

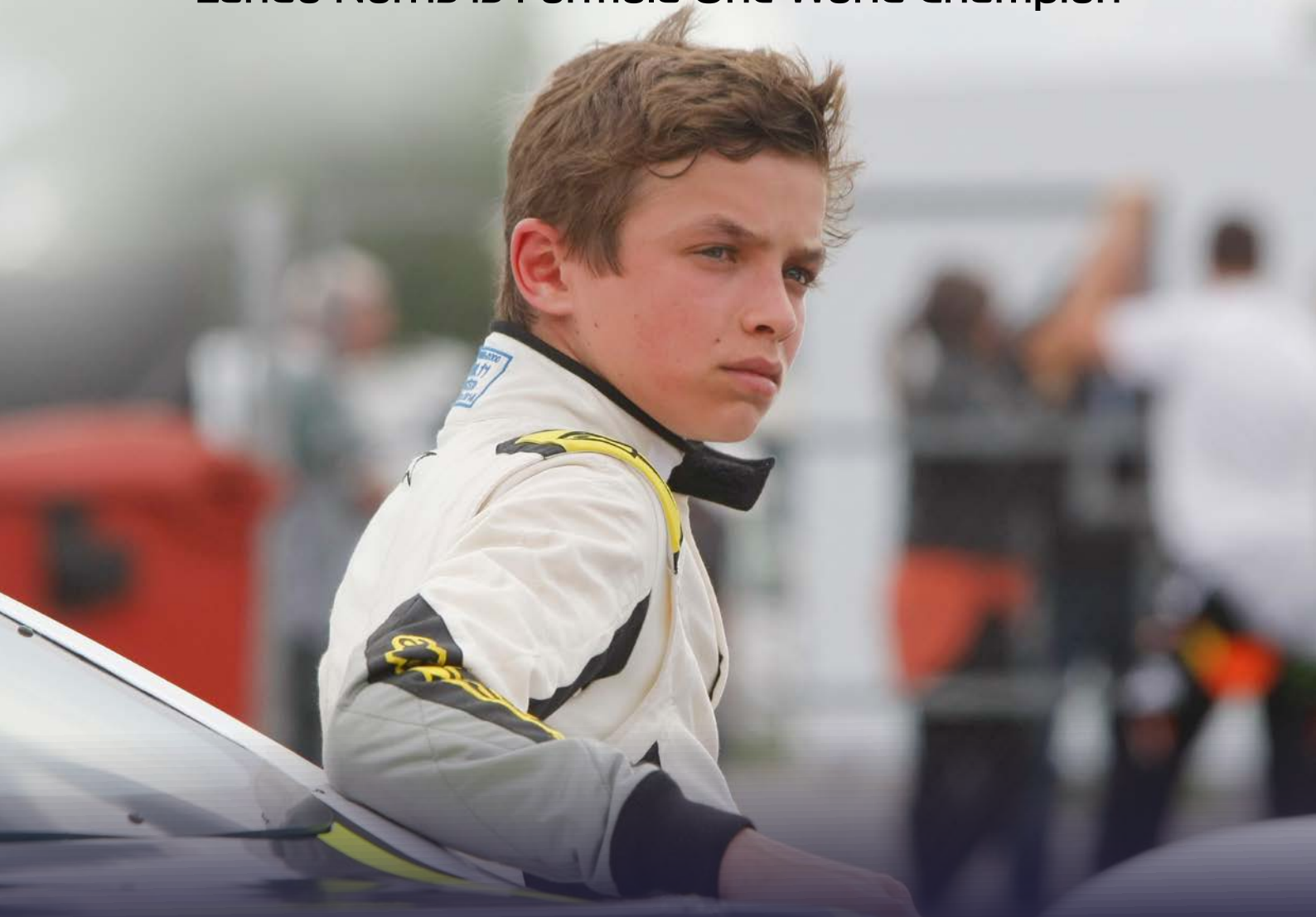
Revolution

December 2025

The official magazine of  motorsport uk

GINETTA JUNIOR TAKES THE CROWN

Lando Norris is Formula One World Champion



CLUB AWARDS 2025

**VOLUNTEER AND
CLUB WINNERS
ANNOUNCED**

TOP CLASS

**BRITISH
CHAMPIONS
OF 2025**

UNLIMITED STEP

**MATT RYDER'S
MOTORSPORT
MOMENT**

PLUS: NATIONAL COURT + YOUR MOTORSPORT PHOTOS



Lando did it! We have a new British F1 World Champion in Lando Norris, congratulations to him and his family who have been such an important part of his success in racing from the very early days in karting, Ginetta Juniors, and British F4 here in the UK. His win marks

the end of a four-year reign by Max Verstappen, who came perilously close to snatching victory from the jaws of defeat – missing out by just two points in a tally of 423 for Lando. It is fantastic that after some 7,320 miles of racing across 24 Grand Prix, it came down to a three-way battle, and thankfully one without mechanical or judicial drama.

It was the first F1 driver's title for McLaren since Lewis won his inaugural championship back in 2008. Congratulations to everyone at the McLaren Technology Centre in Woking for their historic double title year. Although domiciled here and racing under a Motorsport UK Entrants Licence, McLaren Racing is primarily owned by Bahrain's Mumtalakat Holding Company (the sovereign wealth fund) and Abu Dhabi's CYVN Holdings, and with an American and an Italian at the helm it is a multicultural enterprise. And yet McLaren is quintessentially British, with this country chosen by Bruce McLaren to set up his racing company in 1963 in Feltham, (before moving to Colnbrook adjacent to the old RAC MSA offices that are long since demolished).

My boyhood hero was Bruce, and I vividly remember reading *Motoring News* (not *Motorsport News* in those days) reporting his untimely death in June 1970 and being devastated. So, although there is little in the DNA that directly remains, other than the name over the door and the papaya paintwork, (thanks Zak for bringing that back), I feel a sense of deep satisfaction that this is the first time that the team has won a driver's title in Bruce's original orange colours. These things matter!

Meanwhile in Saudi Arabia things didn't work out as well for Elfyn Evans and Scott Martin who went into the last round of the World Rally Championship (WRC) with a slender margin over multiple champion Sebastian Ogier. It is a challenging aspect of the regulations in the WRC that the running order is set by the championship positions and thus Elfyn had the massive disadvantage of leading on the road for an event that was literally breaking new ground. Although Ogier was right behind him in the running order it nevertheless proved a sufficient disadvantage that Elfyn did not manage to overcome, and he was further thwarted by a greater number of issues with punctures that afflicted all the runners on what proved to be an extremely rough event. Despite all this the championship came down to the last super special of the year and for his ninth crown Ogier clinched the title by just four points. Our sympathies go out to Elfyn and Scott who had put on an incredible show all year, and to be runners up for a fifth time must be incredibly frustrating. We wish them the very best of luck as they prepare to go again in Monte Carlo in just a few weeks' time.

Future-proofing motorsport

I would also like to congratulate the organisers of the Roger Albert Clark rally, led by Colin Heppenstall, for not only putting on a unique five-day event that has become a wonderful celebration of past and present in stage rallying, but also for being leaders in sustainability. The event was a testbed for a fuel that demonstrated how historic motorsport can adapt to the challenges of climate change. Competitors were offered a high-performance hydrocarbon fuel in which half of the content is produced from renewable waste material rather than fossil crude. Developed by Sustain, it uses second-generation biomass – things like crop residues, food waste and other material

that cannot be used for animal feed – and converts them into synthetic hydrocarbons that mirror the chemistry of traditional petrol.

The result is a fuel that behaves identically in period engines with the same octane rating, the same combustion characteristics, and the same energy content. No modifications are needed, and no originality is lost, which is essential in a sport where the mechanical identity of each car is part of its heritage value. The blend was available at key refuelling points across the route, from Carmarthen to Kielder, and could deliver greenhouse-gas savings of up to 35 per cent compared with standard fossil petrol.

Not all victories in motorsport are won on the track or stage. I am delighted to share that Motorsport UK has placed third overall in the 2025 Global Sustainability Benchmark in Sports (GSBS) study – finishing just behind winners Formula E, and ahead of other major international sporting organisations.

The GSBS provides the sports industry with a clear, comparable and data-driven evaluation of organisational performance, translating complex environmental, social and governance measures into meaningful insight. This year's benchmark assessed 78 organisations across 11 countries and 11 sports, using more than 1,700 indicators to evaluate how each

manages sustainability, discloses information, and delivers impact. Our strong performance across every category places us firmly among the global leaders in sport sustainability.

This achievement reflects not only our organisational commitment but the collective effort of our entire community. Thank you to the competitors, clubs, volunteers, officials, organisers, teams and partners who have embraced our sustainability journey and championed diversity, equality and inclusion throughout the sport. Your support is driving lasting cultural change.

I would also like to extend, on behalf of the whole UK motorsport community, our deepest thanks to Jessica Runicles, our Head of Sustainability and EDI, whose leadership over the past five years has transformed our approach in this area and helped embed meaningful progress at every level of motorsport. Jess is leaving us at the end of the year to explore Southeast Asia and new opportunities in Australia – we wish her well on her travels.

Wishing all of our members a very Merry Christmas and a happy and successful New Year. 🍷

Best regards,
Hugh Chambers
CEO, Motorsport UK



2025 is the first time that McLaren Racing has won a driver's title in Bruce's original papaya colours

Inside this issue: Lando Norris is Britain's 11th Formula One World Champion, *Revolution* has plotted his path to success; This month we celebrate the **2025 British Champions** – across all our disciplines, plus **Hill climb champion Matt Ryder** shares the win that transformed his career in **My Motorsport Moment**. We crunch the Stage Rallying data for **In Numbers** and reveal the **Club and Volunteer of the Year** winners for 2025. Also there is **National Court, Long Service Recognition Certificates**, your motorsport photos, and more...



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What's On
Motorsport events around the country



Meet the title winners from this year's Motorsport UK British Championships

This year saw a host of worthy title winners crowned across Motorsport UK's many varied Championship disciplines. Some were newcomers achieving their first big success, others serial winners adding yet another title to their list.



Duncan Little



James Roberts



British Autotest Champion

Peter Grimes

Reigning champion Alastair Moffit's fourth-year run was ended in dramatic fashion when Peter Grimes won seven of the nine rounds that he entered in his Mini Special 1800, putting him back on top for the first time since 1998. Moffit's consistency secured him the runners-up spot, finishing just four points down with three victories and six podiums, with Willie Keaning also taking two wins in his Striker 1700.

Geoff Pickett



British Car Trial Champion

Charlie Dovey

A near-perfect 51-point total saw Class B winner Charlie Dovey secure the overall title, collecting seven perfect scores and dropping just three points from his nine counting rounds. Mark Hoppe took the overall runners-up place in the final two rounds displacing Kevin Roberts by just a single point. Trevor Moffitt topped Class A in dominant fashion while Stephen McEnhill claimed the Class S award unopposed.

Wera Tools British Formula 4 Champion

Fionn McLaughlin

One of the most competitive seasons in the history of the championship saw 14 different winners across 30 races. Hitech TGR's Fionn McLaughlin took five wins and 14 podiums to clinch the Drivers' and Rookie Cup titles with two races to spare, claiming 12 valuable FIA Super Licence Points in the process. Jimmy Piszcyk was Vice-Champion after leading home Rodin Motorsport team-mate Al Azhari in the final race to secure the Teams Cup by just 1.5 points. Ary Bansal was awarded the Challenge Cup, for drivers completing seven rounds or less, while Tommy Harfield of Chris Dittmann Racing was given the Jake Cook Memorial award for his determination, hard work, resilience, respectfulness, and personality.



JEP



Callum Pudge / Santa Pod



Remco Schreijings



British Drag Racing Champion

Andres Arnover

Estonian Andres Arnover delivered a consistent set of performances to take the title in his Ford Mustang GT500. He started the year with a history-making performance, achieving the first ever 5.6-second Pro Modified run in Europe, and concluded it with victory at the National Finals, with a new speed record of 254.68mph. Michael Tooren finished second in his Camaro, with a best of 5.808s, while reigning champion Andy Robinson slotted in third.

More champions overleaf... >>>>

Advent Calendar

2025



1



Chisel driver

2



Lasertip

3



Precision Drivers

4



Kraftform

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BRITISH CHAMPIONS 2025

British GT Champions

**Charles Dawson and Kiern Jewiss
Marc Warren and Jack Brown**

The championship battles in both GT3 and GT4 down to the wire at the 'Donington Decider'. A trio of wins gave Charles Dawson and Kiern Jewiss a 28.5-point advantage ahead of the final race, allowing them to overcome bad weather and a penalty, and still win the title. In GT4, however, a nail-biting winner-takes-all showdown saw Marc Warren and Jack Brown secure the crown, with Brown setting a new win record to become the first two-time champion in the class.



British Hill Climb Champion

Matt Ryder

Reigning champion Matt Ryder secured back-to-back titles with two rounds to spare after taking 14 wins from 26 run-offs. The Gould GR59 Judd driver faced a season-long battle with four-time champion Wallace Menzies – who took six run-off wins of his own. Will Hall, Alex Summers and Sean Gould, who shares Ryder's race car, took two apiece.



British Historic Rally Champions

Barry Jordan and Arwel Jenkins

A near-perfect season saw Barry Jordan and Arwel Jenkins take the title in their Category 4 Mitsubishi Galant VR4, with a round to spare. Their overall victory handed Paul Clayton and Veera Johnson the Category 4 win, while a three-way final event battle saw Category 3 honours go to Daniel Mennell and John Roberts. Tim Pearcey took two wins in the final two rounds to win Category 2, with Iain Thorburn taking the co-drivers crown having contested all six rounds with Drew Struthers. Terry Cree won all three events he entered to take the Category 1 title, guided by Richard Shores.



More champions overleaf... >>>>



British Junior Rally Champions

Kyle McBride and Darragh Mullen

In a dramatic season finale, the championship was decided on the very last loop of stages of the Cambrian Rally. Kyle McBride and Darragh Mullen only needed to finish to take the title, but they took their fourth Junior BRC win of the year after chasing down their fifth victory in the Stellantis Motorsport Rally Cup to secure both titles.

Probite British Rally Champions

William Creighton and Liam Regan

Last year's runners-up William Creighton and Liam Regan went one better in 2025 to take their first British Rally Championship title, helped by wins on the East Riding Stages and Grampian Forest Rally, plus second place on the Kielder Carlisle Stages. The former Junior BRC and Junior WRC winners missed one round in their Toyota Yaris Rally2 but had built a strong enough advantage to ease their way to the title with a controlled drive to fourth in the final round.

British Rallycross Champion

Derek Tohill

Derek Tohill took his second career 5 Nations Trophy title in the penultimate round at Lydden Hill, in front of a sell-out crowd of almost 9,000 people. The Irishman and his closest rival, reigning champion Patrick O'Donovan, won all but one of the races this year – the other going to Ollie O'Donovan – and Tohill secured the title with a second-place finish in the penultimate race, before sealing off the season with his fourth win of the year after a post-race track marker penalty dropped on-track winner O'Donovan to third.



Woodford Trailers HSA British Sprint Champion

Steve Broughton

The season went down to the wire with nearly every place in the top 12 still in flux on the final day of the final round at Castle Combe – including the overall title fight between Pete Goulding's Mygale EcoBoost and Steve Broughton's featherweight DJ Firehawk. Goulding set a new record on the penultimate run-off to put him one point clear at the top, but disaster struck on his final run when his car's left-rear pushrod collapsed leaving Broughton, to finally etch his name onto the trophy, winning by just two points after 38 run-offs.



Kwik Fit British Touring Car Champion

Tom Ingram

Tom Ingram clinched his second BTCC crown with a record-breaking haul of 462 points across the campaign, including 18 podium finishes from 30 starts. For an extraordinary ninth season in a row, he entered the final round in contention for the title, with a 33-point advantage over closest rival Ash Sutton, sealing it with a 39th win – his seventh of the season. EXCELR8 Motorsport / Hyundai took the constructors' trophy with NAPA Racing UK pipping Ingram's Team VERTU to the team's title. Daniel Lloyd won the Independent Drivers' Trophy, and Daryl Deleon took the Jack Sears Trophy, for the highest finishing driver in the championship who had never scored a podium before the season began.



British Truck Racing Champion

Ryan Smith

It was another season of success for Ryan Smith as he claimed an extraordinary 10th successive title, joining Stuart Oliver as joint record holder for the most titles in the championship. In a season that saw the introduction of field-equalising performance restrictions, the Daimler Freightliner driver was pushed to the limit, and the title went down to the penultimate race, with Smith ending up just five points ahead of second-placed Oliver, and seven points ahead of third-placed David Jenkins.



More champions overleaf... >>>>



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BRITISH CHAMPIONS 2025

Pirelli Welsh Rally Champions

Matthew Hirst and Declan Dear

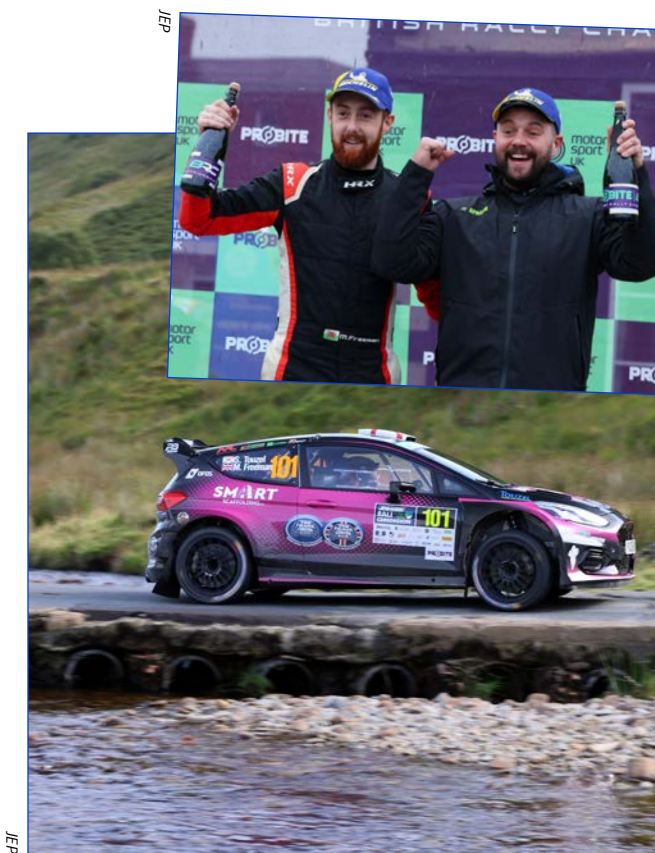
Matthew Hirst and Declan Dear wrapped up a stunning season by winning every round they entered to win the overall title for the fifth time. The pair, competing in a Skoda Fabia R5, only contested four of the six rounds, but their four impressive results were enough to secure the championship over rival Liam Clark in his Ford Fiesta Rally2.



Protyre Asphalt Rally Champions

Sam Touzel and Max Freeman

Sam Touzel and Max Freeman won the last three events of the season to ease their way to the victory, finishing eight points ahead of second-placed Jason Pritchard once the top four scores were counted. The pair finished off the season in style by taking their first outright victory on the Tour of Epynt, one of the most demanding venues on the calendar.



English Rally Champions

Lewis Hooper and Rhys Edwards

Lewis Hooper and co-driver Rhys Edwards secured their respective titles with victory in a thrilling season finale. Erstwhile leader Matthew Hirst missed the final round and Hooper, who was third prior to the start, took full advantage, leapfrogging both Hirst and David Henderson to claim the crown.



More champions overleaf... >>>>



Formula 4 Esports Champion

Henry Moore

Henry Moore overturned Team Benik team-mate Remy Gilbert's 19-point lead in the final race in a dramatic conclusion. After 14 races of dominance, both drivers had eyes on the title, but Gilbert's title race ended when he was knocked off the track, and Moore, the 2024 runner-up who first competed in the UK FF1600 Esports Championship in 2023, secured the crown, clocking up the most wins in British F4 Esports history in the process.



Scottish Rally Champions

David Bogie and Kirsty Riddick

David Bogie took the overall honours with a perfect score, winning every round he entered on his way to claiming the title. He triumphed in five rounds, missing only the Argyll event, which was won by Rory Young. Bogie's co-driver Kirsty Riddick's took her second co-driver title, since winning the 2008 crown with the late Jimmy Girvan. Mark McCulloch and Michael Hendry finished second and Scott Beattie with Peredur Davies third.



British Sporting Trials Champion

Thomas Bricknell

Thomas Bricknell secured his fourth consecutive Championship and sixth overall title with a perfect score of 150 from the 10 counting rounds, supported by passenger Beth Carroll in every event. The pair closed out the season with a 12th victory that could not even be counted in their Championship tally. Josh Veale, Martin Grimwood and Stuart Beare all also took wins during the year while Rookie Alan Carr took the Live Axle crown with four victories in his season.



More champions overleaf... >>>>

Revolution - December 2025

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Wera Tools British Kart Championships



MicroMax:
Dhian Singh Pahal

Dhian Singh Pahal secured a dramatic title triumph, winning three of the final four races to overhaul previous leader Benediktas Masiokas and claim the crown by a single point, once their respective two lowest results were discarded.



MiniMax 950:
Emerson MacAndrew-Uren

Emerson MacAndrew-Uren won his opening race of the year and built momentum through the season to conclude with six wins and one second from the final eight races, securing a comfortable title victory ahead of Riley Murro.



Junior Rotax:
Jacob Ashcroft

Jacob Ashcroft took heat and final victories in the opening round at Warden Law and ended the season an impressive 48 points ahead of second placed Albie Lapper, with six victories from the 12 scoring rounds.



IAME Water Swift:
Austin Newstead

Austin Newstead overcame a tough opening round to build an impressive campaign, winning seven from nine heats and finals in the middle of the season to secure the title in the penultimate round, 55 points ahead of closest rival Austin Gibson.



Junior X30:
Riley Cranham

Riley Cranham kicked off his season with five wins from five. He added a further two wins and four seconds to his tally to finish 26 points ahead of second-placed Jorge Edgar, who secured six victories of his own.



Senior X30:
Freddie Lloyd

Freddie Lloyd took seven wins across the season and secured the title with a run of eight consecutive podiums. Gus Lawrence took second with 11 podiums from 18 races, finishing 19 points behind the winner.



Senior Rotax:
Matthew Higgins

Matthew Higgins' secured the title thanks to his year-long consistency, with four other drivers – Harry Bartle, Lewis Gilbert, Archie Walker and Macauley Bishop – all winning at least one heat or final during the season.



IAME Water Swift Restricted:
Albi-Jay Stubbs

Albi-Jay Stubbs was crowned champion thanks to an impressive 10 wins in the first seven races, which gave him a big enough points advantage to resist runner-up Bodhi Batch's impressive clean sweep of victories during the weekend finale.



Honda Cadet GX200:
Riley Blakemore

Five points separated the top three, with Riley Blakemore securing the title in the final race of the season. Archie Loverage had a strong start with six wins from eight but a few tough results dropped him to third place behind O-Plate winner Ronnie Jones.



KZ2:
Oliver Stewart

Just three points separated title winner Oliver Stewart from team-mate Ella Stevens in a close title battle. The pair both took two wins and one second place, but Stewart's three third places made the difference once the two worst scores were discarded.



Powering Norris to title triumph

Lando Norris is F1 World Champion – and it all started with a Motorsport UK licence

Across F1's 75-year history, the UK has been a dominant force, producing 11 of the 35 World Champions crowned to date, but the latest one might have turned to horse or motorcycle riding if his dad had not taken him to see the British Kart Championship at the age of seven.

Having seen four-wheeled racing first hand, the young Norris soon joined Trent Valley Kart Club and went on to succeed in domestic championships. He won Formula Kart Stars Mini Max which was part of the British Kart Championship package, then took international glory in the European and World Kart Championships.

In 2014 – at the age of just 14 – he earned a national racing licence and joined Ginetta Juniors. As one of the least experienced drivers on the grid, he combined scintillating pace with rookie mistakes and his attitude, even right at the start, that said it all.

Speaking after his first two races, he showed the maturity and humility that has marked his career. "It was really enjoyable, the mistakes were totally my fault, but these things happen," he said. "The pace was there all weekend. With more experience we hope to do a lot better."

A year later, he won the then MSA Formula (now British Formula 4 Championship) then rapidly rocketed up the ladder via Formula Renault Eurocup (Champion), European F3 (Champion), F2 (runner-up to George Russell) and into F1 with McLaren in 2019.

His wear-it-on-the-sleeve honesty has gained him many fans, and he has openly recognised his battles with mental health. "I like doing my own things and thinking in my own head," he told F1.com in April this year. "I'm an introvert – massively – (and) because of being introverted, I just grew up always being very self-conscious of everything.

"I have always worked on myself more than I have ever blamed anyone. There are pros and cons of that kind of mentality. I have learned to utilise it in a good way... to optimise it and use it in terms of making me better."



Competing, and winning, in Formula 4



2009 Formula Kart Stars programme

Norris' rapid rise to F1 was helped by support from Motorsport UK's Academy, which was created more than 20 years ago to accelerate the careers of the nation's most promising drivers on track and off, in areas such as fitness, sponsorship and mentality.

Norris' world title is the culmination of a journey, and one which Motorsport UK has helped power throughout, just as it does for all its members. From initial inspiration, through licensing, karting and British F4, his personal journey has reached the pinnacle of the sport.

It is another triumph in a long and successful process for Britain's national motorsport structure – and grows the number of British F1 Champions to 11, compared with next most successful country, Germany, which has just three Champions.

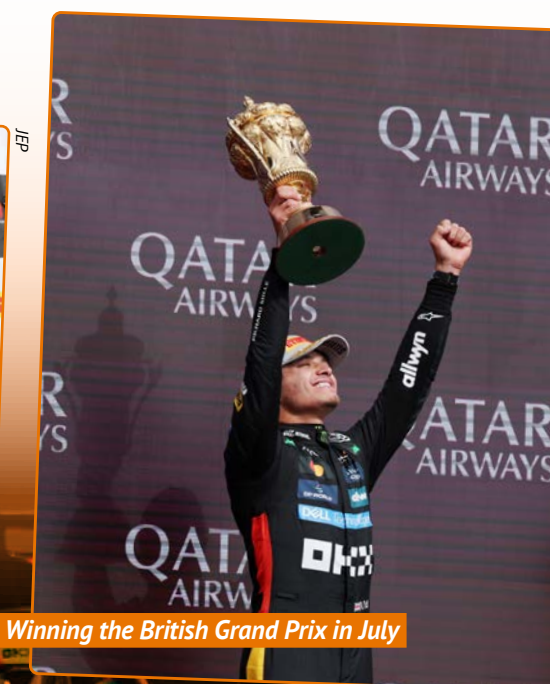
"It is incredible and pretty unreal," Norris said after his title triumph. "I've dreamed of this for a long, long time. Everyone does. There have been a lot of ups and downs, but none of that matters as long as you try to come out on top..."



Norris began racing in the Ginetta Juniors at just 14



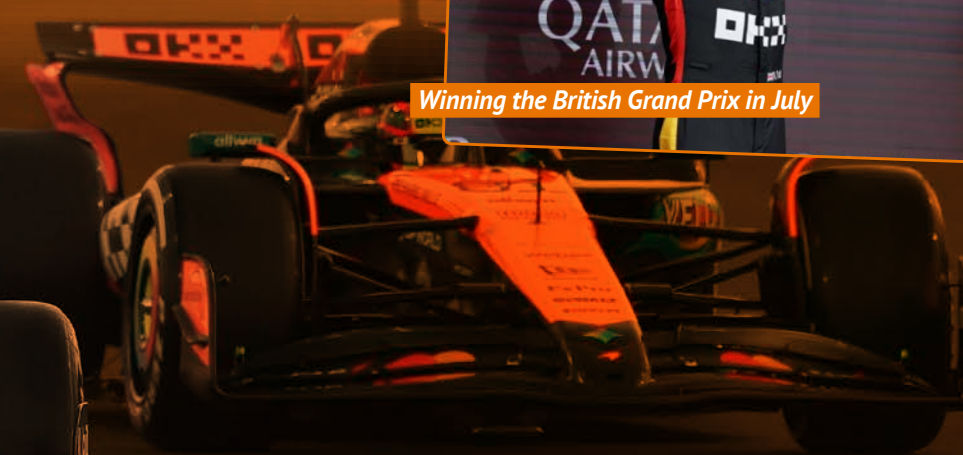
Lando Norris on the F3 podium



Winning the British Grand Prix in July



Norris took the F1 title in Abu Dhabi this weekend



2025 Clubs and Volunteers of the Year

Motorsport UK is delighted to announce Autotest Drivers Club (ADC) Northern Ireland as the winner of the 2025 Club of the Year, with Lothian Car Club picking up the Runner Up laurels. ADC wins a £1000 prize and Motorsport UK Trophy to be collected at next month's Night of Champions celebration while Lothian Car Club also wins a Motorsport UK Trophy plus a £500 prize.

Volunteer of the Year

Colin Harkness

Colin Harkness has been a key volunteer supporting Scottish Motorsport, and in particular rallying, over many years.

Colin has been a volunteer in motorsport for many years, and has been involved in marshalling, and organising events at all levels in the sport. A former competitor, he has been a particular champion of grassroots club events and has taken this knowledge to supporting many events – most recently as Clerk of the Course, Deputy Clerk and Steward, as well as operating as a Safety Car.

Colin has been a leading figure in safety planning for closed-road rallies in Scotland, including the Mull Rally, and made significant changes in the event to empower people so that he could discharge his responsibilities through delegation and support.

Over the last 12 months he has been Clerk of the Course at the Kingdom Stages, the Mach 1 Stages, and the Mull Rally, and Deputy on the Crail Summer Stages, and the McRae Rally Challenge... to name but a few.

"I am humbled to have been nominated, let alone a winner," said Harkness when told of his award. "As Clerk of the Course of the Beatson's Building Supplies Mull Rally 2025, we certainly had our challenges. With a rockfall two months into the event, rendering a large part of the route inaccessible, a replan was required. With the support of an incredible team, we worked with the council, police, and the local community to regain most of the lost mileage, ensuring Mull retained the challenge it is famous for.

"I have been very fortunate since I got involved in rallying in the mid-nineties, having been part of many teams that have serviced, competed, marshalled, and run events. What I enjoy most is working as part of a team, all of us working together and enjoying the safe running of the sport we all love.

"Motorsport is a special family, and we all come together for these special moments. I want to inspire others to get involved in organising events."



Runner Up James Stronach

James Stronach was recognised as runner up for Volunteer of the Year. Through his work with Lothian Car Club (LCC) and the Scottish Motorsport Marshals Club (SMMC), he has combined technical skill, leadership and compassion to deliver safe, professional and enjoyable events. His enthusiasm for the sport, from the rescue unit to the hillclimb start-line, has inspired generations of volunteers and officials.

Club of the Year

Autotest Drivers Club (ADC)

Autotest Drivers Club (ADC) was formed in 1981, to promote autotesting in Northern Ireland. ADC organise seven events each year, five autotests, the first of which is a round of the NI Autotest Championship, and two multi-venue events, the 'Lee Lucas Classic Trial' and the 'All Forward Challenge'. A main priority of the club is to organise safe and enjoyable events.

In conjunction with other clubs who are focused on autotesting, the club organises training evenings for competitors with coaching from experienced drivers. The coaching continues at club events with experts on hand to give advice.

Supporting local charities is a key focus for the club. Through charity autotests, events and collections ADC has donated over £46,000 in the last ten years.

As car technology changes and advances at such a fast pace the club continues to look at ways of competing with electric cars and automatic handbrakes, to protect the future of our sport. ADC is a club which is prepared to make changes and keep moving the sport forward.



The club's charity autotests have raised over £46,000 in the last ten years



Junior members of Autotest Drivers Club receive their awards

Runner Up Lothian Car Club

Lothian Car Club maintains strong and constructive relationships with other motorsport organisations across Scotland and the wider UK. Through the Doune Hillclimb, the club collaborates with regional clubs, Motorsport UK, and the British Hillclimb Championship organisers to ensure Scotland retains a vital presence in national motorsport.

Despite being a small organisation, LCC continues to thrive through active community engagement. The club's philosophy is to make motorsport accessible to everyone, regardless of background or experience. Affordable spectator entry, free access for children under sixteen, and the promotion of volunteering roles encourage local families and individuals to get involved.

A standout achievement is the club's support for junior participation, with driver classes for those aged 14–16, providing a safe and structured route into motorsport. This proactive approach ensures that the next generation of

Scottish competitors can develop their skills under the guidance of experienced mentors.

Volunteer development lies at the heart of the club's success. Every event relies on a network of dedicated individuals who take on roles such as marshals, timekeepers, scrutineers, and administrators. LCC encourages new volunteers to get involved by offering mentoring from experienced officials and promoting pathways for formal training under Motorsport UK.

"It was a great surprise and very welcome. We have a very small committee and around 150 members who strive to make Doune Hillclimb one of the best in the country as evidenced by this award. We rely on volunteers to run the events, and this award reflects the time they all give up make events possible."



David Baxter

Sustainable Club of the Year

Knutsford and District Motor Club



Knutsford and District Motor Club has been rewarded with Motorsport UK's Sustainable Club of the Year Award for 2025.

Founded in 1958, Knutsford and District Motor Club has been working to reduce the environmental impact of its activities through improved event planning, increased digital communication, and closer engagement with venues and competitors on sustainable practices.

The club also achieved the Motorsport UK Sustainability Accreditation, and its Plains Rally has achieved Motorsport UK Sustainable Rally Charter status.

"I'm genuinely delighted on behalf of everyone at Knutsford and District Motor Club," revealed Les Sharp, Club Chairman. "This award is really a reflection of the Club's collective effort and enthusiasm for doing things in a more sustainable way. I'm grateful to all our members for embracing the changes we've been making."

For its sterling, award-winning efforts, the innovative Knutsford and District Motor Club gains a new logo badge as well as collecting a £1000 prize plus a special trophy from Motorsport UK – both to be presented at next month's Night of Champions held at the Royal Automobile Club in London.



Knutsford and District Motor Club

Organising Team of the Year

Kielder Carlisle Stages

Early in 2025 rallying was hit with the notification from Natural Resource Wales that there would be no rallying in Wales for at least the first four, and likely, six months of 2025 due to the damaged caused by Storm Darragh, and the needs to remove the fallen trees.

With the British Rally Championship having dedicated coverage on ITV4, the Roger Albert Clark Rally Motor Club thought that the promotion of the sport to the public was too important just to lose the opportunity due to the damaged caused by the storm.

The club approached both the Championship organisers and Motorsport UK to offer a potential replacement round for the Severn Valley Stages Rally which had been cancelled due to the storm damage.

The club then began discussions with Forestry England to obtain a forestry allocation on the same date as the lost round in April – which was only three months away. Most rallies take between six to nine months to organise, so the organising team had to work very closely together, and with Forestry England, to prepare and run an event to the quality and standard expected for the British Rally



Championship. After just 12 weeks of the team working towards the goal of organising 50 Stage Miles of forest rally, including recce for the BRC crews, exactly 100 crews entered the five-stage event.

The event ran to time the whole day with no major incidents. The Safety Delegate wrote in his post-event report, "Considering the [limited] time that the organising team had to organise the event they did an incredible job."



Long Service Recognition

Long service Recognition Certificates are issued throughout the year and are selected based on nominations by a club, region or an event. Nominees must have supported the motorsport community for at least 40 years.

Douglas Lamb

Douglas has been involved in Motorsport, specifically track racing, for 62 years since first spectating at the 1962 Spa-Francorchamps F1 Grand Prix, and witnessing Jim Clarks' first World Championship victory. 24 hours after that race he was co-opted by David Murray at Le Mans as an Ecurie Ecosse team member for the rest of the week at the Sarthe circuit. Such an experience for a 19-year-old was easily enough to fire his enthusiasm for motorsport and on his return from Le Mans joined the Border Motor Racing Club.

Douglas started marshalling at Charterhall circuit in the Scottish Borders, eventually becoming an examining Post Chief. Once retired from work, he was able to travel throughout the UK and overseas as a Post Chief – with trips to Dubai and Abu Dhabi figuring among his career highlights – particularly the inaugural Abu Dhabi F1 Grand Prix at Yas Marina circuit where he was a Post Chief. Douglas finally hung up his overalls in 2017. Since then, he has mostly been involved as an Event Steward at Knockhill.

From Ingliston to Thruxton, Knockhill to Snetterton, and Croft to Brands Hatch, there was no better highlight than the warmth, friendship and camaraderie of his fellow marshals, officials and colleagues. Drawn from all over the UK, their company, support, advice and professionalism have played a huge part in his enjoyment and continued commitment to motorsport over the years.



Ian Moore

With over 40 years of dedicated service, Ian has given his life to motorsport. Without him, who knows where the sport would be today. He carries with him a wealth of knowledge and experience that few could ever match. From his earliest days as a young boy, motorsport has been his life. Over the decades, he has worn many 'hats' – driver, Scrutineer, Clerk of the Course, and Steward – always giving back to the sport he loves.

Ian's journey is woven into the very fabric of motorsport, and it is time he received the recognition he so rightly deserves, before those memories and lessons risk being lost.

Ian has always been interested in motorsport and has been a Clerk of the Course for many clubs over the years – from Senior Clerk for short and long circuit karting, to Senior Clerk for the British Kart GP at Silverstone. He has been a Championship Steward for the 210 Challenge for over 35 years, moving on to clerking car meetings with the MG Car Club, and with BARC on the Silverstone Stowe circuit.



Selwyn Thomas

Carmarthen Motor Club has nominated Selwyn Thomas for the Long Service Recognition award for the 50 plus years that he has been actively involved in Carmarthen Motor Club and in UK Motorsport.

This year Sel finally hands over the reins of Club Treasurer, a position he has held for over 25 years. The role of Club Treasurer is minor compared to his contribution to Carmarthen Motor Club and to Rallying in general. He was actively involved in organising 12 car rallies and road rallies in the 1960s and '70s, and was a major player in the clubs' Central Tyres and Autumn Rallies in the 1970s when the events were part of the prestigious Motoring News Championship. Sel didn't restrict his activities to road rallies, as he was a regular Stage Commander for the Lombard RAC Rally and the Fram Filters International Welsh Rally.

When Wales Rally GB was based in Cardiff Sel took on the role of car parks manager for the West Wales stages in Brechfa and Trawscoed, and he continued this role when the event moved to mid-Wales at Myherin, Hafren and Sweet Lamb.

Sel was the clubs' radio coordinator and was known everywhere via his call sign 'Tywi 1'. He managed the stage set-up for all the clubs' events, and as equipment officer he made sure they were all fully resourced. Sel was instrumental in getting Hill Climbs to run in Llys Y Fran, he held the track license for the venue for many years, and when the club managed to secure Pembrey as a venue Sel arranged the supply of a few hundred tyres and other items to make the location suitable for rallying.

Sel is still an active member of the club, helping to guide the younger members, and everyone appreciates his input and the contributions he has, and continues, to make.



Sonja Game

Sonja Game was Series Coordinator for the Super One Series and helped make it what it was and is. She is Competition Secretary for Shenington Kart Club and works full time making sure the race meetings run smoothly. She is customer service, on the committee, liaises to complete the calendars for the year ahead, arranges licences... you name it! It is a family affair for her too, her daughter does the cameras for Shenington, and her son Bobby Game is a multiple Karting Champion.

Sonja was one of the first karting timekeepers and helped introduce digitalised results and timekeeping at Shenington Kart Racing Club and the Super Ones Series.



Paul Goodman

Paul Goodman has been Championship Coordinator for the Cockshoot Cup Race Championship since 1984. He has worked year in year out to keep the Championship alive and thriving catering for all types of MG car. When the MG Car Club ceased organising race meetings, he negotiated with a succession of other clubs to keep the championship running, and this year has reached an agreement with the British Racing & Sports Car Club to run the championship for MG Car Club members. He has attended almost all the races held since the championship started.



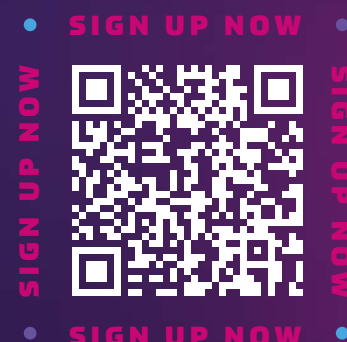
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TeamSport



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Roger Anderson

Roger Anderson has been a stalwart of Motorsport, not only in the Machars area of South West Scotland, but throughout the country. It is not known when Roger joined Machars Car Club, but he became Secretary on 7th November 1962 and remains in post today.

In the days before 'virtual' meetings, Roger, who was a local Garage owner, would drive throughout Scotland after work to attend meetings of the Scottish Association of Motor Sports Clubs, returning home in the early hours for work the following day. As Secretary, and now 91 years old, he has been ever-present at committee meetings. When he was admitted to the local hospital for an extended stay several years ago, the clubs' monthly meetings took place in the hospital as he wouldn't cancel. For the last few years Roger has been in a local care home and a meeting room is made available for our use every month. Traditional values are important and committee meeting minutes are still 'handwritten' in a proper ledger by Roger, preserving a written history of our club.

When club events take place, Roger is collected from the care home and attends to fulfil the role of Timekeeper, something he still enjoys. In his younger days, he competed in grassroots motorsport in the car club as well stage rallying as a navigator in everything from local events through to the RAC. After retiring from competition, he could still be found marshalling on stage rally and sprint events as recently as the 2023 Galloway Hills Rally.

Roger, to us, is 'Machars Car Club', providing guidance and encouragement to all who attend our events and I can think of nobody more deserving of recognition for the time and effort he has put into Motorsport in the United Kingdom.

Roger is a quiet man who shuns the limelight, always putting others first. Having been Scottish Rally Champion navigator twice, it could be assumed these would be in his top moments in the sport – but he glosses over them, preferring to talk about being in the top Scottish crew of the 1979 RAC Rally with Stewart Robertson and receiving the award from Prince Michael of Kent.



John Parker

John has been the Regional Forestry Liaison Officer for the last 40 years, where he has actively worked with the Forestry Commission in the North East to ensure that events using the forests within John's area were provided with the best roads the Forestry Commission had available. John developed a great working relationship with the various managers of the local offices, when they were in Bellingham and would often act as an intermediary between local clubs and the Forestry Commission when problems occurred.

Following the resignation of the ANECCC President at the 2023 AGM, John was elected at The Association's President, having been a Vice-President for several years. John had also been a member of The Rally Steering Group for many years until 2024, and acted as Treasurer of the Scottish Rally Championship for many years. John still sits as a member of The Scottish Rally Championship Committee,

Starting as a co-driver / navigator in road and stage rallies in the late 1960's, John's first event as an organiser was the 1978 Lindisfarne Rally, part of the Castrol / Autosport Championship. John retired from active competition in 1993 and became a member of the Motorsport Association Rallies Committee for the following 13 years. John is still active, marshalling on local forest events usually at a regroup control, and has organised shakedown, tests and hospitality events in forests before rallies for clubman and manufacturer testing in England, Scotland, and Wales. He was also asked by the organisers of Rally Reykjavik in Iceland to be their International Rally Steward for five years in the 1990's

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A business of Marsh McLennan



Margaret Simpson

Margaret began her marshalling story in the early 1970s as an on-circuit telephonist at Oulton Park, calling in incidents and reports, alongside keeping lap charts. In those days, most clubs did not allow women to marshal "on the bank". Even when they relented our roles were restricted to that of telephonist to the Post Observer. Fortunately, times have changed and women now undertake all marshalling roles. I hope to see a continuing increase in our numbers track side and as officials.

She remembers when wooden railway sleepers, backfilled with earth lined the outside of corners, debris fencing was non-existent, track limit cameras unheard of, and marshals did not wear the now familiar orange.

For over a decade Margaret has attended Mission Motorsport's Race of Remembrance at Anglesey Circuit. She says, "participating in the pit lane Remembrance Service with retired and active service personnel and other marshals is a profoundly humbling and emotional experience."

As a Chief Marshal she has had the privilege of meeting a truly diverse, professional, dedicated, humorous group of marshals who work together as a team in all weathers to make our sport possible.



Kate Haston

Kate's 50+ years of volunteering have brought her wonderful lifelong friends, and she has developed and used many skills while increasing her knowledge of club motorsport. Most importantly it has allowed her to carry on from her father, who was involved in marshalling throughout his life, and to pass the gauntlet to her daughter Jen, who is already an accomplished and respected motorsport volunteer.

Kate's first experiences of motorsport were at Bo'ness hill climb in the very late 1950s and 60s, and she began selling programmes at Ingliston in 1966. Throughout the 1970s she was 'a runner' at Ingliston and a junior mechanic and helper on a racing team at various UK circuits. When her children were born in the 1980s, Kate took on marshals signing-on and 'soup dragon and pie' duties for marshal's lunches. In the 1990s she became Secretary taking over from Bernard Buss, managing Drivers' signing-on and when Ingliston finished, Knockhill starts. During the 2000s, Kate became Deputy Race Controller, and was recently awarded the Duncan Fisher trophy for her lifelong dedication to the Scottish Motor Racing Club as part of the Race Control Officials team.



Richard Pease

Richard Pease, known by everyone as Dick Pease, is the Bath Motor Club's longest serving member, and is now an Honorary Vice President. He competed in his early days, and was Clerk of the Course for the clubs' Azimghur Stages Rally for 26 years, and is one of the leading Safety Radio Operators in the South West. Richard is a good solid foundation which every club needs. For his activities in the sport past and present, he is a worthy nomination for the Long Service Recognition Award. Richard's motorsport highlights include being a member of the Lombard RAC, Network Q Rally, and Wales Rally GB results teams, and as a Travelling Official on Transworld Events such as the London-to-Sydney and London-to-Mexico rallies.



Kevin Ikin

There is absolutely no doubt that without Kevin's years of commitment and dedication, Whitchurch Motor Club simply would not have survived, let alone thrived in the way it has, bringing benefits far beyond Whitchurch.

Kevin's efforts have completely transformed what the club achieves today. Through his friendship, easy-going manner, motorsport knowledge, and willingness to welcome newcomers, Kevin has built a community that attracts many enthusiastic members who make the club what it is today.

Beyond the day-to-day running of a motor club, Kevin brings decades of organisational experience from running events and considerable skill as both a driver and co-driver in road rallying. His name appears regularly in the archives of classic events like the Moonbeam, Peak Revs, and Breidden, both in the navigator's seat and behind the wheel – he could be the only person who has won the Moonbeam in both positions. More recently, he's focused on his long-time love affair with the Tour of Mull, with the 2025 event marking 33 years since his first outing on the island.

Kevin is one of those people who often gets overlooked; unassuming, but deeply passionate about motorsport, his club and his community. He's the one who knows exactly which club members are out on which event, making sure to namecheck every single one of them on the club's Facebook page. He's built the club up from the handful of members who kept it alive in the 1990s to today's 100+ strong membership, and is exactly the sort of person the future of club motorsport needs: someone with genuine grassroots passion. Kevin knows everyone in rallying and holds all the strands together. Whether it's the club classic car meet, an autotest, navigational scatter, or a stage rally, Kevin is there to pitch in. He is entirely deserving of recognition for his hard work and dedication.

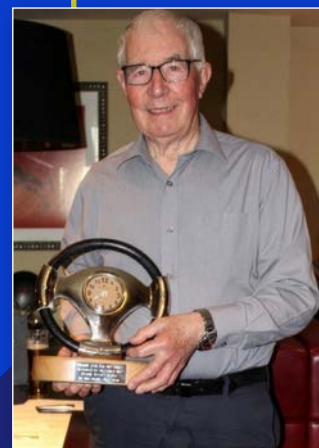


David Barnes

David Barnes has been involved with motorsport for over 50 years. He began in the early 1970s, initially as a competitor in rallies and then becoming a marshal in the mid-1970s. His first big event was the British Grand Prix at Brands Hatch in 1976. He went on to marshal at twenty-two consecutive British Grand Prix, and he has marshalled at innumerable motor races, speed events and rallies.

David received several awards for his marshalling – including the Unipart award for Marshal of the Year in 1980, having completed 83 days of marshalling during that year. He was part of a team sent from the UK to USA to train and work with the marshals at Indianapolis and did this on two occasions. He has also marshalled at Goodwood Festival of Speed, the Revival, and has been a member of the British Motorsports Marshals Club and the British Racing & Sports Car Club.

David qualified as a scrutineer in the late 1980s and has supported race meetings and speed events for nearly 40 years. In 2014 David became an environmental scrutineer covering over 30 events each year. Now in his mid-70s, David has no plans to 'retire' from his environmental scrutineering role, and we look forward to seeing him at events for many years to come.



Ray Sumner

Ray began marshalling in the late 1960s and has risen to become an Examining Post Chief, alongside Chief Flag at Oulton Park, and being an Observer. In his time with BARC North West, Ray has become a renowned Senior Clerk, is Clerk for national championships such as the Porsche Carrera Cup, and is Chairman of BARC NW.

Ray's clerking career started with Oulton Park Racing Club, and he was soon clerking for BARC & BRSCC. In 1998 he was invited to clerk for the National Formula Fords on the TOCA package, and continued to clerk with TOCA for the next 21-years, covering Formula Ford, Fiesta, Formula Renault, Clio, BMW Junior, Seat, Ginetta and the Porsche Carrera Cup. From 2010 until 2019 he supported the Porsche Carrera Cup at Le Mans, Spa and Monza. He also worked on the British Grand Prix as Clerk of the Course for several years.

As a Motorsport Grade 3 marshal (Post Chief / IO) Ray still tries to get some days in annually – he believes it is essential that officials are aware of what happens race side. As a Clerk of Course he has achieved International level, and now works as a National Clerk doing assessing and mentoring. He is also a Motorsport UK Steward (race only).

Henry Woodgate

Henry has dedicated over 25 years as an Event Steward and has contributed to motorsport for more than 50 years. His analytical mind, sharp and undulled by age, has consistently ensured events ran smoothly and safely. Recently celebrating his 90th birthday, Henry remains as passionate and capable as ever, a testament to his lifelong commitment to the sport. His wisdom, reliability, and calm decision-making have made him an invaluable figure in the motorsport community. Henry retires this year, and his remarkable service and enduring legacy deserve the highest recognition.

Henry started as a member of the BMRMC in the early 70's marshalling at Silverstone, Mallory Park and Donnington Park. Originally, he was graded as a fire marshal and was then appointed as an incident officer. He then trained as a flag marshal then as an observer (now post chief).

For the last 15 years or so he has been an Event Steward for Aston Martin sprints and the Historic Sports Car Club.



Tim Thomas

Tim has been associated with motorsport for approaching fifty years, in many roles. Starting as a marshal at rally events, first aid instructor, then setting up his own RAF Rescue unit. He is also a rescue assessor. After retirement from his full-time job, he still finds time to assist at Oulton Park on a regular basis, and recently joined Longton and District Motor Club committee and is supporting its events too. Tim is the rock in our team that always has time to listen to our problems and provide practical solutions to overcome any issues.

One of Tim's highlights of his motorsport career was being asked to join the Motor Sport Association Rescue Panel, and being involved in the introduction of licencing of Race and Rally Rescue Units.

Brian Horne



Brian Horne has been involved in club motorsport for more than seventy-five years. He is the longest serving member of Herts County Auto & Aero Club (HCAAC), joining the club in the early 1950's. He is also the longest serving HCAAC committee member and, at the age of 89, still plays an active role in the club's affairs.

He competed in motorsport for over 65 years including sprints and other speed events, hillclimbs, navigation rallies, and other road rallies. Additionally, he helped to organise, marshalled, or competed at HCAAC hillclimb and speed events over seven decades – including those at Westbrook Hay, Duxford, North Weald, Brands Hatch and Debden Airfield. He continues to support the running of the club's sprints at Debden and Hethel. Despite approaching his 90th birthday, which will be in January 2026, Brian's enthusiasm for, and commitment to motorsport remains undiminished and he continues to enjoy being an active part of Herts County Auto and Aero Club.

Brian Millen



Brian Millen was a founding member of Blackpalfrey Motor Club of Kent, founded in 1965. In 1999 he became a Director of the club and was also appointed the club's President. He has been a committee member since the club's formation, performing many roles over the years. He has held the post of chairman for over 25 years, as well as holding the posts of treasurer, competition secretary and newsletter editor.

Brian has been the club representative on the Association of South Eastern Motor Clubs for over 55 years, and for a period was its Rally Championship Secretary. He also represents Blackpalfrey MC on the Association of Eastern Motor Clubs and the Association of Central Southern Motor Clubs.

Brian organised many rallies and autocross events acting as Secretary of the Meeting or Clerk of the Course – including Secretary for over 20 years on The Hughes Road Rally (a round of the HRCR Clubman's regularity rally series). He was also secretary for The Tour of Kent, one of the HRCR Touring series.

David Bowlas

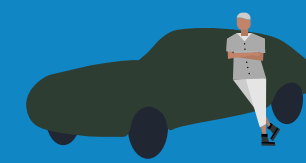
David Bowlas has been a committed participant in UK Motorsport since the late 1950s. He began as a competitor in road rallying, car trials, and autocross, before becoming a licenced scrutineer.

David started as a Rally Noise official for road rallying, and was a member of Quinton Motor Club where he organised, prepared, and competed, in all events except Race and Sprint. David progressed to car and kart scrutineering and supported off-road trials and comp safari events, scrutineering for Midland Rover Owners Club and MOC, and occasionally some kart scrutineering at Birmingham Wheels track and other local venues.

In parallel David, joined Fred Southall's scrutineering team, who involved him in stage rally, sprint and sporting trial scrutineering. David has continued to be a committed Scrutineer for over 50 years, recently reducing his event support, but maintaining a consistent, detailed and trusted vehicle passport inspection service for local competitors. David will step down from Scrutineering duties at the end of 2025 to support and care for his immediate family.



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Motorsport UK volunteers in action

This month seven Motorsport UK environmental volunteers attended a variety of events across the country to help monitor and report on carbon emissions.

Emily, Amy and Rhoda assisted at the British Rallycross Championship at Lydden Hill, Aash and Andrea supported Midland Rover Owners Club for a Timed CV Trial, and Falcon Motor Club for the Guy Fawkes Car Trial. Charlotte supported East Midlands Off Road Club's Autumn Trial, and Macy attended the Hartlepool and District Motor Club Bonfire Autotest.

At Lydden Hill we supported Motorsport UK's sustainability programme by speaking with competitors, officials, and spectators about the organisation's environmental initiatives. We helped encourage good practices around waste, transport, and energy use throughout the venue. The day was really positive, with lots of constructive conversations and great engagement from the paddock. We also stayed for the fireworks afterwards, which was a fun way to round off the day. Overall, it was a rewarding opportunity to contribute to Motorsport UK's sustainability goals.

Emily Schofield



This was my first time attending a motorsports event, and I was left wanting to go to another straight away! Throughout the day, I spoke with competitors and fellow Motorsport UK volunteers, learning about their vehicles and how they travelled to the event to fill out the carbon calculator. I watched the action unfold and even had the thrill of riding as a passenger during some of the tests! The event enlightened me on how great autotesting is, proving itself as an accessible route into motorsports with a great sense of community, and I look forward to volunteering at my next event!

Macy Brown

At the recent grassroots motorsport events I supported, I spent time speaking with competitors, marshals and organisers to understand how these activities run in practice. The data I gathered on travel, vehicle use and on-site behaviour showed that these events are far more sustainable than many assume. A clear example came from a competitive safari where the total emissions for the full meeting were lower than a single-family trip from the UK to Orlando. This reflects what I have seen across multiple disciplines. Communities are organised, travel is often shared and land is used with care. I have enjoyed supporting these events and exploring everything UK Motorsport has to offer.

Aashish Salian



Leaving a Lasting Legacy

Formula E has announced its Better Future Fund – a programme providing direct support to local projects and causes across all race locations in Season 12.

Through the Better Futures Fund, Formula E invests €25,000 in one impactful, community-led project per host city – creating real, measurable benefits that last long after race week. Each selected cause receives financial support and engagement opportunities with Formula E staff, race teams, drivers, and partners.

FORMULA E
Better Futures FUND

The Better Futures Fund supports projects that create positive social and environmental impact within Formula E race cities, supporting projects that:

- Put communities at the centre - local people shape and deliver solutions.
- Champion underrepresented groups - ensuring everyone can take part in building a greener future.
- Deliver lasting impact - measurable outcomes designed to grow beyond race week.

For further details on eligibility criteria and how to apply, see www.fiaformulae.com/en/news/821505/

Motorsport UK sets Gold Standard

What do Real Madrid, FC Barcelona and Motorsport UK have in common?

The answer is that all three have placed third in the Global Sustainability Benchmark in Sport (GSBS) report – with Motorsport UK achieving an impressive score of 80/100 among the 78 different participating sporting organisations around the world.

Performing well above the sporting industry average of 56, the governing body now ranks alongside two of the world's biggest and most affluent commercial football clubs and just five points behind global leaders Formula E.

Jessica Runicles, Motorsport UK's Head of Sustainability, presented a case study at the GSBS awards event, noting that this recognition highlights the world-leading work the organisation and its member Clubs have delivered in 2025. Sustainability Assistant Lowenna Cleary added, "We are proud of this achievement. The ranking is important because it validates the work we have been doing internally and strengthens credibility externally."

Motorsport UK was one of nine motorsport organisations assessed, and one of only two, alongside Formula E, to attain the GSBS gold standard. Dorna, Silverstone, Mercedes-AMG Petronas, and McLaren Racing all achieved silver with Extreme E, F1 and the FIA on bronze.



GSBS Ratings 2025					
	Corporate	Environmental	Social	Governance	Total
Formula E	88%	79% ☆	88% ☆	84%	85% ★
Borussia Dortmund	92% ☆	70%	77%	83%	81%
FC Porto	86%	73%	79%	82%	80%
Motorsport UK	89%	69%	80%	82%	80%
Atletico de Madrid	86%	69%	84%	80%	80%
Real Madrid	87%	61%	85%	80%	80%
FC Barcelona	86%	69%	80%	83%	80%
Dorna Sports	84%	63%	83%	81%	78%
Juventus FC	82%	68%	77%	85%	77%
Silverstone	84%	58%	83%	82%	77%
VfL Bochum	85%	69%	69%	85%	77%
VfL Wolfsburg	85%	67%	80%	74%	77%
UEFA	80%	69%	78%	70%	76%
Mercedes-AMG Petronas	89%	66%	68%	72%	74%
LaLiga	82%	35%	82%	86% ☆	73%
McLaren Racing	79%	61%	67%	77%	73%

The National Competition Rules 2026

Motorsport UK is continuing its work to make motorsport simpler, safer and more accessible for everyone. As part of our ongoing governance review, several updates have been approved across the National Competition Rules (NCR) for the 2026 season.

These changes apply from 1st January 2026 and are shaped by our Specialist Committees, informed by community consultation, and approved by the Motorsport UK Board. Together, they reflect our commitment to clearer regulations, stronger safety standards and a better experience across all disciplines.

Details of the changes are listed in the [Motorsport UK website](#), and the full NCR document is available both in the Motorsport UK app, and available online as a [viewable document](#) alongside being available as a PDF in the resource centre which members can print and download sections from as needed.

Stay in the know

Because we listen, review and improve, members can expect new or amended rules to be released at regular intervals throughout the year – keeping our regulations clear, current and aligned with the needs of the whole motorsport family. If you'd like to be notified when changes are proposed for consultation and have your say, sign up for alerts on our website [HERE](#).

The Motorsport UK team is here to help interpret the rules, provide regulatory clarity and guide you through any part of the NCR. Whether you are a competitor with a technical query, an official looking for guidance, or a club seeking help to deliver an event, we are here to make your motorsport experience smoother, safer and more enjoyable. Contact us on hello@motorsportuk.org





Moore takes 2025 British F4 Esports crown

Henry Moore overturned Team Benik team-mate Remy Gilbert’s 19-point lead in the final race at Brands Hatch when their season-long battle reached a dramatic conclusion. After 14 races of dominance, both drivers had eyes on the title, but Gilbert’s title race was ended when he was knocked off the track, and Moore, last year’s runner-up, secured the crown, clocking up the most wins in British F4 Esports history in the process.

2025 UK FF1600 Esports Cup Standings

POS	DRIVER	#	PTS
1	CROFTON WOODHATCH	22	452
2	JAYDEN SHERWOOD	2	387
3	HAYDEN BRAMLEY	26	378
4	DYLAN MCCLEMENTS	88	351
5	MATT KENDALL	67	349

Crofton Woodhatch wins UK FF1600 Esports Cup

Crofton Woodhatch has made the 2025 season his own, included a five-race winning streak and seven pole positions from eight rounds. In the final round at Brands Hatch, Woodhatch won Race 1 from pole, and finished third in the reverse grid Race 2. He will now be invited to join the 2026 British F4 Esports grid.



It was the Ford Mustang GT3 of ‘Chicken Kebab powered by Coup’ that took pole position for the 2025 Cosworth Britcar Esports 24-hours of Silverstone, supported by GT Omega, Sunoco, Goodyear, and ButtKicker, spicing things up ahead of well known names such as Team BENIK and previous event winners WSR Esports.

As the 24hrs, and 709 laps unfolded, it was WSR Esports who again took control of the race. In 2023 the team won by two laps, and then again by a lap in 2024. This year the Aston Martin Vantage GT3 finished one lap ahead of the Lamborghini Huracan GT3 EVO of Project 91 Racing Team, but it was no walk in the park for WSR, with much stronger competition this year from Project 91 and Team BENIK,



especially in the earlier stages of the race, where they were a minute down on leaders at one point.

In GT4, the Ford Mustang GT4 of WSR Esports also finished four laps ahead of Satellite Racing in the BMW M4 G82 GT4 in second place, giving WSR Esports both class wins in the event.



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



Fuel cards without the credit check

FuelQ's Platinum Pre-Paid card delivers real savings and smarter financial control



In the motorsport community, we have heard the same frustrations repeatedly. Traditional fuel cards require credit checks, personal guarantees, and create debt you manage monthly. For independent drivers, small teams, and sole traders, these barriers often mean missing out on the discounts and convenience that corporate fleets take for granted. That stops now.

Pre-paid power

FuelQ's Platinum Pre-Paid card works on a simple principle: you load funds, you spend what you have loaded, and you gain complete visibility over every transaction. No credit checks because there is no credit extended. No surprise bills because you are spending money which you have already allocated. No loss of control over one of your biggest variable costs.

But here is what makes it genuinely premium: while you are maintaining financial discipline, you can also save up to 10 per cent on diesel across our 4,300+ station network and earn 1 per cent fuel back on every transaction. This is not about restriction; it is about getting more from every pound you spend on fuel.

Technology that respects your time

The free FuelQ app transforms fuel management from a chore into something effortless. Real-time GPS integration shows the nearest stations with live pricing. Whether you are heading to a track day, supporting a race weekend, or running a mobile automotive business, you will always know where to fill up and exactly what you will pay.

Auto top-ups ensure you're never caught short. Transaction history provides instant oversight. And for team managers overseeing multiple vehicles, the visibility is game-changing, without the paperwork headaches of traditional fuel card providers.

Who Benefits?

Independent drivers building racing careers without corporate backing get professional fuel management and genuine savings, no credit checks required.

Motorsport teams gain the cost transparency needed to forecast accurately and stretch season budgets further.

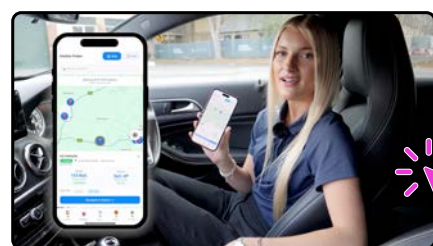
Sole traders and automotive businesses separate personal, and business fuel spend while simplifying their accounting.

High-mileage professionals finally have an alternative that respects their financial autonomy while rewarding their loyalty.

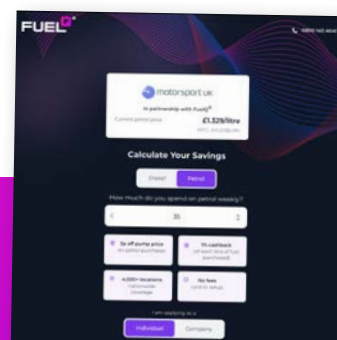
- Save up to 10% on diesel
- Earn 1% fuel back
- Exclusive £10 sign-up bonus
- Zero credit checks
- No monthly fees
- Auto top-up

For *Revolution* readers and the Motorsport UK community, an exclusive £10 sign-up bonus is available. Whether you are fuelling a single race car or managing a fleet of support vehicles, FuelQ's Platinum Pre-Paid card puts you in control.

No credit checks. No barriers. Just better fuel management.



Watch the video to see how the FuelQ card works!



FuelQ is proud to work with Motorsport UK, supporting British motorsport at every level. Learn more at www.fuelq.co.uk

2025 Award Winners

Motorsport UK is delighted to confirm Alex Stefan has won the 2025 award for Young Photographer of the Year, and Thimo Albers-Daly has won the 2025 award for Young Journalist of the Year.

Alex is a motorsport photographer with years of experience capturing the dynamic world of rallying. In 2025, he joined the official photography team for the Prodrive British Rally Championship, representing Spacesuit Media.

"Being recognised with this award is a tremendous honour," added Stefan, "especially given the standard set by previous winners. To see my name included among such talented photographers is something I am genuinely proud of."

"I would like to thank the team at Spacesuit Media and the British Rally Championship for

their continuous support, guidance, and the opportunities they have provided. It has been a privilege to photograph the sport at this level and to play a part in telling the story of the Championship."

Thimo Albers-Daly is a freelance journalist who has written for *DriveTribe* and produces his own podcast 'On the Kerbs'. He also contributes to *Paddock Chronicle*.

"I'm delighted and honoured to have been chosen by Motorsport UK for this award," said Albers-Daly, "and grateful to them for both the recognition of myself and of the *Paddock Chronicle*. I love what I do and for it to be noticed at this level is something that I could only dream about until now – and is a heck of a motivator for me to keep pursuing my passion and hopefully is for others too. It doesn't seem quite real yet!"



Alex Stefan



Thimo Albers-Daly

Historic Asphalt Rally Championship launched

A new all-asphalt historic rally championship is being launched for 2026 – the Roger Albert Clark Historic Asphalt Rally Championship. This will run over five existing high-profile UK closed-road rallies and give competitors in all categories of historic car the chance to compete in a dedicated asphalt championship.

The British Historic Rally Championship will continue to be a mixed surface championship, with more gravel rounds than asphalt. The new series recognises that a growing number of historic rally cars are being prepared purely for asphalt rallies and that some competitors with historic cars are choosing to only compete on sealed surfaces.

The championship will cover all four historic categories, running from the oldest pre-68 cars through to the Category 4 cars of the 1990s and will also accommodate, on an invitation basis, cars that fall into the new Category 5, for cars built up to 1999.

Historic Asphalt Rally Championship calendar

22 February:	East Riding Stages Rally
8-9 May:	Manx Rally
24 May:	Jim Clark Reivers Rally
19-20 June:	Argyll Rally
19-20-September:	Hills Ford Stages

By limiting the 2026 schedule to five events, competitors have been given the option to sample the new series while contesting other events, and the schedule may be increased and extended in 2027.



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 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 Piqo 2K Dash Cam

Give the gift of smarter driving this Christmas with the Piqo 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, Piqo keeps drivers safe and confident on the road. Get the Piqo 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/piqo-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



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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 by on **01869 241 204** or reservations@bicesterhgs.com

<https://bookings.alacer.cloud/bicester-hotel/restaurant>



Racing Ahead

Give the gift of a dream career this Christmas with Racing Ahead. Packed with insider insights and actionable advice, Racing Ahead delivers clear, actionable steps to get you closer to your dream career. This book is the ultimate trackside companion for navigating the motorsport job market.



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/

race retro
SERVING CLUB MOTORSPORT

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.

DATA DRIVES VICTORIES

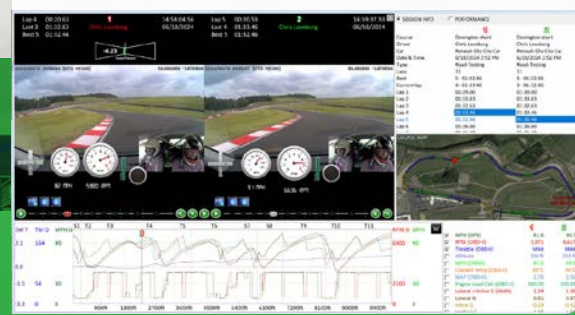


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DIARY DATES

Don't miss these upcoming events

Officials Seminars 2026

A series of seminars will be held during January and February 2026. These seminars will be open to all Scrutineers (Environmental Scrutineers and Scrutineer Trainees are encouraged to register) and will run alongside sessions for Clerks of the Course and Motorsport UK Stewards. Listed below are the provisional dates and locations for the 2026 seminars:

- 10th January Builth Wells
- 11th January Burton Upon Trent
- 17th January Scotland
- 18th January Northern Ireland
- 24th January Isle of Man
- 31st January Chelmsford
- 7th February Exeter
- 14th February Newcastle
- 15th February Leeds
- 21st February Jersey
- 28th February Guernsey

All licensed Clerks of the Course, Motorsport UK Stewards and Scrutineers will be contacted shortly with a link to register for a seminar place. Please keep an eye out in your inbox for this.



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.



Powering the Future of Motorsport – LIVE

Motorsport UK is inviting all members to join us online, on the evening of 28th of January, for a live broadcast with Chairman David Richards and CEO Hugh Chambers. David and Hugh will be looking back at key highlights from 2025, but more importantly looking ahead to the next five years, and walking the community through 'Vision 2030', the new strategy to get more people enjoying motorsport, more often.

Members are invited to register and submit questions in advance [HERE](#).

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.




RACE-KEEPER


The Connected Cockpit

The new Race-Keeper Connect 1080p HD Video Data Logger is a game changer for club racers.

In an era where data is as vital as fuel, the launch of the new Race-Keeper Connect marks a significant leap forward for drivers looking to bridge the gap between weekend warrior and professional precision.

Live Streaming and Data Collection

The beauty of the Race-Keeper Connect lies in its name: connectivity. This new dual-camera system features OBDII data logging, CAN data bus connectivity, high-accuracy GPS, WIFI and a built-in 4G modem for live streaming. The seamless data collection process offers an intuitive interface that captures high-definition video and data simultaneously. For the club racer, this means less time wrestling with tech in the paddock and more time focusing on track limits and braking points.

The true power of the Race-Keeper Connect system unlocks when paired with the Comparo HD analysis software. This platform remains the gold standard for driver development, allowing users to automatically sync video with data overlays. Being able to play two laps side-by-side – seeing exactly where you lifted too early or missed an apex compared to your personal best – is the most honest coaching tool available.

For those on a tighter budget, the Road-Keeper HD dual camera video data logger with 10Hz GPS also packs a punch with dual-stream 1080p recording and full compatibility with the same powerful Comparo ecosystem.

Tools like the Race-Keeper Connect are no longer just luxuries for elite teams; they are essential companions for any Revolution reader serious about safety and speed. By making professional-grade data accessible and easy to digest, Race-Keeper is ensuring drivers gain time on and off the track!

Exclusive Motorsport UK Member Offer

Members receive \$350 off plus free shipping on Race-Keeper Connect with code: **BF350RKC25** & \$55 off plus free shipping on Road-Keeper HD with code: **BF55ROK25** at Race-Keeper.com (codes valid until January 15, 2026)

Record Junior 1000 Field

A new record for the Junior 1000 rallying movement was set at Anglesey circuit in mid-November, when 36 cars gathered for the Glyn Memorial Rally, the final rounds of both the English Junior 1000 and Scottish Junior 1000 Ecosse championships.

The series for front-wheel-drive one-litre cars is for drivers aged 14 to 17 years and has been responsible for spotlighting

several fresh young talents including British and European rally champion Chris Ingram, and Ioan Lloyd who has just finished runner-up in the Junior European Rally Championship.

The 2025 champions are Ollie Forrester in Junior 1000 Ecosse and Mackenzie Snowden in the Junior 1000 Championship.

Junior 1000 competitors gather at Anglesey circuit



Ben Lawrence

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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

Adrienne Watson joins the Motorsport UK Board

Motorsport UK is pleased to confirm the appointment of Adrienne Watson to its Board, effective 1st January 2026.

Her appointment comes as long-serving Director Nicky Moffitt steps down from the Board after more than five decades of dedicated service to motorsport. Nicky will continue in his role of Chair of Rally Committee in 2026. Adrienne was elected by the Motorsport UK Council in October and confirmed by the Board in November for an initial term of three years.

With a 30-year career spanning championship coordination, regulation writing and high-level officiating, Adrienne Watson brings a wealth of experience to the Motorsport UK Board.

Watson began her motorsport journey with the British Racing Drivers' Club before becoming Championship Co-ordinator for several major series, including the British Touring Car Championship during the Super Touring era and Formula BMW in the UK and Europe. Her expertise in regulations and event operations later led her to stewarding, where she has served since 2012.

In 2022, Watson was appointed the Motorsport UK Steward for the Formula 1 Lenovo British Grand Prix, becoming the only female member of the panel at her home race. A visible advocate for women in motorsport, she has long championed opportunity through merit, and inspired others to pursue roles across the sport.

"We are delighted to welcome Adrienne to the Board," confirmed David Richards, Motorsport UK Chair. "Her depth of experience, particularly in championship management and stewarding at the highest levels, will be invaluable as Motorsport UK continues to strengthen its governance and support the future of the sport. Adrienne's perspective, leadership and commitment to fair competition will be a tremendous asset."



Adrienne Watson as Steward at the 2022 Formula 1 Lenovo British Grand Prix

2026 Karting Yearbook now online

Motorsport UK has published the 2026 Karting Yearbook. This is the twenty-ninth edition and follows the successful re-homologation of all the classes featured in the Yearbook.

Some of the changes to the 2026 technical regulations include the successful homologation of the MightE Cadet and Rotax E10 Cadet as Motorsport UK continues to introduce electric powertrains into the sport. The regulations for these Classes will be available on the Motorsport UK Resource Centre under the filter 'Technical: Kart'.

The Tillotson T4 Junior and Senior Class regulations have been added into the appropriate sections of the Yearbook.

Alongside the additions of the two electric Cadet Classes, all other key technical changes are outlined in red text and all competitors, entrants, and parents are encouraged to read through their specific class regulations to make sure they are ready for the 2026 season.

The Motorsport UK 2026 Karting Yearbook can be found [HERE](#) and if you have any questions about the changes, please contact the Karting team at kart@motorsportuk.org



Reynolds Trophy winner

At the Royal Irish Automobile Club Archive Christmas lunch in Dublin, Belfast motoring historian and author Paul Robinson was awarded the Reynolds trophy for his contribution to preserving Irish motor sport history.

The Reynolds Trophy is awarded by the Royal Irish Automobile Club Archive to the person or persons who make the greatest contribution to the preservation of Irish motoring or motorcycle history.

The trophy commemorates the late Dudley Reynolds, who as well as being a distinguished competitor in events such as the Monte Carlo Rally and Circuit of Ireland, was a past chairman of the RIAC. Past winners of the Reynolds Trophy have included the late Maurice Bryan (2010), Tom Farrell (2011), Harry Havelin (2012), Tom Heavey (2013), Kevin O'Driscoll (2014) Jim Boland (2015) and MVMC&CC (2016), Ian Lynas (2017), Anselm Aherne (2019), Bob Montgomery (2021) and Brian Manning (2023).

Paul is a member of the Ulster Automobile Club, a motorsport marshal, Club Safeguarding Officer, and has published four books on motorsport history. The most recent book is *Craigtlet Hill Climb 1925 to 1947*.

It is a perpetual trophy and comes with a silver medal.



Girls Karting Academy Success

The 2025 season of Girls Karting Academy events saw 803 girls join the motorsport community through the programme, which in turn has a direct impact on the British Indoor Karting Championship where there has been an increase in female entries – from 59 girls in 2024 to 169 girls this year. At the National Final, held in Warrington, 11 girls competed across four different categories, three drivers in Cadet, two in Junior, five in Lightweight, and one in Heavyweight.

Throughout the day, the competition narrowed everyone down to a Grand Final for each of the categories, and three girls reached the Grand Final in the Cadet and Lightweight categories. In Cadets, Ellena Santhosh finished an excellent eighth overall, after fighting hard to keep position. Within the Lightweight category, Megan Rowledge and Libby Woolven raced across the line to take second place and a 15th place respectfully.





From permits to protection – a guide to motor club insurance

As the national governing body for four-wheel motorsport in the UK, Motorsport UK offers a host of benefits to competitors, volunteers and clubs. For member clubs specifically, the Motorsport UK insurance policy offers a comprehensive safety net, ensuring that you can focus on what you love – motorsport – while protecting your club against potential liabilities. Here we explore what is covered under this policy, the associated benefits of the cover, and opportunities to enhance your protection based on your club's needs.

What insurance cover is provided?

The Motorsport UK policy extends its coverage to member clubs and organisation's operating within the United Kingdom, provided they are operating in accordance with the National Competition Rules and that a Motorsport UK permit or certificate of exemption is issued. The coverage period lasts for 12 months, starting from 1st January each year, and includes £100,000,000 public and products

liability, £15,000,000 medical malpractice, and £10,000,000 professional indemnity insurance. It is important to note that a policy excess applies to each claim, except for claims related to third-party injuries.

Benefits of the cover

Motorsport UK registered clubs can take advantage of this insurance by applying for permits for their competitive motorsport events. These permits are valid for the event date and generally for seven days before and after, allowing for appropriate pre-event preparations and post-event cleanup.

In addition to competitive events, Motorsport UK also provides insurance cover for club social activities. This is particularly beneficial for clubs that do not engage in commercial activities for financial gain but may still carry out other non-motorsport social activities not requiring a Motorsport UK permit. However, there are limitations and exclusions to be aware of. Further information can be found on the Motorsport UK insurance microsite [HERE](#)

The following non-motorsport social activities are included under the Motorsport UK insurance cover:

- Presentation and award nights
- Annual dinners, anniversary dinners
- Fundraising events, attendance at exhibitions and conferences, administrative duties, and static displays.

Important exclusions

Given the breadth and diversity of member clubs activities it is difficult to accommodate all requirements in a master insurance policy, so understandably there are notable policy exclusions that clubs should be aware of, including:

Employers' liability insurance: This is not included in the Motorsport UK insurance offering. All volunteers, committee members, or working club members could be considered employees of the motor club they volunteer for, from a legal liability perspective regardless of whether they are paid. If any club members are injured while working on behalf of the club (outside of a permitted event), the club may be liable for any claims arising from negligence.

Property and money insurance: Club property and money are not insured under this policy. This means that any assets owned by the club, such as trailers, radio equipment, trophies, and event furniture, are not covered against theft, fire, flood, or accidental damage.

Participation in non-permit motorsport: Clubs organising test days or track days must carefully consider their own insurance requirements for these events, as Motorsport UK's policy does not cover participation in non-permitted motorsport activities. Clubs should consider taking out their own Public Liability policy to protect against risks associated with non-permitted activity. For example, Clubs competitors under permit are covered by the Motorsport UK Public Liability arrangement, but wider club activities not under permit are not covered. For example, a club preparing for an event are loading and unloading supplies from their premises and damage third party property or injure a third party while doing so. Such an incident would generally call for the clubs own public liability cover.



Enhancing your insurance cover

To ensure comprehensive protection, clubs should carefully review their individual insurance requirements to confirm that their coverage adequately meets their needs. Consulting an experienced insurance broker is advised to help you determine potential coverage gaps and secure proper protection.

One option available to enhance your coverage is an exclusive package for Motorsport UK motor clubs that includes equipment / property cover on a UK basis, money cover, and employers' liability cover for activities outside of the permit. This package is offered through **Marsh Sport**, the appointed insurance broker to Motorsport UK. For events involving non-competitive vehicles, such as track or test days, clubs can also add public liability cover on an ad hoc basis for an additional premium, with a limit of indemnity set at £5,000,000. For clubs requiring bespoke quotations, these can be arranged following a full review of the club's needs.

Prioritising proactivity

Understanding the extent of the insurance cover provided by Motorsport UK is crucial for all member clubs. While the policy offers substantial protection, it's important to be aware of the exclusions and consider additional coverage options to ensure your club is fully protected. By taking proactive steps to enhance your insurance cover, you can focus on delivering exciting motorsport experiences while safeguarding your club's interests.

For further information or to discuss your insurance needs, please contact Marsh Sport at www.marshsport.co.uk/motorsportuk

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Nick Evans

Hailing from Blackwood in the South Wales valleys, Nick was the classic middle child, full of energy, mischief, and laughter. One thing was certain – Nick was great fun.

For Nick, cars weren't just machines; they were a lifelong passion, a source of joy, and a way of bringing his family and friends together through laughter, rivalry, and unforgettable memories.

Nick began his rallying adventure at Blackwood Motor Club and the BADMC crew. Starting out in an Escort RS 2000 he then ventured all the way to Gloucester one Sunday afternoon and came home with "VFE," his beloved Toyota Corolla GT, fettled by Toby of T2 motorsport in the early years and later lovingly cared for by his great friend Dai John of Camsport, the car was his for 25 years. He later became a proud long-time member of Ammanford Motor Club, where he earned the nickname Nick "The Skid" Evans leaving behind a rallying style that was unmistakably his own. To those who watched or competed alongside him, it was always "mint," and absolutely a "pleasure."

Nick leaves behind a lasting legacy – one that reminds us all to have fun, embrace the moment, and truly enjoy whatever we are doing.

Ammanford Motorclub

I first sat with Nick in 2010 on the 1000 Lanes rally which used Walters Arena in the day and traditional road rally in the night. A mutual friend of ours, I made a complete mess of the day with regularities being used and I thought he was going to kick me out! We were 39th overall after Walters, and he said let's just go and have a 'skid' tonight and enjoy. Well that we did and finished 12th overall and both had a great night in the lanes, with him saying, 'when we doing the next one'!

Our last event together this year was Rali Cilwendeg, an event we had done many times although it had never been kind to us. We know that he will be greatly missed by many but also remembered for his outlook on enjoying rallying and life to the full.

I dedicate my RAC finish to you, my friend!

Ian Taylor



Tim Saunders

Motorsport UK was sad to hear that Tim Saunders passed away in November, his friend and colleague Roger Warren helped put together the following tribute.

Quiet and unassuming in character Tim was however an integral, and very important, member of the Motorsport Community because over the years he probably calibrated most, if not all, the timing devices used in UK Motorsport be it Race, Speed, Karting or Rallying.

Tim started out as an active Timekeeper gaining his first full licence in 1981, having been one of the many timekeepers recruited by George Hall, a colleague from Tim's day job at the Royal Signals and Radar Establishment in Malvern.

Not long after qualifying as a Timekeeper, Tim took on George Hall's role as clock tester with his first listing as a member of the RAC Motorsport Association Test Panel being in 1985.

A role he continued to perform for the next 40 years calibrating and certifying clocks for both two- and four-wheel UK Motorsport. His background in electronics and circuitry was invaluable for his calibration tasks, and many clocks were returned to the respective custodians in better shape than when they were sent in!

Motorsport UK sends its condolences to Tim's family and friends.



Bill Dryden

It is with great sadness that Motorsport UK learned of the death of Bill Dryden. Bill was a well-respected member of the Scottish Motor Racing Club (SMRC) and joined the British Racing Drivers Club in 1977 after a successful career in GT, Sports and Saloon Car racing. Bill was diagnosed with cancer earlier this year, and in anticipation of his death, prepared his own obituary, which can be read on the [BRDC website](#).



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Share Your Passion



For Pippa Gore, aka 'Grid Granny', marshalling as a Grade 2 off track is her passion!



Justin Dobson, competing at Harewood in the Caterham & Lotus Seven Club Speed \ Championship – "My absolute favourite venue in the championship calendar".



Will Hillyard has been racing in EnduroKa with PRO-AM Racing this year – it has been very much driving "slow car fast". A huge amount of fun in endurance racing for not a lot of money!



Croft marshals – Michael Siddle, Ashley Harwood, Ian Liversidge and Chris Russell – at Circuit of the Americas for the 2025 USA Grand Prix in Austin, Texas.



Samantha Berry entered her first competitive hill climb at the Shelsley Walsh Harvest Festival. She and 'Cindy Puma' compete in the modified production class. Sam wanted a new challenge and joined the BWRDC IntoSpeed programme in February this year.

Show Partners



Podcast Partner



Lubricants Partner



*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.

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 they are enjoying' – Revolution@motorsportuk.org

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 21st November 2025

Guy Spollen (Chair), John Hopwood, Nigel Thorne

Case No. J2025/37

Motorsport UK versus Dan Hart on behalf of Chase Fernandez

TECHNICAL ELIGIBILITY APPEAL

The essential facts are:

- Chase Fernandez (Xcel Motorsport) on 5th October 2025 was disqualified from a British F4 Championship Race at Brands Hatch when the rear anti-roll bar fitted to his car was found to be non-compliant.
- The Appeal proceeds on the basis that although the non-compliant component was clearly marked as a GB3 component (i.e. for another Championship) and dimensionally slightly different it is unreasonable to expect competitors to verify the part number of every supplied component especially considering the problems caused by regular updates and supersessions of part numbers.
- The Court having examined the non-compliant anti-roll bar found that:
 - The anti-roll bar was clearly marked with part number 5115007 which is not a permitted number. Permitted numbers are 3325006 and 3315007.
 - It is dimensionally non-compliant in that the listed measurement from the inside face of the lower blade to the top of the bottom shaft was 144.7mm rather than 135mm.

The Court held that:

- It is the responsibility of Competitors to ensure that correct parts are fitted to a competing Vehicle and that the Vehicle conforms with the regulations of the Event.
- The anti-roll bar marked 5115007 was non-compliant.
- The supply route of the component in this case does not have a bearing on its compliance with the regulations.
- The Appeal is accordingly dismissed with a contribution towards the costs of the Appeal in the sum of £250.00.

Guy Spollen, Chair
21st November 2025



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Sitting on 21st November 2025

Guy Spollen (Chair), Dennis Carter, Peter Daly

Case No. J2025/39

APPEAL – APPELLANT: X (a minor)

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

The Appellant appears before the Court today accompanied by his Mother and Race Coach (Mr Jarrod Waberski) and is represented by his solicitor Sarah Franklin.

The essential facts are:

- The Appellant is a registered Competitor in the Ginetta GT Championship and took part in their Event at Donington Park on 4th and 5th October 2025.
- After the first Race of the weekend the Appellant was summoned before the Clerk of the Course and there was a Hearing during which the Clerk considered:
 - Onboard footage from the cars.
 - TV supplied footage.
 - The oral evidence of the Appellant.
- A decision was made to penalise the Appellant under NCR Ch.12 App.7 Art.1.8 on the basis that:

"On lap 1 at turn 4 car [Y] placed two wheels on grass exiting turn 3, rejoined and made contact with the side of car [Z] on entry to turn 4, both cars spinning into the gravel."

The Appellant received a 10 Grid Place Penalty and 3 Licence penalty points.
- The Decision of the Clerk of the Course was subsequently appealed to the Stewards who refused the Appeal.
- Leave to Appeal out of time to the National Court was granted on 7th October 2025.
- The Grounds of Appeal are that the penalty was wholly inappropriate NCR Ch.2 App.7. Art.5.3.b.
- The Court had the benefit of:
 - Viewing both the onboard and external footage of the whole incident with a helpful and considered commentary provided by the Appellant's experienced Race Coach, Mr Waberski.

- Hearing well-argued submissions from the Appellant's solicitor, Sarah Franklin.
 - Hearing from the Appellant himself.
- The Court noted that the Appellant:
 - Had only driven at Donington Park twice before the incident in question.
 - Was driving his Ginetta at Donington Park for the first time having recently upgraded.
 - Was very aware of the increased power, "aero" and different gearbox (paddle box) in his Ginetta.
 - At the critical time was driving in highly competitive circumstances on the opening lap of a race on a difficult track surface.
 - Although the Court did not regard the Appellant's driving as reckless it does feel that the Appellant was pushing too hard in all the circumstances. The Appeal is accordingly dismissed with a contribution of £100 towards the costs of the Appeal.

The Court notes that the 10 Grid Place Penalty to be served in the following race was harsh and that in the premises a 5 Grid Place Penalty would have been appropriate.

Guy Spollen, Chair
21st November 2025

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Sitting on 21st November 2025

Guy Spollen (Chair), Dennis Carter, Peter Daly

Case No. J2025/40

INQUIRY NCR CH.2 APP.7 ART.9

Tour Oof Epynt (27-28 September 2025) organised by Port Talbot Motor Club

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

Martyn Quant appeared remotely by way of Video Link.

This Event comes before the National Court by way of an investigatory Hearing.

The essential facts are:

1. Martyn Quant was a competitor in the Tour of Epynt Rally organised by the Port Talbot Motor Club for 27th-28th September 2025. He completed 5 stages of the total of 8 stages of the event.
2. National Competition Rule Ch.13 App.13 Art.14.1 states that to be classified as a finisher:

“...two thirds of the stage must have been completed and report to the final control within the maximum lateness specified, with the **Vehicle** in which they started.”

Martyn Quant was not classified as a finisher of the event.

3. The National Court had been requested to determine in particular:
 - a) The interpretation of NCR Ch.13 App.13 Art.1, taking into account the intention and purpose of the regulation.
 - b) Confirmation whether completion of 5 stages of the Event meets the requirement to complete two thirds of the stages.
 - c) The need to order the amendment of the final Classification of the Event if necessary / appropriate.
4. The Court was greatly assisted by the Rallies Team of Motorsport UK and, in particular, Jonathan Jackson.

It has been revealed that:

- a) It is the current practice that Competitors who retire from an Event but rejoin at a later point (which is traditionally the next main control or a rejoin point outlined in the event SRs) are subject to the two thirds rule where providing they complete two thirds of the Event's Special Stages, they are classified as a finisher.

- b) Circa 2017 certain elements of the then Regulation 40.1 were updated although the main body of text which stipulated “... two thirds of the stages” was not part of that update. However, when these updates were transcribed onto the following yearbook an error was made which resulted in the reference becoming “two thirds of the stage”.
- c) This error has never been raised nor has it impacted the application of the regulation with organisers continuing to apply to the ruling to “stages”.
- d) Martyn Quant suffered mechanical failure on the start line of Special Stage 2 when he completed not more than 100 metres. However, he had completed Stage 1 before rejoining at Stage 5 and completing all of the further stages. The car was re-prepared in readiness for Stages 3 and 4, but as there was no rejoin point until Stage 5 Martyn Quant could not rejoin before Stage 5. Martyn Quant nevertheless completed 72 per cent of the competitive distances of the Rally but arguably did not strictly complete two thirds of the 8 stages he having only completed 5 of the stages.
5. The Court was unhappy with the current drafting of the regulation and declined to provide a definitive interpretation. Instead, there is a direction that the Rally Committee should revisit these regulations as a matter of some urgency and provide a definitive definition.
6. Upon the recommendation of the Rallies Team of Motorsport UK the Court is happy to direct that Martyn Quant is reinstated into the Results of the Event and classified as a finisher.

Guy Spollen, Chair
21st November 2025

Sitting on 21st November 2025

Guy Spollen (Chair), Dennis Carter, Peter Daly, Ken Potter

Case No. J2025/41

INQUIRY – UKC ROTAX NATIONAL TROPHY 2025

Sian Woolley (Head of Legal) and Nick Bamber (Legal Counsel) appeared on behalf of Motorsport UK.

Ian Barry Dearing, Solicitor, appeared on behalf of Mark, Father of ‘Y’ (a minor), and Sam Pollitt of Sam Pollitt Racing.

The essential facts in this matter are not straightforward and, according, they are set out below in some detail:

1. The Inquiry concerns Race 15 of the Mini Inter Final held on 12th October 2025 decision 68 of the Stewards to disqualify Competitor, 183, from the race pursuant to NCR Ch.2 App.8.
2. Prior to the disqualification Competitor 183, ‘X’ (a minor), finished the race in second place and Competitor 126, Y, finished in 4th place having qualified in position 29 for the Race.
3. Daniel is the parent and legal guardian of X. In his statement dated 6th November Daniel states:
 - a) X's kart was presented for scrutineering on 10th October 2025 in accordance with the standard event procedure and was inspected by the event's appointed technical officials.
 - b) At the time of scrutineering the kart was fully assembled including the seat and transponder mount.
 - c) The transponder was fitted to the rear of the seat in an upright position. No concerns were raised or noted by any official during or after this scrutineering process.
 - d) The seat on X's kart was not changed or adjusted following scrutineering at any time during the event. The transponder position remained unchanged for all sessions, practice, heats, pre-final and final, and was always visible to competitors, officials and scrutineers.
 - e) No concerns regarding the eligibility or transponder position of X's kart were raised at any stage prior to the Mini Inter Final.
4. Sam Pollitt of Sam Pollitt Racing was the Entrant of Y in the Championship and was present in that capacity at PF International Circuit on 12th October 2025. In a statement dated 10th November 2025 and confirmed in oral evidence Sam Pollitt said that:
 - a) “The Mini Inter Final was scheduled to start just after 3pm. Immediately before the start I went into the grandstand to watch the race. I did not notice anything about any of the karts in the assembly area before the start of the race or as they assembled for the grid.”

- b) “When I was in the grandstand Rob Holland, an employee of another entrant, Strawberry Racing, said that one of the karts in the race had its transponder fitted in the wrong place and that he had photographed it in case they wanted to protest it. I think that he mentioned the driver concerned – [X].”
- c) “... I took no notice of it because it did not affect me or, particularly, [Y] ...”
- d) “During the race [Y] drove extremely well and rose from 29th on the grid to finish 4th on the road.”
- e) “At that point in time the (earlier) conversation with Rob Holland came to have some significance to me because [X] had finished in 2nd place in the race.”
- f) He appreciated and understood that if X's transponder was in the wrong place, then X was liable to be penalised and that, accordingly, this could affect Y's position in the final results, namely there could be an elevation to a podium position.
- g) After the Race he did see through the fencing that the transponder mounted to Kart 183 appeared to be mounted lower than on the other karts.
- h) A form of Protest was then written out, signed and submitted.
5. Records reveal that:
 - a) Race 15 started at 15:11 and that Competitor 183 finished the Race at 15:26.
 - b) The Protest form was submitted and filed by Sam Pollitt at 15:32.
6. The Protest / Appeal form to the Stewards of the Event, besides recording by whom the Protest was being made, their licence number and competition number and race / class, otherwise merely states:

“Transponder height of Kart 183”.
7. The Protest Hearing commenced at 16:17. The Chair of the Stewards was Rod Taylor who has provided two statements to the Inquiry as well as oral evidence.

8. During the Protest Hearing the points below were raised:

- Rod Taylor stated that he did not feel that the Protest was properly presented with all the required information.
- That the position of the transponder fitted to Kart 183 had been such since the close of Scrutineering on Friday, 10th October 2025.
- The time for a Protest relating to the eligibility of the kart was 30 minutes from the time of the ineligibility being apparent, i.e. Friday 10th October 2025 and that therefore the time for any such Protest had lapsed.
- On behalf of Harry Radcliffe, Sam Pollitt argued that the positioning of the transponder had changed following action on the track, citing the movement of bumpers, etc.
- There was a possibility that the seat to which the transponder was attached with a single bolt was not the one on the kart at the time of scrutineering. (The statement of Daniel provides clarity on this point, namely that the seat was neither changed nor adjusted following Scrutineering.)

9. The protest was finally rejected on the basis that the Protest did not meet the requirements of NCR Ch.2 App.9 Art.1.10. Art 1.10 provides that:

“A Protest must under pain of rejection detail all of:

- The date*
- The **Event***
- If applicable the number of the race*
- The **Competitor Entrant** details including **Licence** Number and **Vehicle** Number*
- The **Competitor Entrant** email address and **at-Event** mobile telephone number*
- The **Competitor** and / or **Vehicle** protested against*
- The detailed reasons for bringing the **Protest** including any relevant **Regulations***
- The identity of any witnesses if appropriate*
- The relevant **Official Documents***

10. Clearly the Protest document failed to comply with the above provisions and, in particular, (g) and (h), Rob Holland and his photographs.

11. Following the rejection of his Protest, Sam Pollitt in his statement dated 10th November 2025 that says:

- He received from one of Mark’s employees, by WhatsApp, two photographs of the placement of the transponder on Kart 183, who said to Sam that he had been sent them by Rob Holland.

- “In the light of these photographs”* he decided to seek a review of the Stewards’ Decision.
- He first became aware of the alleged non-compliance of Kart 183’s transponder positioning after the Race ended. The triggering event being *“the sight of the kart and the previous intimation from Rob Holland that a kart had an incorrectly positioned transponder”*.
- The photographs he submitted *“appear to have been ... taken before the start of the Race but were not taken by me or on my behalf or by my Team or on behalf of my Team”*.

12. By an email dated 12th October 2025 at 18:42 Sam Pollitt submitted a Right of Review application on the grounds that a significant and relevant new element had been discovered which was unavailable at the time of the original decision. In particular, the application states that:

- The photographic evidence has been obtained showing the transponder fitted to Kart 183 on the grid immediately prior to the start of the final race.
- The photographic images are date and time-stamped to correspond with the start time of the race.
- The photographs clearly show the transponder mounted incorrectly (at floor level) confirming that this was its position during the race.

13. At the Review Hearing:

- Sam Pollitt explained that the photographs he submitted showed that the transponder was very low on the seat and
- He submitted that he had a right to request that the height of the transponder should be measured to support his claim that Kart 183 was not compliant with the regulations UK Karting Yearbook App.4 F.2.
- The Stewards requested that the transponder height should be measured.
- The transponder height having been measured by Keith Ramsbottom, the Chief Scrutineer, was found to *“not meet the requirements of the Motorsport UK Karting Yearbook”*. It was announced that the previous rejection of the Protest would be overturned and that a sanction of Disqualification from the results of the Mini Inter Final would be issued against Kart 183 of X.

14. It is of note that:

- In Keith Ramsbottom’s statement of 6th November 2025 he says:
A. When requested to measure the transponder height, *“I had packed all my tools in my car ready to leave”*.

B. *“Rod Taylor found a 12in plastic rule. I offered up the rule to show that the transponder was not within the range of the measurements listed in the gold book. (not a definitive measurement).”*

- At no time was Keith Ramsbottom asked to complete any paperwork for this matter.
- Rod Taylor in his statement of 6th November 2025 and confirmed orally before the Inquiry expressed the view that whilst compiling his stewards’ report he had:
“...realised that the stewards’ panel should maybe have rejected the Right of Review as the Protest was denied on the grounds that it was not properly constituted and nothing to do with new evidence.”

15. Motorsport UK having ordered this Inquiry have provided a comprehensive position statement in which a series of questions have been submitted for consideration and answer in so far as the same is possible.

16. Issue One – The Lack of a “Non-Compliance Report”

There is no dispute that there was no valid compliance report by the technical officials in accordance with NCR Ch.2 App.8 Art.1.3 & Art.1.4 required for the purposes of an Eligibility Decision.

The National Court confirms that:

- The Decisions of the Stewards to uphold both the Right of Review and Decision 68 constitute Judicial Eligibility Decisions for the purposes of NCR Ch.2 App.8 Art.1.1.
- A Judicial Eligibility Decision can only be made following:
A. A Judicial Hearing arising from a Non-Compliance Report; or
B. A valid Protest and consequential Non-Compliance Report.
- Both routes require a valid Non-Compliance Report signed by the relevant Technical Officials, specifying the alleged breach and complying with the other provisions of NCR Ch.2 App.8 Art.1.4.
- The failure to obtain a valid Non-Compliance Report prior to making their decision renders the Judicial Eligibility Decision(s) of the Stewards in both the Right of Review and Decision 68 invalid.

17. Issue Two – Validity of Protest

Motorsport UK has specifically asked the National Court to consider if the Protest brought by Sam Pollitt Racing was brought at the earlier possible time. NCR Ch.2 App.9

Art.1.2 provides that a Protest must be brought *“at the earliest possible time that an alleged breach”* has come to the Protestor’s attention; it is not permissible to *“have any knowledge or suspicion of actual or potential breach of the Regulations and then to wait and see what happens during the Competition”*. Art.1.2 further confirms that any such action will be deemed an act of *“bad faith”* for the purposes of NCR Ch.2 App.9 Art.1.1.

18. From the available evidence it is quite clear that:

- Photographs showing the transponder positioning of Competitor 183’s Kart were taken prior to the start of the Final Race.
- The purpose of taking such photographs was to provide evidence of the positioning of the transponder after the race should it be tactically beneficial to protest the positioning of the transponder.
- A person producing such photographs, waiting to see the results of the competition and subsequently filing a Protest must be in breach of NCR Ch.2. App.9 Art 1.2.
- Sam Pollitt before the start of the Race was told that:
A. One of the karts in the race had its transponder in the wrong place and the driver was identified as X.
B. Photographs had been taken with a view to a possible Protest.
- Sam Pollitt did not protest at the earliest possible time as he waited until after the race had concluded.

19. This Inquiry is further asked to rule if the Stewards were correct to reject the Protest filed by Sam Pollitt Racing. As indicated at paragraphs 9 and 10 above the Protest document did not comply with the strict requirements of NCR Ch.2 App.9 Art 1.10. Although the issue is properly identified as the transponder height on Kart 183 there are no:

- Detailed reasons provided or reference made to relevant Regulations.
- Reference to the identity of any witnesses which was clearly relevant in this instance.

20. While arguably somewhat harsh this Inquiry concludes that the Stewards were acting correctly in rejecting the original Protest. Furthermore, it is the view of the Inquiry that it was not permissible for the Stewards to overturn their Rejection of the Protest in the subsequent Review as:

- The original Protest was rejected for failing to comply with the strict procedural requirements of NCR Ch.2 App.9 Art.1.10.

- b) The information and / or evidence required by the above provision must be supplied at the time of making the Protest.
- c) A failure to comply with this procedural requirement, when all the information is available at the time of the Protest submission, cannot be retrospectively 'cured' by later supplying necessary information and / or evidence.

21. Third Issue – Validity of Right of Review

For the avoidance of any doubt the National Court determines that it does have jurisdiction to determine the validity or otherwise of the Stewards' Right to Review and relies upon:

- a) NCR Ch.2 App.5 Art.1.14 which provides that Motorsport UK may refer "any matter to the Court for investigation or Inquiry"; and
- b) NCR Ch.2 App.7 Art 9.1 provides that Motorsport UK may "in its entire discretion order an Inquiry into any matter arising under or by virtue of these NCR".

22. NCR Ch.2 App.10 Art.1.1 provides that:

*"...a party has the right to request the review of a decision if, in **Competitions** forming part of an **ASN Permitted Championship**, cup, trophy, challenge or series, a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned."*

23. The relevant "Decision" was the Stewards' rejection of Sam Pollitt's Protest against Kart 183 for non-compliance with the provisions of NCR Ch.2 App.9 Art.1.10 and, in particular, the failure to provide the dictated information in the Protest document.

24. The only "new element" would seem to be the existence of the photographs of Rob Holland which Sam Pollitt was told about in the Grandstand immediately prior to the start of the Mini Inter Final. The existence of these photographs and the identity of Rob Holland were therefore known to Sam Pollitt at the time of the Decision concerned. It follows that Sam Pollitt did not have the right to request the Review.

25. Fourth Issue – Outcome and Sporting Fairness

The National Court is asked to determine:

- a) The appropriate Race Results.
- b) Whether or not the transponder fitted to Kart 183 was compliant with the requirements stipulated by Motorsports UK's Karting Yearbook 2025.

- c) If the transponder was not compliant, whether or not the non-compliant positioning of the transponder had any material impact upon the finishing time and place of Competitor 183 having regard to the purposes of the transponder.

Taking each matter in turn:

a) Race Results

The Court holds that Competitor 183 (X) was Disqualified by a flawed judicial process and that his disqualification should accordingly be overturned with him being reinstated in the Race Results in 2nd place.

b) Compliance of Transponder fitted to Kart 183

Unfortunately, this Inquiry holds that the Karting Yearbook F2 is not clear and is capable of being interpreted in several ways. F2 states "*the transponder must be fitted in an approximately upright position (i.e. with the 'R' clip to the top) on the back of the seat fitted at a height from the ground at 25 cm + 5cm measured to the point of the transponder*". However, F2.1 states "*Transponders must be mounted in accordance with the manufacturer's recommendations*".

The manufacturer's instructions clearly state a maximum fitted height of 30cm however they do not state a minimum height. Accordingly, it is not clear that if the transponder is fitted as per the manufacturer's instructions it must also satisfy the requirements of F2.

- c) As this Inquiry is unable to find conclusively that the transponder as fitted to Kart 183 was / was not compliant the National Court will decline to answer this question.

Guy Spollen, Chair
21st November 2025

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Stage Rallying

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The number of Stage Rallies licensed by Motorsport UK each year.

130

20

The maximum length in miles for a single special stage, with a minimum of 0.5 miles – although this can be increased with special dispensation.

7

The number of different Stage Rally championships sanctioned by Motorsport UK – British, English, Scottish, Welsh, Northern Irish, Asphalt and Historic.

45

The total number of competitive stage miles in a typical multi-venue forest Rally.

1700

The number of marshals who volunteered for the 2025 Roger Albert Clark Rally, running from South Wales to the Scottish border.

75

The total number of competitive stage miles on a typical closed-road asphalt Rally.

14

The minimum age you can get a Junior Rally license, the maximum being 17 – co-drivers for Juniors must be a minimum of 21 years old.

12

The time, in months, that it takes to plan a forest-based Stage rally – a process that requires organisers to work with ecologists, recreation managers, civil engineers and foresters.

25

The number of points for a win in the British Rally Championship – with additional points for drivers using their Joker bonus, which may be used once per season.

115

The cost, in GBP, of a Motorsport UK First Rally Licence Pack – your first step in obtaining your Stage Rally competition licence.



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Joy Batchelor



Matt Ryder, the recently crowned 2025 British Hill Climb Champion, began his motorsport journey as soon as he was born. His grandfather, Ken Ayers, won the 1982 British Sprint Championship, and his mother and father met while hill climbing, so it was inevitable that Ryder would grow up in the paddock and, eventually, make his own way into the cockpit. He started karting at around the age of 10, winning several championships before moving up to race cars in Formula Jedi. He eventually found his way back to the hill climb paddock, taking his first run up a hill at the age of 19.

Event: Harewood Hill Climb

Date: July, 2022

Car: Gould GR59J



I stepped up to the unlimited capacity Hill Climb Cup class in 2022 when I started driving the car that I still compete in, and things all came together at Harewood. I had competed there a few times before, but always in smaller engine cars, and always enjoyed it. I qualified fastest for the run-off this time and went on to get my first win, breaking the course record by about second – which still stands today. Having grown up around motorsport, seeing my parents and grandparents competing in hill climbs and sprints, it was really special to put my own name in the history books – and it meant an awful lot to a lot of people.

We had some good practice on the Saturday, but you can never really tell where you are sitting until the qualifying runs, so when it all came together and I finished fastest there was a realisation that maybe my pace in practice

was real and it was not just everyone else sandbagging. It meant I would run last, having only ever previously been in the mid pack, so this was the first time I had experienced having to wait right to the end. It was great to know the time I had to beat, but it definitely added more pressure and nerves!

Because the start line at Harewood is right at the bottom of the hill, with the paddock at the top, before you do your run, you have to get all strapped in, freewheel down a return road then queue up at the bottom while you watch everyone else go off the line. I was definitely nervous, but also a bit excited, and although all that pressure was building up, when I got to the line I just thought – well, we have got the best tyres on now, the car is feeling great, let's just go and give it a good push.

>>>>>





The Ryder family enjoying their hill climbing

Harewood is the longest hill we go to in the British Hill Climb Championship, and it has a lot of corners you need to attack, which suits my driving style. Although it is still only 40-something seconds, pulling the whole run together is quite tricky – you only need to make one mistake on one corner – and you have thrown it away. If you get it right, you can really get into it, build a bit of a rhythm and feel the car underneath you a bit more, so you can push it and get more response out of it. As I drove up the run, I had a real confidence in the whole package – the car, the tyres and everything together – and when I saw the time at the top, it was a really special moment.

When I finished the run, I arrived back in the paddock at the top of the hill and I was right there with a big group of people who had also only just seen my time. So, there was this really special moment when everybody understood what had just happened! I have it on the on onboard video, because the camera was still recording! You can see pretty much everyone in the paddock come swarming around the car, clapping; my mum and dad are both there, who helped massively with my motorsport – my dad runs the car and my mum also competes; my partner from the time, who's now my wife, was also there, which was special; and then there was lots of wider family who compete in hill climbing and I have grown up around ever since I was young. So, it really was a big celebration.



2022 was the year that Matt stepped up to the unlimited class

I had never won one before, and moving up into that most competitive class I had had some good results, a few podiums, but I was only just starting to build up some momentum. There was still a handful of competitors who were consistently beating me every weekend because they were in that type of car, or that competitive situation, for many years and this was my breakthrough into that. It showed I could compete at that level so it really meant a lot to me – and everybody could feel the energy!

Hill climbing has a fantastic community spirit, and it was lovely to be able to share the moment with some of those competitors as well. The paddock makes those moments special, when people you have just beaten for the first time come over and say well done and almost want to join you in the celebrations because they know how much it means to you. We definitely had a few drinks to celebrate before thinking about packing up and coming home as normal!

That is what is so great about hill climbing. The paddock environment is like no other form of motorsport I have ever been involved with or seen. The friendly culture, camaraderie; it is very accessible, and people want to help. It is also unique because you can do it in any car – a four-litre V8 custom-built single-seater like the Gould is one

end of the spectrum, but equally you can come in your road car, a hatchback, or something much smaller, which allows you to get into motorsport more easily and means there is a huge range of people involved.

I think those two things are what make hill climbing particularly good for younger people, too. I don't do this professionally – I have a job outside of it – but that still feels manageable to do as a competitive hobby, and you can take it as seriously as you want to! It is a massive commitment, there is a huge amount of prep to do, lots of weekends away travelling up and down the country, so it's definitely not easy, but equally it does not have to take up your full life to do it.

That win at Harewood definitely gave me a confidence boost and since then, the last three years have been really special. I have had consistent good results, wins and records at other hills, and obviously, I was over the moon to win my first championship last year, and my second this time. That first title was a really special moment too – and I wondered whether that might be the one I should talk about, because it meant an awful lot – but the first win and record at Harewood took the top spot because it was the start of that journey; it set that ball rolling for what came next. 🌀



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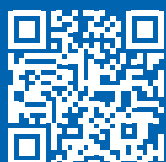
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WHAT'S ON

Rallye Harewood

13th December, Harewood Speed Hillclimb, W Yorks
Rallye Harewood introduces a thrilling rally-style format. Drivers will tackle multiple timed runs in daylight and darkness, with cumulative stage times used to determine final results. Expect spotlights, slippery tarmac, and winter drama at Yorkshire's iconic hill. Spectators welcome and tickets are available on the website – wrap up warm and join us for our exciting new event!
www.harewoodhill.com



Capture Your Car Photography

Hunts Kart Racing Club Championship

14th December, Kimbolton Kart Club, Huntingdon PE28 0EY

The 2025 HKRC Club Championship concludes with round 11 this month. With over 200 drivers entered and multiple championships still up for grabs, it promises a weekend packed with great racing. Spectators are always welcome, or tune in live on TNL Sports on YouTube for full event coverage.
<https://hkrc.co.uk>



Christmas Grand Finale Autotest

27th December, Llandow Circuit, Wales CF71 7PB
Bridgend Automobile Club (BAC) will be working off the excess sprouts and Christmas pudding with the last autotest of the year, the Grand Finale! An event for cars of all shapes and sizes, novice drivers to cone whispering experts. A friendly and festive welcome awaits at Bridgend Automobile Club! The event is open to BAC members and invited clubs. Monthly autotests run at Llandow and other new events being added in 2026!
<https://fb.me/e/3pt4Z2Ryh>



'Jaffa' Christmas Stages Rally

28th December, Pembrey circuit, Wales
Christmas cheer will be alive and kicking at Pembrey in late December as the venue hosts the annual 'Jaffa' Christmas Stages Rally – organised by Carmarthen Motor Club. The Event is open to all fully-elected members of Carmarthen Motor Club, all fully elected member Clubs within the WAMC and ASWMC. Closing date for seeded entries Wednesday 17th December 2025, final closing date for entries is Thursday 25th December 2025. Spectator tickets are available via the Pembrey Circuit website.
www.carmarthenmotorclub.co.uk/wwrs-jaffa



Stuff the Turkey, Ron Aiken Memorial AutoSOLO
28th December, Curborough Sprint Course, Lichfield
Cannock & District Car Club is hosting a festive StreetCar AutoSOLO at Curborough which will be the final qualifying round of the CDCC Wheelspin StreetCar Series 2025, but is open to all Motorsport UK registered clubs. Each driver will have two test sites and six runs at each. All runs will count, and the organisers may need to amend the number of runs on the day.
<https://www.cdcc.org.uk>



Turkey Run Rally
29th December, Shackleton Complex, Ballykelly BT49 9QQ
Maiden City Motor Club is hosting an Interclub Permit Multi-Use Stage Rally, – the Maiden City Turkey Run Rally. The event is open to all current members of any club which is affiliated to the ANICC, the Scottish Association of Motor Sports Clubs, the Association of North East & Cumbria Car Clubs or the Motorsport Commission of Motorsport Ireland, and will include up to 36 miles of competitive stages.
www.maidencitymotorclub.com



Twilight Targa Road Rally
3rd January, Weeton Army Camp, Lancashire
Stockport 061 Motor Club are excited to be able to run its popular Twilight Targa Road Rally at Weeton Army Camp near Preston next month. The event is an opening round of ANWCC, SD34, ANCC, BTRDA and KLMC championships, with entries closing on Friday 26th December. Marshals would be very welcome – if available, please register via the website where you can find entries received too. The event is not open to spectators.
www.stockport061.com/events/twilight-targa-2026



January 12 Car
16th January, New Street Car Park, Chipping Norton OX7 5EL
South Oxon Car Club is organising a 12 Car Navigational Rally on the evening of Friday 16th January. Straight forward navigation and a fun route of around 90 miles should provide an entertaining night for both crew members, and marked maps will be available to beginners. The event is open to South Oxon Car Club, Oxford MC, Witney MC, Blackbird Auto Club, Basingstoke, and Dolphin Motor Club. The event will run on OS maps 163 (Revised July 2023) & 164 (Revised December 2022). The competitive route will mainly be on narrow surfaced lanes and one or two white roads/tracks.
<https://southoxoncarclub.co.uk>



RESULTS

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

Motorsport UK English Rally Championship



The finale of the Motorsport UK English Rally Championship, sponsored by Kingfisher Insurance, took place in the Lake District this month with the Grizedale Stages Rally. Erstwhile leader, Matthew Hirst was not present on this occasion but Lewis Hooper – holding third place in the championship prior to the start – was, and another excellent run saw him leapfrog both Hirst and David Henderson to claim the 2025 title. Hirst was demoted to 2nd while Tom Constantine took third.

Final Championship Standings

1st	Lewis Hooper	117 points
2nd	Matthew Hirst	113 points
3rd	Tom Constantine	108 points

Asset Alliance Scottish Rally Championship



Champion elect David Bogie ensured his co-driver Kirsty Riddick - who had not contested the first round - took her second co-drivers title with overall victory on the final round, the Grizedale Stages. Previous event winners Stephen Petch and Michael Wilkinson finished second in the Scottish Rally Championship – their first ever Championship podium – ahead of another former winner Jock Armstrong and Owen Paterson.

Provisional Championship Standings

Drivers

1st	David Bogie	120 points
2nd	Mark McCulloch	110 points
3rd	Scott Beattie	106 points

Co-drivers

1st	Kirsty Riddick	120 points
2nd	Michael Hendry	113 points
3rd	Peredur Davies	106 points

Motorsport UK Sporting Car Trials Championship









Thomas Bricknell won a wet and muddy closely fought Gloucester Sporting Trial ahead of Simon Kingsley. The pair were tied on points after the initial two rounds, but Bricknell managed to beat Kingsley by just two points in the final round to take the win. Jerome Fack secured third, and Best Live Axle was Alistair Moffatt in sixth overall.








































Provisional Championship Standings

1st	Thomas Bricknell	135 points
2nd	Simon Kingsley	119 points
3rd	John Firth	111 points

Live Axle

1st	Alan Carr	127 points
2nd	David Simmons	96 points
3rd	Mike Readings	91 points

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The Parting Shot



18-year-old Arvid Lindblad will join the Racing Bulls for the 2026 season.

The Motorsport UK Academy graduate emerged as a candidate for promotion to Formula 1 with Racing Bulls after delivering some strong races in feeder series F2 and impressing when driving a Red Bull in Free Practice 1 outings at Silverstone and in Mexico.



Getty Images / Red Bull Content Pool