.

### Championship Ready

In the CityCar Cup, the ballast weight box must be located in the passenger footwell area, so this area is out of bounds and Snuggs advises: "I usually run the pipes down the side of the transmission tunnel, but I've seen people get creative and do things differently. Sometimes there are some good ideas out in the paddock, and you can also find a lot of tips online."

Beyond safety, race car preparation also involves a range of performance modifications, depending on the championship. In every situation, however, work begins with a full assessment of the car's current condition, upgrading or replacing items such as brakes and suspension components that are either too worn or do not meet championship regulations.

The few areas that can be changed within the City Cup regulations require minimal mechanical capability, and Snuggs explains: "It's mostly standard spec cars, so the big deals when it comes to the build are really the safety aspects like the roll cage, the seats, and harness, and the fire extinguisher system.

"There are a few modifications we can do – for example, we can take the standard bushes out of the bottom suspension arms and put a Polybush in, which is not that hard to do; we can have a cold air feed, the sizing for which is in the regs; and we can also run a non-standard air filter, which is really easy to fit.

"We use the standard ECU, but we must run a specific engine map, so we have to remove it, send it off and then refit it. Other than that, it's mostly about replacing parts and it's a very easy process to grab hold of something on the car, give it a pull, ask online 'should it have this much play in it, what should I do?' and work out how to fix it."

Having been working on the City Cup for more than five years, Snuggs says he can complete a full race build in around two full working weeks. That time will, of course, vary for other championships, but realistically an individual who is looking to go racing could potentially get the job done in a month of long weekends and a few decent night shifts after work.

A well-prepared car not only improves safety but also inspires confidence on the racetrack, allowing drivers to focus on building the skills and consistency to perform at a higher level rather than worrying about, or being delayed by, mechanical issues and breakdowns. And, ultimately, that will ensure your racing experience is the best it can be. 🌀



James Roberts

*Rallycross is a production-car based discipline that targa rally competitors may aspire too*

The Motorsport UK Technical Team is on hand to provide support and advice to help you prepare for your next event. Email [technical@motorsportuk.org](mailto:technical@motorsportuk.org) or phone **01753 765 000** and leave a voicemail with your query. Please allow 48 hours for a response.

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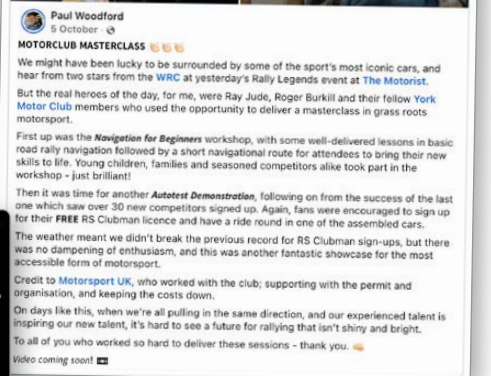
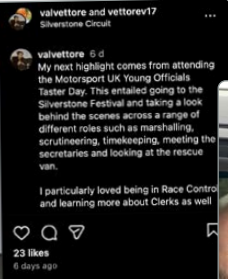
\*Discount codes are valid for tickets bought online before midnight on Thursday 19 February 2026. When the code is entered on the online booking form the page will reload to show the discounted rates.

# MOTORSPORT UK CONNECTED

## Highlights from the past month on social news feeds

Many clubs, events and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the latest posts



**Mercedes-AMG PETRONAS Formula 1**  
1,140,592 followers  
3w · 🌐

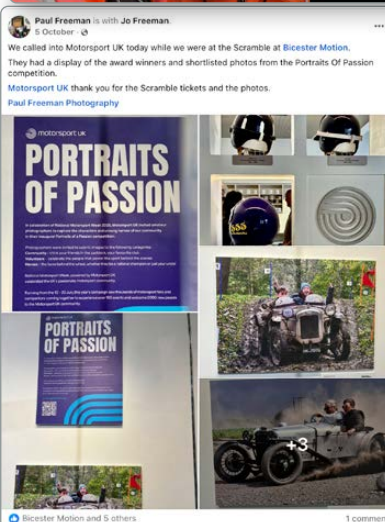
A School Trip Like No Other 🏎️

This week - in conjunction with **Girls on Track UK** - we were delighted to open our factory doors to 42 young girls from four schools in the local Brackley community for an extra-special day of STEM.

The girls, aged 8 – 11, spent the day away from their classrooms testing their reaction skills, stepping into an imaginary world of media and press conferences, and learning to code remote control cars.

The group also got to meet some of our Industrial Placement students for a series of exciting 'Show and Tell' sessions, designed to expand their F1 horizons by getting up close to one of our championship-winning cars, George's race suit and helmet, and our coveted trophy collection.

A key pillar of our inclusion and social impact goals is to ensure the next generation of talent is given the opportunity to experience our sport from an early age.



Tag #OurMotorsportUK in your posts for a chance to appear on this page

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Join the British Rally Marshals Club at the East Ridings Rally Stages



**TIME ATTACK**

**RACING HONDAS**  
CHAMPIONSHIP  
TEGWIA

RH

# CELEBRATING 20 YEARS OF CLUB TIME ATTACK



*Knockhill hosted the return of  
Club Time Attack this summer*

Back in September Club Time Attack returned to Knockhill for the first time in 11 years. Hosting seven or eight meetings per year, the championship runs between April and September each year providing a variety of track layouts with both national reach and localised audiences across the UK.

Andy Barnes explains more about the championship and what the next 20 years may hold...

### How was Time Attack introduced to the UK?

Over 20 years ago, my brother and I had a car tuning company called Sumo Power, so we were specialists in tuning Japanese cars... Nissan Skylines, Mitsubishi Evos and so on... so we were backwards and forwards from Japan a fair bit. The sport 'Time Attack' originated in Japan, and we had been to events at the Tsukuba circuit.

Back then we were building 1000bhp Nissan GTRs, and only place that we could race them was at Santa Pod in Drag Racing – which we did – but it became frustrating that you could not take a thousand horsepower car to a Circuit Racing event! There were many people who were doing a similar thing, and so we saw the 'Time Attack' events in Japan, came back, spoke to several event organisers, and said 'look, this could be big!' but none were listening.

We had the vision. There were lots of enthusiasts like us, so we said, 'ok.... Let's just do it ourselves...' so we did. Our first event was in 2005, we had about 110, 120 competitors participating. Then in 2006 it became a full-blown championship, so there were multiple rounds, local venues, and points and so on – unlike Japan where it was only one-off events. We have done it ever since, and we still average around 100 plus teams per season in Time Attack, and 40 plus in Racing Hondas. Around the same time, we also introduced the sport of Drifting at a professional level, organising the first D1DP's at Silverstone which we have continued to do on and off all this time under various guises.

>>>>>



Rich Sams

*The Japanese origins of Time Attack are displayed beautifully with these highly-tuned cars*

## Why do you think Club Time Attack is so popular?

Fundamentally it is because of the tuning industry that we represent with our sports. When you look at generic racing at whatever level, it is teams racing to take the podium, Club Time Attack is completely different – it is the Tuning aftermarket's motorsport. These are competitors who specialise in certain cars – for example Renault Clios and Mitsubishi Evos – and progressive unrestricted engineering of them... so we have remained focused that the sport is engaged with what is happening in street cars and replicating that on circuit via the tuners... because that is what we are, the motorsport of the tuning industry.

It is relevant as the latest tuning and tech that is being honed for road cars is actually being tested here on the track with us, so we need to ensure that we are always doing that. We have some of the biggest events in the country at a race circuit, yet most racing people have never heard of us – and that's what I love about us!

*One of the earliest events at Rockingham, where Andy applies the stickers*

## How did Racing Hondas come about?

Unlike a race meeting we are choreographing the whole event, so part of that is the on-track content. Racing Hondas has a unique set of rules and classes which relate to any model of Honda. The grid is a great mix of iconic Honda cars, and it has really struck a chord for enthusiasts of these cars and given them a real home for their screaming VTEC engines among fellow racers. Hondas are one of the most popular tuned makes of car, so while there is racing, many of the people who have these cars are all of the same mindset.



## What is the Time Attack Organisation?

The Time Attack Organisation is our operational umbrella brand which our club, championships and car show events all sit under. We organise our own car show events where our sports run to entertain people with our on-track elements which are: Time Attack, Racing Hondas and Drifting. with each having a separate organisational team behind them.

When someone comes to a circuit, they have got three drastically different motorsports to watch on one day and all are modern cars. Time Attack is all about setting laps against the clock, Racing Hondas is door-to-door racing, and they can see drifting demonstrations and the DriftPro championship – which all appeal to a young social media-based audience. I look at us like a 'circus', we are the ringmaster... So, if you have paid to come and attend, you want the whole experience as a member of the public, and it should be worthy of your time and money to buy a ticket and come along. We are focused on curating events, rather than running club championships in a traditional sense – not that there is anything wrong with that – but we invest to make our events so much more. When you consider our show brands such as Tunerfest, Go Japan, Modified Live and JDM Jam – we curate it all under one roof. It's not easy but that's what sets us apart.

## Time Attack is celebrating its 20th year this year, what's next?

While 20 years has passed very quickly, fundamentally we are doing the same thing, but the picture has got a lot bigger, the events got a lot bigger... The world is starting to understand that to have a successful race meeting, you need to have so much more on offer, and we are experiencing 'our time' just now.

We are going to carry on doing what we are doing, building on this event concept, choreographing and leveraging these unique events that we have from ground zero and making them more interactive. As well as being our own Motorsport UK registered club, we own all the brands we create. I consider us a modern, creative and nimble operation that has the flexibility to do as we please without having to ask anyone else and break down barriers. Our focus and motivation is to create inspiring and healthy motorsport events that are unique to us, and stand out, and give reason for the public to continue to be interested in National motorsport. 🌀



*Racing Hondas are one of the events managed under the Club Time Attack umbrella*

## Get racing with Club Time Attack

Click [HERE](#) to start your motorsport adventure with Club Time Attack.



**TIME ATTACK**

**Racing Hondas**  
CHAMPIONSHIP  
TEGUR



# ON THE LADDER

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

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



### William Antrobus

**Born:** Chester, October 2008

**Academy Programme:** DiSE

**Competes:** IAME Senior X30 and Senior Rotax.  
Moving to Ginetta GT Pro in 2026

**Recent Results:** Senior X30: 5th in the British Championship;  
Whilton Mill Grand Slam; PFi 3rd place

#### What's your earliest motorsport memory?

I remember going to the Silverstone Grand Prix when I was aged six with my grandfather, who has now passed away. Two years later, I was given the opportunity by my parents to race in IAME.

#### What has been your highest high?

Becoming Junior Rotax Vice-Champion in 2024.

#### What has been your lowest low?

In Junior Rotax, I won three of the five races on the track, but one win disallowed on penalties, losing me the championship by five points.

#### What is the best opportunity you have had?

Being able to race in Europe and the UK, competing against World Champions of all ages.

#### What are your aims?

Starting with Ginetta GT Pro, with our new Team SPR and Orion racing next year, I want to progress through British GT and the GT World Challenge to eventually race for a manufacturer in the World Endurance Championship. I am committed to giving 110 per cent to our new team alliance and look forward being on the podium.

#### Who would you ask for career advice?

Tom Kristensen, because I admire him as a racer. I would like to know what he did to better himself on a day where he was not on the pace, and how and where he would change the car setup or his driving approach to get the most out of the car and himself.

#### What is your biggest learning from the Academy so far?

That regardless of being on the track, you are a team in the classroom, and we should all pull together to help one another. I have learned how to push yourself to achieve something you have never done before.

#### How was your season and what was the biggest challenge?

This year I was asked to race for an X30 team, but I could not commit a lot of my time to practice due to my GCSEs. Also, in Rotax we did not have any past data, so we were constantly changing sets ups. As a result, our data was very limited and that impeded our result.



## Rachel Robertson

**Born:** Edinburgh, 28th July 2007

**Academy Programme:** UK Futures

**Competes:** Radical Cup UK

**Recent Results:** Radical Cup: 3rd overall, with 3 podiums;  
F1 Academy Rookie Test: 5th of 18 drivers

### What is your earliest motorsport memory?

Playing F1 games on my Nintendo DS when I was about six. I only had my first competitive karting race just over three years ago, so it took me a while to get on track myself!

### What has been your highest high?

Finishing third in the Radical Cup UK in my first season of racing cars.

### What's been your lowest low?

My first big crash, which was at Silverstone before qualifying. It knocked my confidence a bit at the time, but I needed to accept that these things happen, and the important thing was to learn and look forward.

### What is the best opportunity you have had?

Winning the Radical Motorsport Wera Tools scholarship and being selected to be part of the Motorsport UK Academy Team Futures programme, because both were crucial in opening doors and have helped me grow as a driver and person. Also, being invited to compete at the F1 Academy Rookie Test after only three test days in an F4 car was another great opportunity.

### What are your aims?

In the short-term I would like to get a seat in F1 Academy and in British F4 next year. My longer-term aim is to climb the single-seater racing ladder as high as I can.

### Who would you ask for career advice?

Michèle Mouton because she didn't just compete, she won at the top level in rallying when I'm sure most people believed a woman couldn't do that. Inspiring.

### What's your biggest learning from the Academy so far?

The importance of the mental and physical sides, beyond just having driving technique. Things like managing pressure, communication with engineers and preparation between events make a huge difference.

### How was your season and what was the biggest challenge?

This was my first year of racing in cars after only a couple of seasons in karts and it has been great. I was racing a SR3 XXR in the Radical Cup UK with Radical Racing Rebels, the Radical factory team. It's been a massive learning year, and the biggest challenge has been adapting to the higher downforce and speed of the Radical, especially under pressure. Every round I have made progress, and I am proud of how much I have developed.



# ...Run an Autotest

Autotests can help clubs attract new members and train existing ones to become future organisers. This is how to run one

Autotesting has become a core activity for many clubs across the UK, with compact venue sizes, low costs and simple entry mechanisms making them relatively easy to organise and participate in. They can also be great fun for everyone participating.

The challenge of racing against-the-clock on a complex and twisty course creates exciting competition, while the short time commitment required makes them ideal for midweek summer evenings. They are also often used as a focal point for Taster Days, promotional events and demonstrations – often supported by the StreetCar initiative – to open the door to new members.

Motorsport UK runs the National Autotest Championship for the very best in the country – but to get there, competitors need to build up their skills at a club level. This guide will help you and your club run one.

## Select a good team

Set up an organising committee of club officials and experienced organisers. This team can then assign themselves or others to the key event roles of; clerk of the course, secretary, scrutineer, event steward, and chief marshal.

## Choose your format

Autotesting covers three different event types:

- **AutoSOLO**, which must be run on sealed surfaces with only forward motion allowed
- **Production Car Autotests (PCAs)**, which can include up to four reverse gear actions
- **Autotests**, which can involve different vehicle classes and have no on limit reverse gear actions. If the surface and space is suitable, one event can include multiple disciplines.

## Venue and timing

Securing the venue is often the most challenging task of all. Autotests can be run on sealed or unsealed surfaces, depending on the format, and must include one or multiple test areas – each measuring no more than 200m<sup>2</sup> – as well as enough space for queuing and paddock areas. Once you find a suitable venue, obtain written permission from the landowner and agree the dates at the same time.

A good entry list is vital to make the event viable, so before you start planning, run a poll with club members to determine which dates are most preferable and check the calendars of other local clubs for the dates of other similar events. If you choose to run in an evening, be wary of darkening nights and arrange your timings to ensure you can complete the event and the pack-down before dark.

*An autotest can provide a fun day of motorsport for everyone*



## Budget and numbers

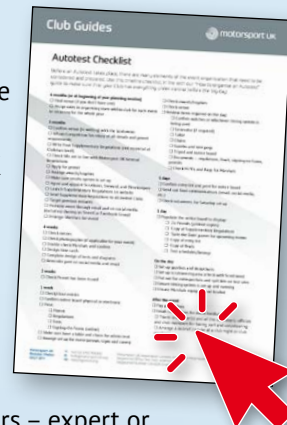
The event budget will include permit fees, venue fees, trophy costs and any other specially purchased equipment. Events are usually staffed by volunteers, but their expenses must be covered. The sum of the costs determines the minimum viable number of entries, while the maximum is usually 15 to 40, depending on the available space and the number you are comfortable managing. The event budget can then be used to set the entry fee.

Once you have confirmed the event is viable, you will require an Organising Permit for each of the disciplines you have chosen to run. To attract newcomers, you could consider running it as a Taster Day, noting that in your permit application. This should be done no less than four weeks before a Clubman event, with the event also listed as on Motorsport UK's Fixture list and you can create an online entry form using Google Forms or one of the event timing apps.

Autotests have a huge potential competitor pool because they only require an everyday road car and a free Motorsport UK RS Clubman licence to participate. The licence can even be applied for on the day of the event if necessary. To achieve the widest reach, publicise it on your club calendar, post on social media and connect with local online and print media to run free promotional articles. The Club Toolkit offers advice on different tools and strategies to use.

## Timeline planning

Creating an event timeline is a crucial part of the planning process. Consider the event in reverse chronological order to identify critical deadlines. Motorsport UK has developed a Timeline Checklist to help with this, which can be obtained from the **Club Toolkit** under **Sporting > Disciplines > Autotests**.



## Design the course carefully

Try to gauge the likely level of competitors – expert or novice – and seek advice from an experienced autotester to plan the route or routes. Each test should offer an interesting challenge but not be too complicated. Prior to finalising, carry out an on-the-ground check to ensure there are no bumps or obstacles on the course, there are sufficient safe areas for participants and officials, plus there is enough space for cars to get around. If there are multiple test courses, ensure there are safe routes between them and to the paddock.

\*\*\*\*\*



Dom Gibbons

*Passenger rides on autoSOLOs can help convert new club members to motorsport*



*Produced with assistance from Motorsport UK Competitions Manager, Simon Fowler*

## Documentation

The event must comply with Motorsport UK's General Regulations, which are found in the found in Chapter 19 of the National Competition Rules, and the Supplementary Regulations, which outline the event rules and format. The Motorsport UK Resource Centre provides a [template](#) for this under the filter **Clubs & Organisers** and guidance can be found in Chapter 3 of the National Competition Rules.



The event will require a Risk Assessment, guidance for which can be found in the Club Toolkit under **Sporting > Safety** with a [template](#) available in the Resource Centre under the filter for **Club & Organisers**.

## Set up and pack down

Send out a pre-event email to all participants a few days before the event with the start time and location and basic details. It is useful to include the specific what3words location, a diagram of the course and an FAQ sheet. Print out and take plenty of diagrams to site, in case people lose or forget theirs.

If possible, set up the event a day before, laying out cones or pylons to define the test courses and marking their exact location so they can be replaced if a car knocks them out of place. Locate marshal posts around the test and set out ropes or fencing to keep spectators and non-essential marshals at least 10m from the edge of the course and at least 20m from the finish line.

The clerk of the course should drive the route to check it and ensure the marshal locations are in safe positions. You should also post warning signs where required and display the Permit, Supplementary Regulations, and Entries List, on the site or on a virtual notice board.

Make sure you have all the equipment required on site, including hi-vis marshals clothing; radios and flags; timing

equipment; a spill kit for each test; a first aid kit and fire extinguishers of minimum 5kg capacity (either as one unit or several 2kg units). If you are missing any items, contact another club or your Regional Association to borrow spare equipment. Other useful items include gazebos, table and chairs, and portable toilets if none are on site.

The most important aspect of the day for competitors is the timing. This is often now done using an electronic timing app – which can also be used to log entries and set up the event beforehand. If using a traditional stopwatch and pen, place the start and finish within sight of each other so the timekeeper can see clearly and ensure there is more than enough time cards. Ideally, test the timing operation with a course car before the first runs.

The organising team should arrive on site at least an hour before the competitors for a pre-event briefing, which will include the safety plan and what to do if there is an incident or accident. Once competitors arrive, cars should be checked by the chief scrutineer and sign-on completed.

A drivers' briefing must be carried out, and time should be allowed for competitors to walk through the tests and familiarise themselves with the route. If there are newcomers, assign an individual to look after them to make their experience as enjoyable as possible.

It is a good idea to divide entries into groups and run them through different tests at the same time, to minimise time spent queuing. It also means other groups can volunteer and marshal or prepare for the next test.

This is an opportunity to showcase your club, so assign someone to capture videos and photos and share them post event and before any future events.

Once the event is complete, you must return the venue to its original state so try to engage participants to help collect and tidy everything. If everyone chips in, it will make it easier and to leave the venue in a good condition, and it is more likely you will be allowed back for another future event. 🌀



*Provide copies of the Test routes to everyone in advance*



*Timing, even if done with a simple stopwatch, is a key part of competitive motorsport*



# BUILD HER CONFIDENCE



**Calling all 8-12 year old girls  
who fancy trying karting!**

**Join a Motorsport UK Girls Karting Academy  
taster day during the school holidays.**

Hosted at a TeamSport venue, the taster day includes three thrilling 10 minute on-track sessions, plus two hours of fun off-track coaching activities led by our Level 2 qualified Chief Instructors.

Girls who show potential will be invited to join the Motorsport UK Girls Karting Academy, a series of five instructor-led sessions with the goal of supporting girls to progress into competitive motorsport.



**TeamSport**

 **motorsport uk**

Terms and conditions apply, see website for details.

## David Leckie Lyng Trial

16th November, Cadder's Hill, Lyng, Norfolk NR9 5QZ

The Sporting Car Club of Norfolk (SCCoN) is running the David Leckie Lyng Trial. This is a round of the Anglia Motor Sport Club Trials Challenge. As part of the Motorsport UK StreetCar initiative, the event is running as a Taster Event and is open to everyone to have a go!

[www.scccon.co.uk](http://www.scccon.co.uk)



## Knutsford Targa Rally

16th November, Parkwood Outdoor Centre, Tong, Bradford

The seventh Knutsford Targa Rally returns to Parkwood Outdoor Centre this month, where competitors will tackle eight challenging gravel tests across the venue, promising an action-packed day of motorsport. The event will run as a dual-permit Interclub and Clubmans event and will consist of around seven tests, all on gravel tracks covering 15 miles. It is anticipated that the final test of the day will be run in darkness for all / most competitors. Knutsford & District Motor Club once again welcomes a diverse range of cars and crews for another thrilling edition of this popular event.

[www.knutsfordtarga.co.uk](http://www.knutsfordtarga.co.uk)



JH Media

## Roger Albert Clark Rally

20-24th November, Carmarthen, Wales & Carlisle, England

The Roger Albert Clark Rally is the longest and toughest Special Stage Rally run in the UK, running for five days, through the forests of England, Scotland and Wales. This year's route starts in Carmarthen, with two full days in Wales. The event then heads north to Carlisle where the action restarts at midday on Saturday, with special stages in the Kielder Forest, Scottish Borders and southern Scotland.

[www.racrmc.org](http://www.racrmc.org)



Paul Lawrence

## John Bloxham Memorial Historic Road Rally

22nd November, Stanmore Business Park, Bridgnorth

2025 is the third running of this event, conceived to celebrate the life of John Bloxham, who in 1969 won the RAC British Rally, Motoring News, and BTRDA Gold Star Championships. Clerk of the Course is John's son, Nick. Starting from Bridgnorth, the final round of the HRCR Clubman's Championship will see crews tackle approximately 150 miles of challenging regularity sections and 11 planned special tests in the Shropshire area. The Ludlow Castle Motor Club event has raised over £10,000 to date for charity.

[www.ludlowcastlemotorclub.co.uk](http://www.ludlowcastlemotorclub.co.uk)



M and H Photography

## Cross Country Vehicle Trial

23rd November, West Lothian, Scotland

The Scottish Land Rover Club is holding a Cross Country Vehicle Trial (CCV) at Torphichen, the last of the year. Experience of competing in at least four RTVs is required before you can enter a CCV. Open to all Association of Land Rover Clubs (ALRC) tagged Land Rovers it seldom fails to entertain. Some challenging sections test your vehicle and driving skills to their limit. For more information contact Club Chairman Neil Scott via [crossaxle@slroc.co.uk](mailto:crossaxle@slroc.co.uk)

[www.slroc.co.uk](http://www.slroc.co.uk)



## Johnson Sporting Trial

30th November, Eaton

The Johnson Sporting Trial held at Eaton, near Leicester, starts at 10am. The event is open to all fully elected members of Midlands Trials Car Club, NPTCC, 750 Motor Club, Kentish Border Car Club, Camel Vale Motor Club, Launceston & North Cornwall Motor Club, Ross & District Motor Sports Club and registered contenders in the Motorsport UK British Sporting Trial Championship. Last year's event was hailed as one of the best of the season. Spectators and marshals are welcome to come along and enjoy a full day of motorsport.

<https://www.motorsportuk.org/events/british-championships/british-sporting-trials-championship/>



Dom Gibbons

## Donington Winter Series AutoSOLOs

6th December, Donington Park Circuit DE74 2RP

Consisting of four Saturday AutoSOLOs on the novice friendly Tarmac Lake. The Event is open to members of Loughborough Car Club Ltd, BTRDA, Cannock & DMC, Coalville CC, Mid-Derbyshire MC & Rugby MC. After lunch the course is reversed for another four runs. All cars need to be road legal and driven onto the event site. Because of the openness of the site these events are suitable for larger cars.

<http://loughboroughcarclub.co.uk/2025-2026-donington-winterseries/>



Dave Smith

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**Wera**  
Be a Tool Rebel

**wex**

## Coppermines Grizedale Stages

6th December, Grizedale forest, Cumbria

With the 2025 Asset Alliance Scottish Rally Championship overall drivers title decided on the previous round, attention now turns to the destination of the other championships and categories on the final round, the Coppermines Grizedale Stages. The reserve event will decide the overall co-driver in addition to Challengers, G&M 2-wheel drive, Groundwater Subaru Cup, Moates Junior, Haddo Energy Super Senior, Mitsubishi Open and 6 class champion drivers and co-drivers.

The Motorsport UK English Rally Championship, sponsored by Kingfisher Motorsport Insurance, reaches its conclusion in the Lake District with the Grizedale Stages next month. Matthew Hirst has scored on all five rounds to date and currently leads the race to succeed Elliot Payne as Champion. David Henderson and Lewis Hooper are currently second and third respectively, but a good result from Nigel Jenkins could alter that.

[www.grizedalestages.co.uk](http://www.grizedalestages.co.uk)



AFMotorsportMedia



Kevin Money

## Jack Frost Rally

7th December, Croft Circuit DL2 2PL

Darlington & District Motor Club is holding the twenty-second running of The Jack Frost Stages Rally. This year it will be a bit different as it also includes the Formula 1000 junior class for the first time. Competitors will take on the eight stages, with the last stage running in the dark. For tickets see <https://croftcircuit.co.uk/racing/jack-frost-rally>

<https://darlintondmc.com/index.htm>



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# Motorsport in your everyday road car



**The UK's grassroots motorsport scene represents thousands of competitors, with hundreds of events taking place every year.**

StreetCar is a new initiative from Motorsport UK to open the doors to a thriving club community, break perceptions and encourage more people to get behind the wheel of their road car.

Motorsport is affordable and accessible with a wide range of low cost grassroots disciplines available, all of which can be participated in with a standard unmodified road car without safety kit and only a free Motorsport UK RS Clubman licence.

**There are three principle StreetCar categories, offering 12 unique opportunities to participate:**



Autotest



Trials and  
Cross Country



Rally



Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

# RESULTS

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

## Probite British Rally Championship



William Creighton and Liam Regan added the Probite British Rally Championship to their list of titles at the Lewis and Hunter Cambrian Rally. It was Max McRae who claimed the rally win in spectacular fashion, adding the family name to the top step of a British Rally Championship event for the first time in 27 years. McRae and co-driver Cammeron Fair took the win from the hands of Romet Jürgenson and Siim Oja on the very last stage. Meirion Evans and Dale Furniss rounded out their season with third place. Creighton and Regan finished fourth which was enough to seal the 2025 title. The Junior British Rally Championship was also decided, with Kyle McBride and co-driver Darragh Mullen taking the title after a season-long battle with Joseph Kelly and Killian McArdle.

### Final Championship Positions

#### Drivers

|     |                   |             |
|-----|-------------------|-------------|
| 1st | William Creighton | 90.5 points |
| 2nd | Meirion Evans     | 74 points   |
| 3rd | Romet Jurgenson   | 69 points   |

#### Co-drivers

|     |              |             |
|-----|--------------|-------------|
| 1st | Liam Regan   | 90.5 points |
| 2nd | Dale Furniss | 74 points   |
| 3rd | Siim Oja     | 69 points   |

## Woodford Trailers Motorsport UK HSA British Sprint Championship



Following from Anglesey a fortnight earlier, anticipation was high for the Championship's final day at Castle Combe – with nearly every position in the top-12 still in flux – including the overall title race between Pete Goulding and Steve Broughton. Qualifying passed without major incident, with the crucial scoring run-off immediately after lunch. Grahame Harden delivered a stand-out drive, a new record and beating several single-seaters, while 2025 champion Chris Jones failed to finish after a drivetrain component came loose. Goulding, hungry for a second title, set a new record to win the run-off. Broughton, quick but cautious, settled for a safe third. That left Goulding one point ahead in the table, both drivers dropping third-place scores. In the final run-off Broughton really pulled everything out of the bag – beating the long-standing record by over five seconds, with a time that was just a tenth behind Goulding's first run-off time. That was the target to beat and as Goulding launched off the line... but disaster struck and he arrived at Quarry with only three wheels in contact with the ground. It was 'run over' and Goulding was second overall, despite taking the fight right to the wire after 38 run-offs. Steve Broughton, a long-time British Sprint Championship supporter, had finally etched his name onto the trophy.

### Final Championship Positions

|     |                 |            |
|-----|-----------------|------------|
| 1st | Steve Broughton | 704 points |
| 2nd | Pete Goulding   | 702 points |
| 3rd | Chris Jones     | 653 points |

## Motorsport UK English Rally Championship



Matthew Hirst won the Wydean Stages Rally, the penultimate round of the Motorsport UK English Championship, sponsored by Kingfisher Motorsport Insurance, for the fifth consecutive time. The victory puts him ahead of previous championship leader David Henderson and the battle for this year's ERC title now moves to the Lake District for the Grizedale Stages on the 6th December.

### Latest Championship Positions

|     |                 |            |
|-----|-----------------|------------|
| 1st | Matthew Hirst   | 113 points |
| 2nd | David Henderson | 98 points  |
| 3rd | Lewis Hooper    | 92 points  |

## Motorsport UK Pirelli Welsh Rally Championship



Matthew Hirst and Declan Dear wrapped up the Pirelli Motorsport UK Welsh Rally Championship winning the Wydean Stages and the overall title for the fifth time. They were quickest on the opening Speech House stage and never looked back. With Harry Stubbs co-driving, this was Liam Clark's first time on these particularly tricky stages. After a wrong call on tyres, things did get better, finishing second after an excellent campaign. Third overall was local hero Bob Morgan with Ade Williams alongside.

### Final Championship Positions

#### Drivers

|     |                |            |
|-----|----------------|------------|
| 1st | Matthew Hirst  | 120 points |
| 2nd | Liam Clark     | 114 points |
| 3rd | James Giddings | 103 points |

#### Co-Drivers

|     |                 |            |
|-----|-----------------|------------|
| 1st | Declan Dear     | 120 points |
| 2nd | Aled Davies     | 111 points |
| 3rd | Adrian Williams | 99 points  |

## British Truck Racing Championship



The British Truck Racing Championship closed the 2025 season in style at Brands Hatch where Ryan Smith and Jake Evans charged to title glory. In Division 1, history was made, as Smith capped off a decade of dominance in the championship with his record-equalling tenth title, an accolade that draws him level with Stuart Oliver on the all-time winners' list. In Division 2, Evans and Callum Eason took their battle for supremacy down to the very final race, where Evans emerged victorious on his debut season.

### Final Championship Positions

#### Division One

|     |               |            |
|-----|---------------|------------|
| 1st | Ryan Smith    | 537 points |
| 2nd | Stuart Oliver | 482 points |
| 3rd | David Jenkins | 474 points |

#### Division Two

|     |              |            |
|-----|--------------|------------|
| 1st | Jake Evans   | 494 points |
| 2nd | Callum Eason | 485 points |
| 3rd | Sami Ojanen  | 463 points |

## British Rallycross Championship



Irishman Derek Tohill claimed a second career Motorsport UK British Rallycross Championship 5 Nations Trophy title at Lydden Hill earlier this month. Tohill made the best start in the Round 10 final on Saturday but, on the second lap, reigning champion Patrick O'Donovan made a bid for the lead – but contact between them put O'Donovan out. 5 Nations BRX debutant Andrea Dubourg claimed a maiden win, while second place was enough for Tohill to secure the 2025 crown with a round to go. In Round 11, a penalty denied O'Donovan the win, and promoted Tohill and Dubourg to first and second.

### Final Championship Positions

|     |                   |            |
|-----|-------------------|------------|
| 1st | Derek Tohill      | 191 points |
| 2nd | Patrick O'Donovan | 159 points |
| 3rd | Julian Godfrey    | 138 points |

### Motorsport UK British Car Trial Championship



After a damp start the conditions at the Peter Williams Trial improved, but the hills remained challenging as local hero Dave Jones was leading, and was still ahead after the third round, but Gareth Jones held a lead and managed to take the win. First overall, 1st class Class A: T. Profit, Class B: T. Overy, Class C: D. Roberts.

| Latest Championship Standings |               |
|-------------------------------|---------------|
| 1st                           | Charlie Overy |
| 2nd                           | Mark Hughes   |
| 3rd                           | Karen Roberts |

*Correction: The published results for the Motorsport UK British Car Trial Championship have been updated*

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# The Parting Shot



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