


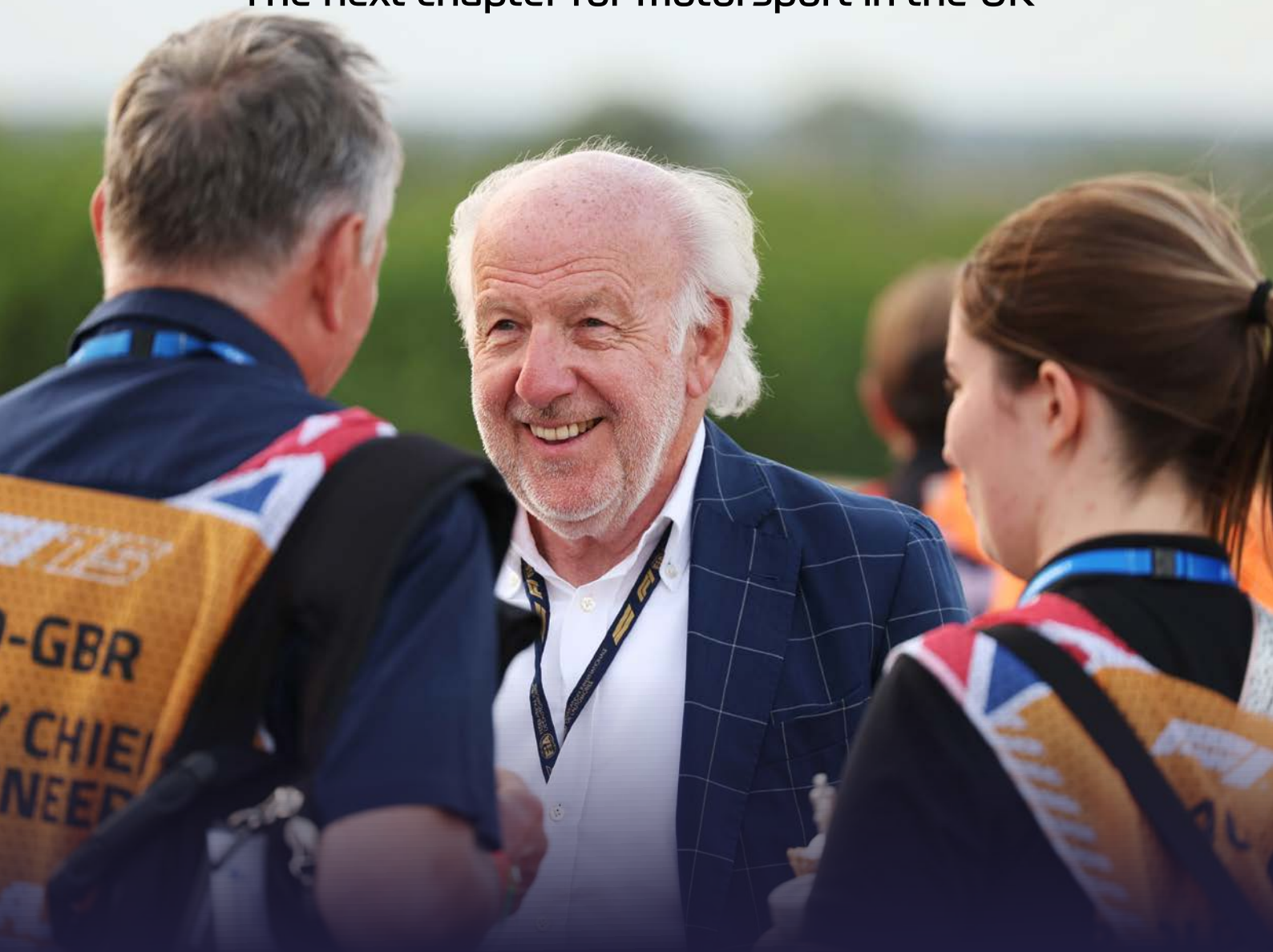
Revolution

January 2026

The official magazine of  motorsport uk

THE CHAIR'S EDITION

The next chapter for motorsport in the UK



VISION 2030

**OUR
FIVE YEAR
STRATEGY**

RACE RETRO 2026

**KICKSTART
YOUR YEAR
WITH US**

CROSS CAR

**THE
MULTI-DISCIPLINE
MACHINES**

PLUS: NATIONAL COURT + GUIDE TO CADWELL PARK

CONTENTS

Inside this issue: Motorsport UK Chair **David Richards CBE**, looks back on an incredible eight years as Chair, then ahead to the future. Come and see us at **Race Retro** with a Motorsport UK discount on tickets and a chance to win a race suit. **Cross Car Evolution** follows the rise of these high-octane multi-discipline racers. Many more of your photos on display in **Share Your Passion** – keep them coming in! The latest **National Court** report, and get the inside track with our **Go To Guide at Cadwell Park**, plus **What's On** and more...

04

The Next Chapter

David Richards CBE looks back on a period of transformation – and ahead to the next chapter for Motorsport UK

10

The latest news from our clubs, members, and championships...



12

Cross Car Evolution

This low-cost racing machine is moving to Stage Rallying



20

TALK MOTORSPORT

Meet Motorsport UK at next month's Race Retro at Stoneleigh Park



race retro
SERVING CLUB MOTORSPORT

Click [HERE](#) to book tickets using our members' discount code

38

Share Your Passion

Your photos of *your* motorsport



40

Go To Guide:
Cadwell Park



44

What's On
Motorsport events around the country



The Next Chapter

In his final year as Chair, **David Richards CBE** looks back on a period of transformation – and ahead to the next chapter for Motorsport UK

Over the last eight years, motorsport – and the world around it – has changed at pace. What has stood out to me most is not just the scale of that change, but how our community has responded. With resilience, openness and passion, you have continued to push the sport forward, embracing new technologies, new audiences and new ways of thinking. Together, we have made real progress.

As a governing body, that momentum has challenged us to evolve too. To become more modern, more relatable and more ambitious about what motorsport in the UK can be – not just for today, but for the long term.

When I took on the role of Chair in 2018, I was clear about one thing: the future of our sport could not be taken for granted. While motorsport was thriving at the very top, with British success on the world stage, we were facing genuine challenges. Rising costs, shifting expectations and disruptive technologies were already reshaping the landscape.

Having spent most of my life in motorsport, I knew we could do better. Not simply as a regulator, but as an organisation that actively promotes, champions and grows the sport. That belief is what drove me to stand up and be counted.

From the outset, the priority was to redefine Motorsport UK's role – to move beyond regulation alone and take responsibility for helping people see, understand and embrace motorsport. Hugh Chambers, our CEO, and I shared a clear ambition: to put promotion, participation and people at the heart of everything we do.

Motorsport is powered by passion. Whether it is the language we share, the culture we belong to or simply the places we race and volunteer, there is an energy that binds our community together. I have always loved that camaraderie, and leading this transformation has been a privilege – not as a ceremonial custodian, but as someone deeply invested in the future of the sport.





“When I took on the role of Chair in 2018, I outlined my vision to create a sustainable future for motorsport in the UK”

The transformation

Since 2018, both the world and our organisation have evolved in ways few could have predicted. Motorsport UK is now stronger, more complete and better led, with talented people working every day in the interests of our members and the sport.

One of the most important changes has been structural. Where once decision-making sat almost entirely with the Council of Members, today we have a more balanced and empowered governance model. The Council now plays the vital role of guiding and advising as the elders of our sport, while a more diverse and inclusive Board combines deep motorsport expertise with valuable external insight. That balance has helped drive clearer thinking, faster decision-making and better outcomes.

Just as importantly, it has helped reverse decline. Our community is no longer shrinking. Licensed competitors now number more than 64,000, supported by 11,000 licensed volunteers and officials. Digital licensing has played a key role in this growth, using modern technology to make participation simpler and more accessible – exactly as it should be.

Opening doors

Lowering barriers to entry has been central to our approach. Initiatives such as free RS Clubman and Indoor Karting licences, alongside the launch of StreetCar, have opened motorsport to people who may never have considered it before. In less than two years, StreetCar alone has introduced nearly 1,800 new grassroots competitors to our community.



Photos: Dom Gibbons

Over 1,000 people had their first motorsport experience at the four StreetCar festivals in 2025





We have also embraced esports, building a thriving membership of more than 3,000, and inspired over 10,700 girls and women to get involved through our national Girls on Track programme. The launch of the Girls Karting Academy has given hundreds more their first taste of motorsport, helping to build confidence, skills and aspiration from an early age.

Indoor karting has been a particular success. By shifting perspective and meeting people where they are – including in inner cities – we have engaged young people who previously had no route into the sport. That, to me, perfectly captures what modern motorsport participation should look like.

>>>>

The British Indoor Karting Championship has helped welcome many new members to motorsport



Motorsport UK has a 3,000+ collective of members in its esports community



Alex Langley



Powered by people

At every level, motorsport is about people. While we celebrate success on the world stage, from Formula 1 to international rallying, the heart of the sport lies just as much with volunteers, organisers and officials. Without them, there would be no events, no pathways and no community.

Some of my most cherished memories as Chair have come from these moments – chatting with marshals at Silverstone, walking through campsites during the British Grand Prix weekend, or sharing stories with volunteers at events across the country. These experiences remind us that motorsport is not just about winning; it is about belonging.

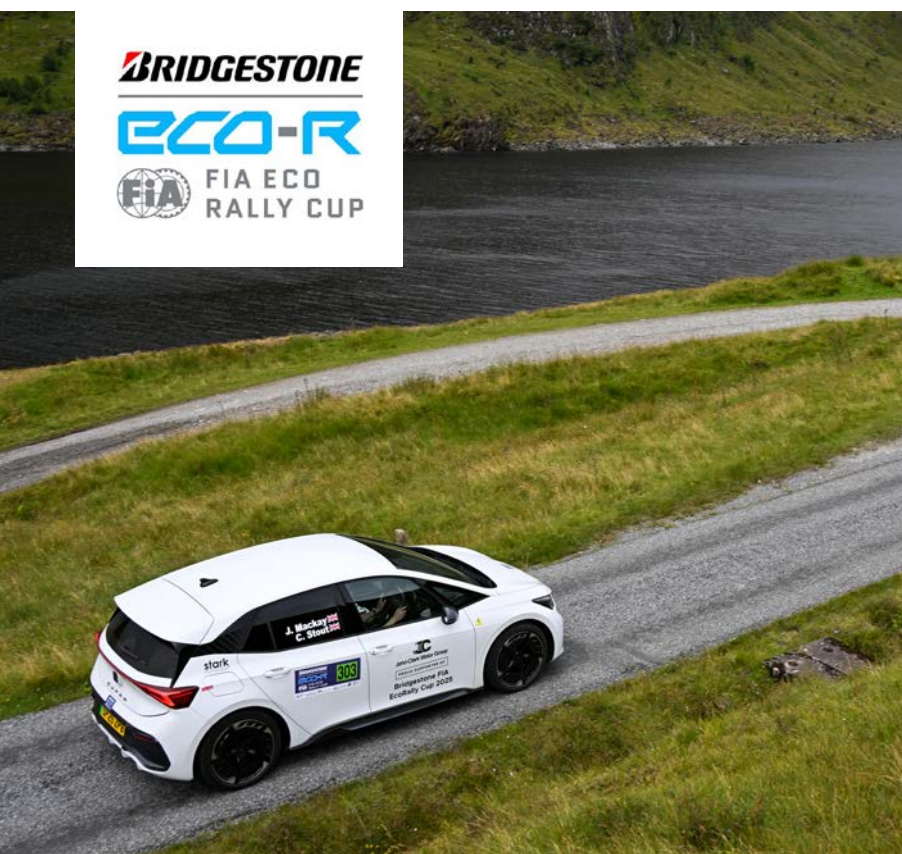
David chatting with marshals at the British Grand Prix



Updated and easily accessible regulations are now available in the NCR App



Don Gibbons

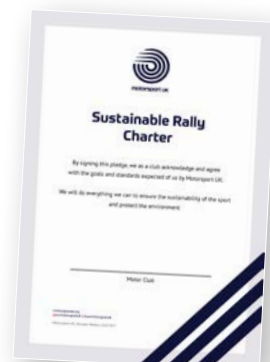


Sustainability and responsibility

Sustainability has rightly become a growing focus for both Motorsport UK and our members. More clubs are enrolling in our Sustainability Accreditation programmes, and Motorsport UK itself has achieved the highest level of recognition in the FIA Environmental Accreditation Programme.

We have also modernised the rulebook, setting a new benchmark for safe and fair competition through a fully digital, accessible system. On the international stage, the UK continues to punch above its weight, with representation on 27 FIA committees – more than any other nation.

At home, initiatives such as the first FIA ecoRally Scotland and the continued expansion of Race for Diversity and Inclusion Hubs demonstrate our commitment to a responsible and inclusive future for the sport.



The road ahead

As I enter my final year as Chair, my focus is firmly on what comes next. Later this month, we will share a clear and ambitious long-term direction for Motorsport UK – one shaped by everything we have learned over the past eight years, and by the voices of our community.

This next chapter is about building on strong foundations. About retaining, renewing and recruiting people into our sport. About ensuring motorsport remains safe, fair and fun, while delivering better experiences for competitors, volunteers, clubs and venues alike.

Above all, it is about helping more people enjoy motorsport, more often.

We know participation comes in cycles. Life changes, priorities shift, and affordability matters. Our role is to engage people early, inspire them, and ensure the door remains open so that when the time is right, motorsport is there for them.

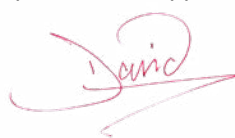
Looking forward

I hope this era is remembered as a time of transformation – one that positioned Motorsport UK to thrive in a rapidly changing world. We are better prepared, more connected and more confident about the future than ever before.

This is not just about protecting our heritage. It is about embracing innovation, listening to new generations and ensuring motorsport remains relevant, responsible and rewarding for years to come.

We should be very proud of what we have achieved together, and I have genuine excitement for what lies ahead.

Thank you for supporting me on this journey. I look forward to continuing to play my part as an active participant and passionate supporter of motorsport across the UK. 🇬🇧



David Richards, CBE
Chair, Motorsport UK

XPB Images



VISION 2030

POWERING THE FUTURE OF MOTORSPORT, TOGETHER

A new five-year strategy is coming. On Wednesday, we share how Motorsport UK will get more people enjoying motorsport, more often - and why it matters now more than ever.

Motorsport in the UK is thriving, but the world around it is changing fast.

- How people spend their time
- How they access sport
- What they expect from organisations like ours

Over the past few years, Motorsport UK has transformed how we operate - modernising systems, strengthening governance, opening doors to new audiences and leading the way on safety, sustainability and inclusion. Those foundations are now in place.

Vision 2030 sets out what comes next.

It is our roadmap for the next five years - shaped by our members, volunteers, clubs and partners - and focused on one clear ambition:

TO GET MORE PEOPLE ENJOYING MOTORSPORT, MORE OFTEN.

That means protecting everything that makes our sport special, while making it easier to discover, simpler to take part in, and more rewarding for everyone involved - whether you're competing, volunteering, running a club or supporting from the sidelines.

This is not about changing motorsport.
It's about powering its future.



VISION 2030 FOCUSES ON:

- **Enhancing experiences** so current members stay active and engaged
- **Reigniting passion** among those who've stepped away
- **Removing barriers** so new people can discover and join the sport more easily

A simple framework. A clear direction. A shared future.

(Full strategy launches Wednesday 28th January)



**TOGETHER, WE WILL
POWER THE FUTURE
OF MOTORSPORT
AND GET MORE
PEOPLE ENJOYING
MOTORSPORT
MORE OFTEN.**



JOIN US LIVE: VISION 2030 UNVEILED

On **Wednesday**, Motorsport UK Chair **David Richards CBE** and CEO **Hugh Chambers** will officially launch **Vision 2030** in a live broadcast, hosted by **Vicki Butler-Henderson**.

They'll share:

- Why this strategy matters now
- What it means for members, clubs and volunteers
- How Vision 2030 will shape the next five years of UK motorsport

You'll also have the chance to ask your questions live. Submit your questions [HERE](#)

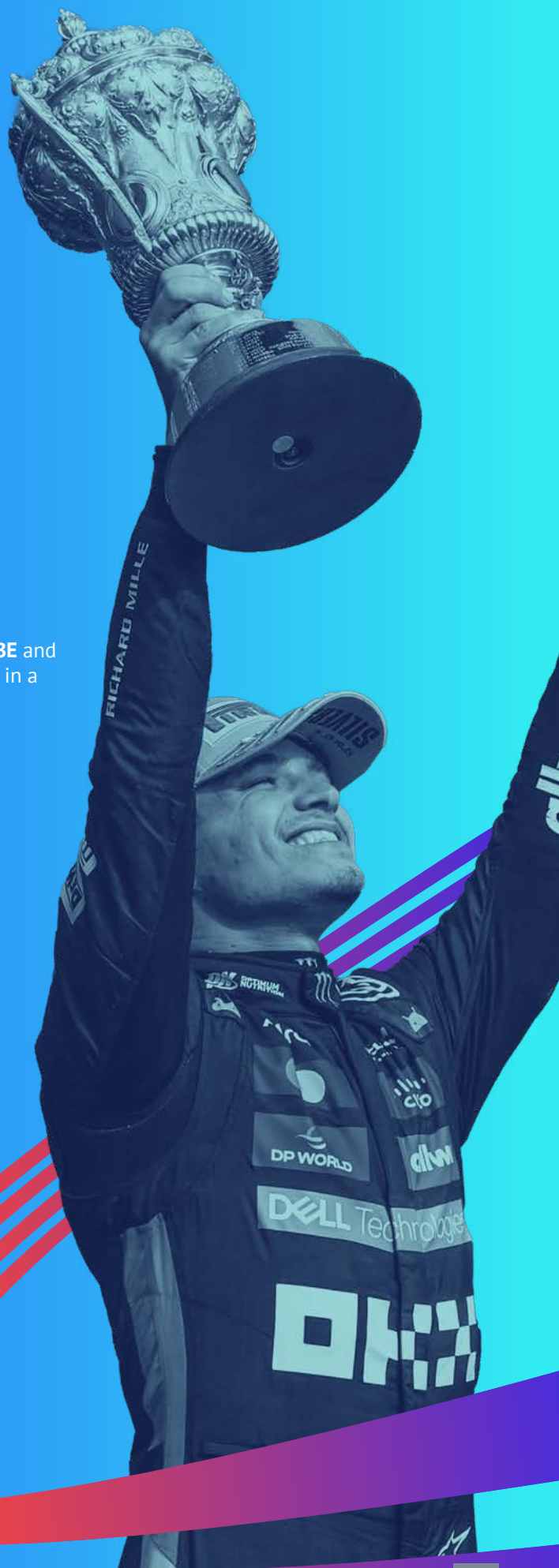


**Live Broadcast
Wednesday 28th
January 7pm**



**VISION 2030 BELONGS
TO ALL OF US.**

**BE PART OF THE
CONVERSATION.**



Cross Car Evolution

This low-cost racing machine is moving to Stage Rallying

Running single-seat off-road buggies, with performance close to that of a Rallycross Supercar, and operating costs as low they go, Cross Car is about to become something big. Having taken Europe by storm and already established on the UK Rallycross scene, Cross Car's introduction into UK Stage Rallying could be a game changer. So just what makes them so much fun?

"They're basically a motorbike engine and gearbox strapped into a very light frame, which gives them incredible performance," smiles Welshman James Morgan, the UK importer for the Ligier model. "They're about a second a lap slower than a Rallycross Supercar – which is not much at all – and on twisty Rally Stages, they're as fast as anything!"

"Perhaps the biggest appeal is that the purchase price is low compared to other motorsport and running costs are no more expensive than a motocross bike," adds Morgan. "They are cheaper to run than any Rally car, even a Junior 1000 – brake pads are about £10, tyres last two rallies, and they use next to no fuel – so it makes for really cheap, fun motorsport."

Originally the realm of home-built kits and local, unregulated competition, these cars originated in Southern Europe just over a decade ago. Their unique combination of low-cost and high-performance soon amassed a cult following, and as numbers grew and more events appeared in other countries, Cross Car quickly moved towards the mainstream.

>>>>>

The Motorsport UK Cross Car Championship in action





James Roberts

Around four years ago, the FIA developed a set of global technical regulations and since then, its popularity has boomed. The cars are now used across a vast range of different categories, from Rallycross to Sprints, and with the FIA's new EURO RX5 category, they are now recognised as a feeder formula for the European Rallycross pyramid.

As an ideal launching point for aspiring Rallycross drivers, Cross Car competitors only need an RS Inter Club licence to get started.

Motorsport UK launched its Cross Car Championship last year, as part of the British Rallycross package, and grids quickly grew, with Ligier and LiveLife two of the most popular machines. Numbers have now swelled well into double figures and with another full season of competition about to begin, things are going to be even bigger.

"Since its introduction to Rallycross in 2022, Cross Car has gone from strength to strength," explains Motorsport UK Cross Car Championship co-ordinator Jordine Crooks. "The launch of the Championship last year gave us a huge opportunity to offer the biggest Rallycross calendar, comprising of 12 rounds, visiting all the circuits used across the UK.

"The collaboration also demonstrated the drive and determination of our governing body to support the growth of the category, opened opportunities for tighter regulations and tighter control of those regulations. This has allowed the manufacturers to really showcase what they had to offer, with a huge increase in the number of FIA compliant vehicles available."

>>>>

The Motorsport UK Cross Car Championship

The Cross Car Championship will run alongside the British Rallycross events this year, taking in multiple different venues around the UK and one trip to Valkenswaard in the Netherlands.

22nd March	Blyton Park
5th-6th April	Lydden Hill
23rd-24th May	Mondello Park
28th June	Blyton Park
25th July	Lydden Hill
29th-30th August	Valkenswaard
26th-27th September	Pembrey
18th October	Knockhill
7th-8th November	Lydden Hill



James Roberts

No Turn Wasted.



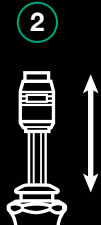
Kraftform Kompakt 20 RA-R

Interchangeable ratchet with “twisting” mechanism for fast and precise work.



Intuitive Switching

Ratchet direction can be switched or deactivated via the switch, which can be spun freely by hand for precise work.



Retractable Blade

Telescopic blade can be extended and retracted, or removed entirely and used in power tools.



Colour Coding

Integrated bit magazine holds 6 bits with colour coding according to size and profile.



Behind the wheel

Former British Rally Champion Osian Price and multiple British Rallycross Champion Patrick O'Donovan have each had a taste of one of these machines in competition – and both came to the same conclusion: there are few cars that handle like a Cross Car and few that give quite such a thrill behind the wheel.

“It is really, really fun,” smiles O'Donovan. “I have had a lot of experience in Rallycross. I have driven a lot of cars, right up to a works-level Peugeot 208, and while driving a Supercar is the most amazing thing ever, I definitely think the closest thing you can get to it in Rallycross has to be the Cross Car.

“It is possibly the rawest experience inside a car because there's no power steering, so you feel everything through the wheels. There is no delay, nothing is numbed down and because of how lightweight and high-powered they are, you are constantly on the edge. It is about as connected as you can be; the closest thing to a kart on an 'adult' scale.”

Price says the Cross Car handles “very much like a Rally2 car” – which is why he has personally bought one for his Rally driver coaching work – and he adds: “It does not rock around. It moves around and pitches and dives like a Rally2, so you can drive as sideways as you want – they are relatively forgiving – but you can also drive them nice and clean.

“The first event I did in a Cross Car was in Italy and there were about 80 of them on a 4km forest mountain stage! I then drove one in a trial event in Anglesey, a single venue Rally. I also did the first round of the Motorsport UK Cross Car Championship in the Rallycross format last year in Blyton and I won that event.

“There is nothing quite like it, and to get the best out of the car on a Rally course, you have to drive it properly. A normal Rally car can mask a lot of your driving technique because the weight balance is a bit more even, whereas this is more about moving weight, so it's a good driver challenge and really rewarding when you get it right.”



James Roberts

Getting involved

A brand-new top-of-the-range Cross Car will set you back around £30,000 – although some used cars can be found, particularly in Europe, for as little as £15,000. The second-hand market is set to expand too, as popularity grows, and their acceptance in Rally and Sprint and Hill Climbs means UK growth could well follow the trajectory seen in Europe.

The basic mechanics on the car also make self-running relatively simple – so all you need is a trailer or a van, a few spare parts and you can soon take to the track. “You cannot go that fast and get that performance for the same amount of money with anything else,” adds Price. “You would have to spend four or five times, if not more, to get that from a car.”

Juniors are catered for too. A de-tuned version of the adult Cross Car has been developed for drivers as young as 14, with a Championship category specifically for them. To make for easier progression into the senior category, that same chassis can then be upgraded into a higher-performance model, eliminating the need to replace an entire car.

Price and O'Donovan both quickly identified the Cross Car as a machine that can teach true driver skills – making it the ideal learning platform for Rally, Rallycross and potentially Sprint disciplines. “You can be lairy and sideways, but you can also drive it really neat like a race car, so it suits a lot more people,” continues Price.

“The engine is in the back which means the front is so light. You need to get used to the balance of it, but once you get it, you get it. It's quite a unique thing to drive, but the technique from a rally or racing perspective translates a lot from what you learn in a car and vice versa.”

O'Donovan adds: “It is so lightweight and nimble you can sometimes get chronic understeer and when you try to get the power down, you need to stab on the brakes a bit or try to steer with the rear. Those are skills you can use anywhere in motorsport, on a rear-wheel drive or a four-wheel drive car, and that makes this a really good way to learn.”

Not only are Cross Cars fun to drive, they also provide access to one of the most welcoming groups of racers in the UK – where friendly competition and wheel-to-wheel racing go hand-in-hand. “It is respectful competition in Rallycross,” explains O'Donovan. “There's a bit of a give and take and these cars are built to handle it.”

“The paddock might be the least egotistical and most open you can possibly walk through. It doesn't matter if you're a marshal, a spectator, a competitor, anyone can walk over into anybody else's garage, get up there and ask questions. That is something I just really love about the sport.”

Cross-discipline future

The UK growth of Cross Car has, so far, been focused on Rallycross, but its use in other formats across Europe point to a future where these machines could be seen in many paddocks across the UK. Morgan has been working with Motorsport UK for more than two years to get the car classified for Rallying and its first official event took place on January 17th.

“The main place you can use the Cross Car is still in Rallycross – in fact, it's now the biggest class in UK Rallycross – but Rallying now opens up a whole new market,” he explains. “It is a specific class for Cross Cars, running as its own field in a similar way to how the Junior 1000 Championship runs, and there were already around a dozen entries for the first event.”



That means people can now buy a Cross Car and use it in different disciplines in the UK – but the vision does not stop at Rallycross and Rallying. “I have the idea to eventually go to a multi-discipline championship for Cross Car,” offers Morgan. “That would be the first time that Motorsport UK has ever done anything like that.

“It would include Rally, Rallycross, Sprints and Hill Climbs and it would give people from all those disciplines a chance to try other disciplines without the expense of buying discipline-specific cars. We are working hard towards that and will continue to do so this year. I am hopeful that could be in place for 2027.”

Price agrees that Cross Car could revolutionise the sport – if it is embraced and encouraged by the different disciplines. “If you fancy doing a Hill Climb, Sprint, Rallycross and single venue Rally, you could do so in a couple of different cars but not the same class in every discipline,” he says. “You can with Cross Car.

“They are booming in the rest of Europe because there’s so much to do with them, so many people are using them for so many different things. I urge anybody in motorsport to give it a go – because you’re never going to leave disappointed...”

“We will offer a similar calendar this year, adding a trip to Valkenswaard at the end of August, and the acceptance of Cross Car in rallying is another very welcome step,” concludes Crooks. “The ability to use the vehicles across more than one discipline is really attractive to people, particularly where there are Championships available to support cross discipline.

“I hope that in the future we can build on our Motorsport UK Cross Car Championship, to include an arm for Rallycross, Rallying, Hill Climbs or Sprints - or maybe even a combination of all disciplines – and we will continue to focus on working hard to enable more and more people to enjoy these amazing vehicles.”



Race for real

If you fancy getting behind the wheel of a Cross Car, but cannot commit the time or budget, then try out the all-new 2026 Motorsport UK Cross Car Esports Cup – where the champion, has the chance to join a real world Cross Car race.

The virtual competition, which will launch in February, will be run across six rounds at different virtual venues. All you need to do is sign up for pre-qualifying, make the grade, and you will be racing on the virtual grid.

The championship will be hosted on iRacing using the FIA Cross Car, with a 16+ age requirement.

Click the image to join the Motorsport UK Esports Discord server – then head to the next article to discover more.





Win the chance to race a real Cross Car

Motorsport UK is pleased to introduce the first ever Motorsport UK Cross Car Esports Cup with the unique prize of a test and race in a real world Cross Car in 2026.

The championship will run on the iRacing platform using the official FIA Cross Car and is split into two stages, Pre-Qualifying and the Main Championship.

Pre-Qualifying is a hot lap competition to decide which drivers qualify for the main championship. The main championship will consist of 27 drivers taking on six rounds. The winner after these rounds will be crowned the champion and claim the prize of a real world drive.

Pre-qualifying

To qualify for the main championship drivers must be in the top 27 fastest drivers during the pre-qualification, which is hosted through iRacing in the Time Attack section.

- 9am (GMT) 31st January - 9am 2nd February 2026
- Hosted at the top of the 'Time Attack' section of iRacing
- Car: FIA Cross Car
- Track: TBC
- Fixed car setup
- No Motorsport UK Esports membership or entry fee required to enter pre-qualification

The top 27 drivers, with the fastest times at the end of the Time Attack, will be invited to enter the main championship. Drivers must be 16 years old or over and hold a valid and current UK passport. Drivers must not have competed previously in a real world Cross Car, Rallycross or Auto Cross event. By entering, drivers are agreeing to the [Terms & Conditions](#).



Virtual Championship

The 2026 Motorsport UK Cross Car Esports Cup is the first Motorsport UK Esports championship to offer the prize of driving a real world race car.

Event	Date	Circuit
Round 1	11th February	Brands Hatch
Round 2	18th February	Winton
Round 3	25th February	Barcelona
Round 4	4th March	Hell
Round 5	18th March	Daytona
Round 6	25th March	Knockhill



All 27 qualifying drivers will be contacted via the iRacing forum, vetted and approved to enter the Championship.

- Each race is broadcast live by RaceSpot TV
- 30-minute open practice
- x3 8-lap Heats of 9 drivers - top 4 from each heat goes through to the Final
- The non-qualifying drivers go through to the 10-lap Last Chance Qualifier (LCQ)
- The top 3 from the LCQ progress to the final
- The Main Final will be 15 laps, with 15 drivers competing
- Organised through private Discord server – where all details will be shared
- All drivers under 18 will require full parental consent
- Full vetting and approval process in place for all qualifying drivers
- All drivers are required to have a paid Motorsport UK Esports Membership (£27.99)

Prize Drive

For the first time, Motorsport UK Esports is offering an extraordinary opportunity: a real world Test and Race drive.

Thanks to our championship Prize Partner, **LifeLive UK**, the winner of the 2026 Motorsport UK Cross Car Esports Cup will receive a full test and a race entry in a round of the 2026 Motorsport UK Cross Car Cup.

The prize covers everything needed to compete in both the test and the race – including all required equipment, insurance, and licence provision. Full prize details are available in the **Terms and Conditions**.

In addition, **Waltham Services** – the UK's leading motorsport tyre sales and services provider – has generously supplied a set of brand-new tyres for the winner to use.



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



motorsportukesports_

Get it out the garage



Race Retro returns to Stoneleigh Park next month for its annual pre-season club motorsport showcase and a team of experts from Motorsport UK will be on hand to help members new and old kick off 2026 in style.

The event is the perfect antidote for those who've experienced a winter withdrawal from motorsport, combining a live Rally stage, iconic car displays, educational talks from motorsport legends and halls full of stalls selling every piece of equipment you might need.

"Club racing is the beating heart of motorsport in the UK and Race Retro is its annual pilgrimage," said Motorsport UK's Technical Director, Ian Smith. "It's the perfect place to meet like-minded Motorsport UK members – or to sign up and join them – and for anyone still not sure on their participation plans for 2026, having all that help and advice in one place is invaluable."

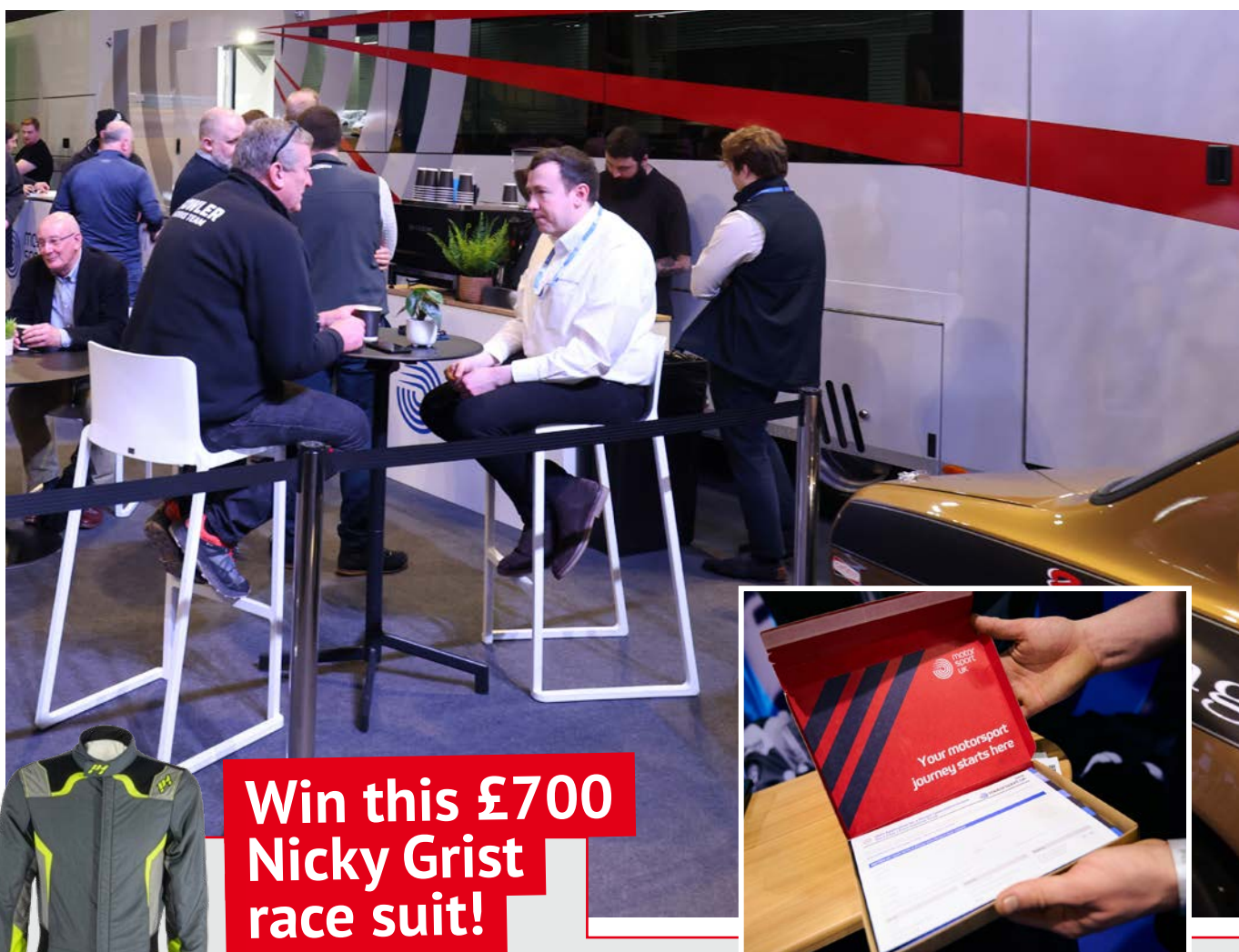




On the stand we will help with licence sign-up in person and provide one-to-one advice and assist with any help or guidance you might need. You can even bring a photo of your car and we'll help you get started.

Many of the UK's key championship organisers will also be present, giving those who are still selecting their options for 2026 the chance to find out more, face-to-face. Representatives will include BRSCC, BARC, the Scottish Motor Racing Club, HSCC and Equipe. You can see the Exhibitor lineup [HERE](#)

The iconic machinery on display represents a wide variety of disciplines with last year's collection ranging from a Dallara hillclimb car to Nicky Grist's Group A Toyota Celica. As well as the hardware to see, you might be lucky to mingle with big names from the sport with David Llewellyn, Anthony Davidson and Jason Plato all there in 2025. 🌀



**Win this £700
Nicky Grist
race suit!**

Courtesy of Nicky Grist Motorsports (Race Retro stand 2-126), you could win this P1 PRO-R Racing Suit worth £700. Available in three colourways, it's manufactured to the latest FIA 8856-2018 safety standard.

The competition is open to anyone who has purchased discounted Race Retro tickets using the exclusive Motorsport UK link since November, and closes on Friday 6th February.

We will announce the lucky winner in the next month's issue. [Terms and Conditions](#) apply.

**Go to page 31 and
book online now**



race retro

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

Renew Your Licence Today

Your licence, your community

Every weekend across the UK, the unmistakable sound of motorsport fills the air; the buzz of anticipation at a start line, the orange flash of a marshal's tabard, the cheer of a club crowd celebrating a perfect run. The 2026 season is underway, and you can be part of the action.

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

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

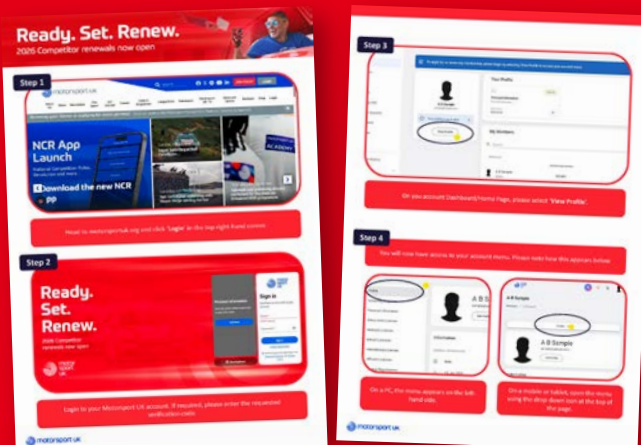
This shared community ensures around 3,500 Motorsport UK permitted events are made possible every year – from club sprints and hill climbs, to international championships. Every flag dropped, every timing beam triggered, and every cheer from the sidelines is members working together and enjoying their motorsport.

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

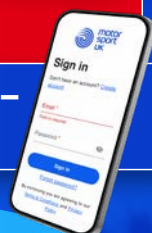
Renewing your Membership

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

Explore the handy how-to guides, and FAQs below. If in doubt, contact the Member Services team on membership@motorsportuk.org or call 01753 765 000.



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Sport Pathways Under Review

Making it easier to get started in motorsport

Motorsport UK is reviewing how people enter and progress through our sport, ensuring the journey is clearer, more consistent and better aligned with how people want to get involved today. The Motorsport UK Sport Pathways Review forms part of our Vision 2030 commitment to get more people enjoying motorsport, more often. Historically the pathways into motorsport have grown organically and often independently from discipline to discipline. While this has created strong expertise and commitment across the country, the processes can also be complex or difficult to navigate – particularly for those new to the sport or returning after time away.

Motorsport UK is launching this project to strengthen the foundations of the sport, not dismantling them.

What is under review?

The Motorsport UK Sport Pathways Review will look at the customer journey into motorsport, considering how people take their first steps in our sport, and how they progress once beyond this. Its focus is on making the experience:

- Easier to understand
- More consistent nationwide
- Supportive, welcoming and confidence-building
- Better aligned with modern expectations

By taking a fresh look at how the pathways work, the aim is to remove unnecessary barriers and help turn interest in motorsport into long-term participation.

The review will focus on:

- Clearer, simpler information on how to get started
- More consistent standards and experiences, wherever someone begins their journey
- A more straightforward route to progressing further in the sport
- Stronger support for the schools, instructors, and assessors who deliver training and assessment

This is a multi-year project and while initial focus is on the Associations and schools above, this is the first in a line of initiatives to improve the pathways into and through the sport.

Together, this will help create a pathway that feels fair, transparent, and easy to navigate, giving new participants greater confidence to take their first step.



A rally school session is the first step for many competitors





What is not changing

To ensure clarity and reassurance for the community, there will be no changes to day-to-day operations during 2026.

- Recognised Schools and instructors remain essential to the sport
- Training and assessment for drivers will continue
- Existing arrangements will remain in place while the review is carried out

Schools and instructors are often the first human connection a new driver has with motorsport, and their role remains vital.

The Sport Pathways Review will involve consultation with those who deliver training and assessment, alongside work to design a modern, customer-focused framework for the future. We will share updates as the project progresses and outline any future changes clearly and well in advance. By strengthening the pathways into the sport, we will help more people discover, enjoy, and remain involved in motorsport – while continuing to value and support the people who make it possible.

Get Involved

As part of the review, Motorsport UK will be gathering insight and feedback to help inform this work. If you would like to be kept informed and considered for future opportunities to share your views, you can register your interest using the form [HERE](#).

Registering your interest does not commit you to anything. This information will be used to understand who would like to contribute and to share relevant updates as the review progresses.

2026 FIA Karting Academy Trophy

Applications are now open to represent Motorsport UK in the 2026 FIA Karting Academy Trophy.

The FIA Karting Academy Trophy is a unique competition designed to pit the best young kart racers from around the world against each other on equal terms. Drivers are randomly assigned karts with supplied chassis and are equipped with OK and OK-Junior engines from the nominated supplier, alongside a controlled tyre option and strict limits on tyre usage.

Many drivers who have represented the UK in the academy have progressed through the ranks, achieving significant success in their careers. 2020 participant Theo Micouris went on to claim the 2024 Ligier JS P4 European Championship. Meanwhile Kian Burnard secured a factory drive with CRG Kart Team as an official OK-Junior driver at the World Karting Championships following his performance in the Championship. More recently, during the 2025 season, Harrison Whitticombe finished eighth overall in the Senior standings and secured pole position and a podium finish in Viterbo, underlining his pace at international level. In the Junior category, Finlay Lines matched this achievement with an eighth place finish in the final 2025 championship standings.

Both the Junior and Senior categories will unfold over three rounds, with the Juniors competing on the same event schedule as the KZ and KZ2 classes. Meanwhile, the Seniors will be competing on the same event schedule as the OK and OK-Junior classes.

"The FIA Karting Academy Trophy is one of the most credible 'level playing field' challenges in karting," noted Dan Parker, Head of Karting at Motorsport UK. "With supplied equipment, and control tyres, these three world-class events create an international platform for British talent to benchmark themselves against the very best from around the world."

Applications close on 30th January 2026. Click [HERE](#) for eligibility criteria, application forms, and other details.



FIA / KSP Reportages



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2026 SEASON COUNTDOWN

Championship openers that are not to be missed

It's a new year; there is a chill in the air and that can only mean one thing; preparations are now really beginning to ramp up ahead of what promises to be another unforgettable year of British motorsport.

As the countdown continues, we have cherry-picked a handful of race meetings that will be well worth checking out over the course of the coming months.



4th-5th April: Brands Hatch

British Truck Racing Championship

Brands Hatch will provide the backdrop to an Easter extravaganza at the beginning of April as the heavyweight behemoths of the British Truck Racing Championship rumble into action for the first time in 2026.



9th-11th April: Warden Law

British Kart Championship

Lando Norris will enter this year's Formula 1 World Championship with the honour of being the defending champion, safe in the knowledge that he will have also inspired countless young drivers that they too can one day reach the pinnacle of the sport.



11th April: Severn Valley Stages

British Rally Championship

Expect plenty of opposite lock as the British Rally Championship shatters the peace and tranquillity of the Welsh forestry by blasting into life for 2026.



11th-12th April: Shelsley Walsh Hill Climb Hill Climb

There is nothing more spectacular than watching a driver and their machine push themselves to their limit, all in the pursuit of beating their rivals and more importantly, the stopwatch.



18th-19th April: Donington Park

British Touring Car Championship

New cars, new drivers, credible contenders and even a fresh format for qualifying in the shape of a Saturday afternoon race, the Kwik Fit British Touring Car Championship (BTCC) is guaranteed to be back with a bang in mid-April.

25th-26th April: Silverstone

British GT Championship

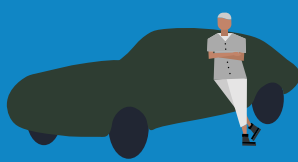
This year marks the 34th season of the British GT Championship and there is no better place for the 2026 campaign to commence than at the Home of British Motor Racing, Silverstone.



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Celebrating exceptional young talent

At just 16, Euan Bruce is the youngest person to win the SSHC Sprint Championship. During the 2025 season the Bruce Racing Team have been able to set new track records at all the events they attended, and claimed the Grampian Automobile Club Overall Club Champion award. This included being the highest-placed road car in the Scottish Sprint Championship, and the Scottish J1 class winner in both Sprints and Hillclimbing.

"It has been a brilliant experience to have been out racing these past two years in the junior series," said the young champion, "and I am so grateful to have had this opportunity. It would be great to see some more youngsters coming through to help build the next generation of drivers."

Euan is pictured with his dad, John, who was also awarded the Bob Hamilton Memorial Trophy for contribution to Scottish Hill climbing and Sprinting. The pair achieved all this in their shared standard MGZR 1400cc junior car.

Motorsport UK sends its congratulations to both Euan and John for such a successful season.

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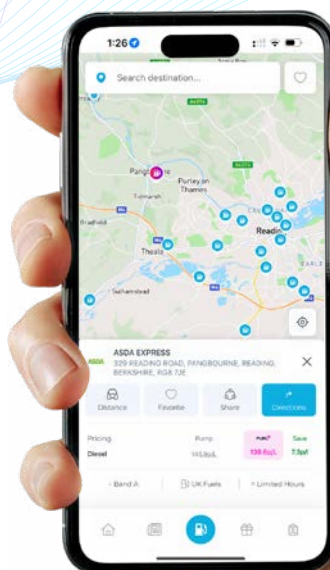


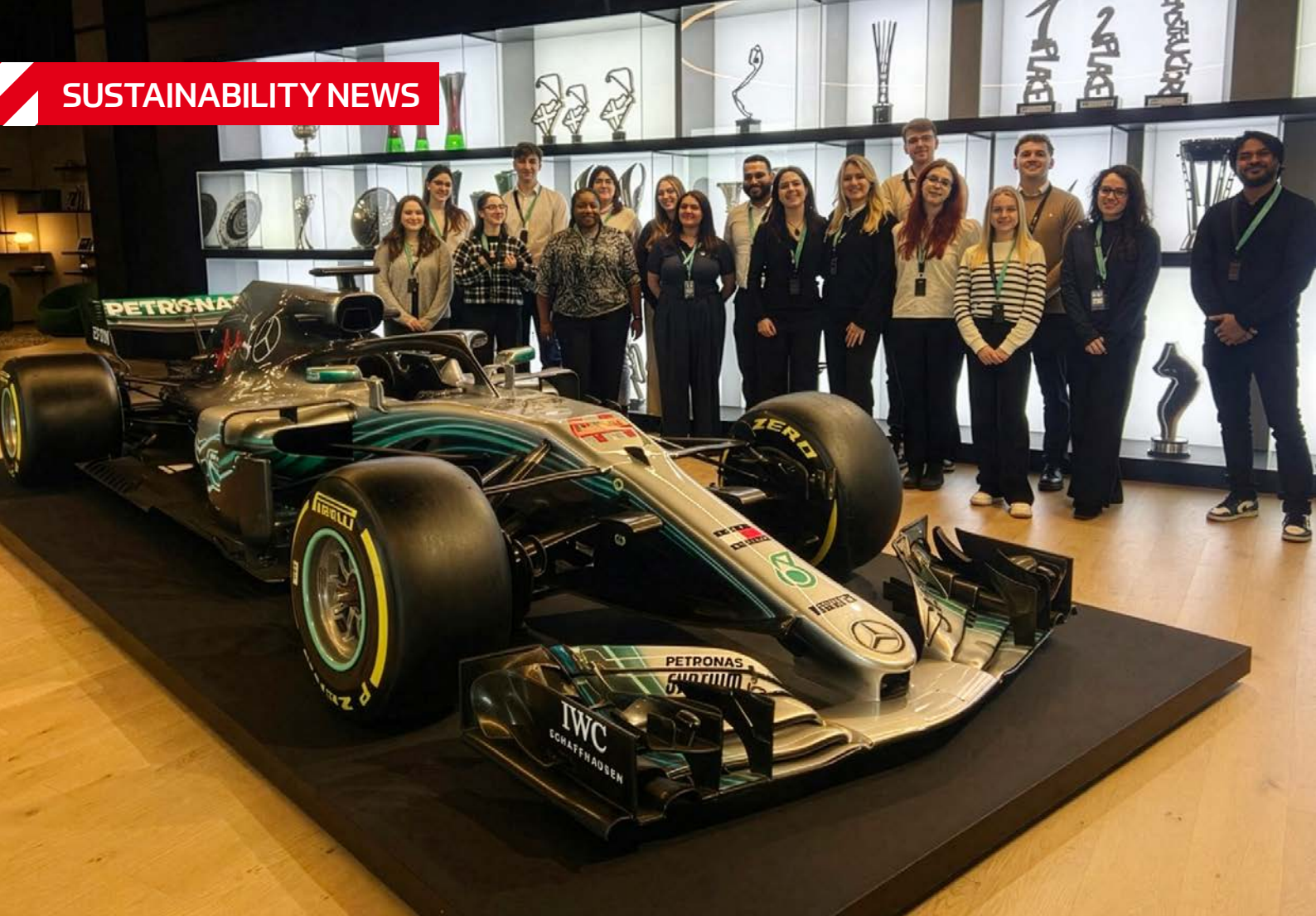
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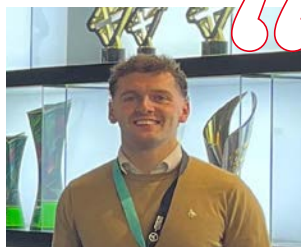


Join the Motorsport UK volunteer network

In December, Motorsport UK hosted an Environmental Volunteer Networking Day at the Mercedes-AMG Petronas Formula One Team Factory. This exclusive opportunity was a thank you and a celebration of the incredible work that our environmental volunteers have delivered throughout the year. Providing vital support to clubs across the country, this group of volunteers measures emissions at their motorsport events. The volunteers were treated to a unique opportunity to go behind the scenes of a world-leading

motorsport facility. The day also provided space for the volunteers to connect with one another as well as engaging with professionals working in sustainability roles across the motorsport industry.

If you would like to join this team, and get involved in future events, register your interest via the Motorsport UK [Inclusion Volunteer Interest Form](#).



“The Environmental Volunteers Day at the Mercedes F1 base meant a lot to me, bringing together several of my passions in one place. Seeing how a world-leading F1 team approaches sustainability was incredibly

inspiring, and it was fantastic to be recognised by Motorsport UK for our volunteer work. The Mercedes staff were welcoming and generous with their knowledge, and as someone in the aerospace sector, it was exciting to see how F1 and aerospace align on sustainability.”

Antonio Sisi



“I had an amazing day at Mercedes F1! It was interesting meeting the sustainability team from Silverstone, Motorsport UK, and Mercedes F1, and learning about applications, day to day life, and the barriers to sustainability

in motorsport. It was also a lovely opportunity to meet and network with other volunteers which I hadn't had the chance to do before.”

Charlotte Schryver



race retro

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20-22 FEBRUARY 2026

STONELEIGH PARK



Race Retro is back for 2026! Join racing clubs, specialist suppliers and representatives from 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.

Check out the Race Retro feature on page 20 for an exclusive show preview and what to expect on the Motorsport UK stand.

Motorsport UK members using the discount code **PTMS** to book tickets before the closing date of Friday 6th February 2026 are automatically entered into a prize draw to win a Nicky Grist P1 PRO-Race suit worth £700! More details on page 21.

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Email: sales@cyberpowersystem.co.uk





More Rally Rewards for 2026

The 2026 Protyre Motorsport UK Asphalt Rally Championship will contain more event-by-event rewards overall and class end-of-season prizes than ever before. This year's prizes include Protyre motorsport tyre rewards, Vital Equipment incentives, OnThePaceNote co-driver prizes and, for the third year running, an M-Sport Puma Rally1 test for the top-placed Ford Fiesta Rally2 driver.

Championship title sponsor Protyre is, for the ninth consecutive year, offering an incredible event-by-event tyre rewards package where drivers in each class will have two opportunities to win tyres, redeemable on the following championship round. Protyre Motorsport will continue to operate a full fitting service at each round and be on hand to offer expert advice.

Vital Equipment is offering an event-by-event incentive whereby successful drivers will be rewarded with 25-litres of ETS Racing Fuels. Every class will have at least one opportunity to benefit from this incentive.

Mintex is continuing with its incredibly popular best improvement on starting position award, with the winner receiving one axle set of Mintex brake pads (to fit the calliper used on the winning car).

The Dynamic Fluids Best Presented Car Award is back for 2026, which will be selected at each event by Protyre Asphalt Championship scrutineer Geoff Doe.

Fuchs UK will present the top-placed Junior driver on each round with 5-litres of oil.

OnThePaceNote will reward the winning Junior co-driver on each round with a £50 voucher, redeemable against OnThePaceNote Subjective Route Notes for rallies in Ireland and the UK. At the end of the season, it will also present a special co-driver's gift bag, containing essential navigational items like a Fastime watch and a stage time book, to the winner of the Dai Roberts Memorial Trophy.

And finally... one of the biggest prizes in British national rallying is a test in an M-Sport Puma Rally1.

This is awarded to the top-placed Ford Fiesta Rally2 driver at the end of the season. The private test will take place at the M-Sport Evaluation Centre test track near Cockermouth in Cumbria. Whoever wins the prize this year will follow in the footsteps of Protyre Asphalt champions Callum Black and Sam Touzel and join a very short and elite list of drivers worldwide who have driven a WRC Rally1 car.

You can find out more by clicking [HERE](#)

2026 Protyre Motorsport UK Asphalt Rally Championship

21st-22nd February	East Riding Stages Rally
8th-9th May	Manx National Rally
22nd-23rd May	Borders Competitions Jim Clark Rally
19th-20th June	Dunoon Presents Argyll Rally
25th-26th July	Tour of Epynt
22nd August	Down Rally
19th-20th September	Hills Ford Stages



Sam Touzel and Max Freeman on the M-Sport Rally1 test day

Photos: Ben Lawrence

Mike Wilson

KartPix



The global motorsport community is mourning the loss of one of karting's most influential figures. Mike Wilson, the most decorated driver in the history of the discipline, died earlier this month at the age of 66. A humble man despite his legendary status.

A six-time World Karting Champion, Wilson's impact extended far beyond his unparalleled success on track. Born in Great Britain in 1959, he forged a career deeply rooted in Italy, which at the time was regarded as the centre of international karting. Recognising the importance of the Italian karting scene, Wilson relocated near Bergamo at just 18 years old, becoming a leading figure with IAME engines and Birel chassis.

Between 1981 and 1989, Wilson achieved an extraordinary six World Championship titles in Formula K (135cc), then karting's premier category. Renowned for its technical difficulty and demanding tyres, Formula K rewarded precision and consistency – qualities that defined Wilson's driving style.

His hat-trick of World titles with Birel from 1981 to 1983 secured his place among the sport's greats. Demonstrating

remarkable adaptability, he later moved to Kali Kart (later CRG), adding three further World Championships in 1985, 1988 and 1989. Wilson retired at the end of the 1989 season unbeaten and at the peak of his career.

Wilson was also part of one of karting's most famous rivalries, competing against Ayrton Senna during the late 1970s. Their intense battles, including the well-known clash at Jesolo in 1979, became a defining chapter of the era and later evolved into mutual respect between two future legends.

Retirement from racing marked the start of an equally influential second chapter. Through his Rakama brand and MW chassis, Wilson became one of karting's most respected talent scouts and coaches. In 1996, he guided a young Fernando Alonso to the Junior World Title in Genk. He later worked with drivers including Juan Pablo Montoya, Lance Stroll and Kimi Antonelli, and supported 2024 World Karting Champion Kenzo Craigie through his role with Mercedes-AMG.

Mike Wilson's record remains a benchmark in karting history. Revered by many as the "Grandfather of Karting", he will be remembered as a champion, mentor and pioneer of the sport.

Motorsport UK extends its sincere condolences to Mike Wilson's family, friends and all those whose lives he shaped.



Photos: KartPix

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 13th November 2025

Guy Spollon (Chair), John Hopwood, Nigel Thorne

Case No. J2025/38

Motorsport UK versus Joel Wren

TECHNICAL ELIGIBILITY APPEAL

The essential facts are:

1. On 11th October 2025 the BRSCC held an Event at Silverstone including the Mini Seven – Goodyear Mini Challenge supported by Mini Spares.
2. Joel Wren (car 741) protested car 746 driven by Oliver Birkett on the basis that there was a breach of TR5.19.6.1 of the Mini 7 Championship Regulations (Technical). The regulation states that:
“Standard production alternator and charging system must remain unaltered and operational. Alternator must be similar in type and design to those fitted to the Rover Production Mini...”
3. Joel Wren contended that:
 - a) The Birkett car was fitted with a billeted aluminium alternator pulley which differs from the original Rover production steel pulley.
 - b) The alloy pulley was wider and did not run on the original position due to the belt drive kit fitted.Julian Affleck, Eligibility Scrutineer for the Mini 7 Racing Club, rejected the Protest stating that:
 - c) “The Regulation does not state the size or dimensions for the alternator pulley and therefore does not detract from the regulation as written.”
 - d) “The alternator and charging system is as standard and operational.”
4. The matter came before the Court by way of Appeal on the basis that the alternator pulley is an integral component of the charging system and must remain of standard production specification.
5. It was the conclusion of the Court that:
 - a) The Championship Regulations clearly state that the standard production alternator and charging system must remain unaltered.
 - b) The alternator pulley forms an integral part of the charging system not least because without it the alternator cannot function.
 - c) The pulley in question is a non-production billeted aluminium part.
 - d) Unless a modification is explicitly permitted in the regulations it must be regarded as prohibited.
 - e) In the premises:
 - I. The Appeal should be upheld, and the scrutineer’s original ruling be overturned.
 - II. The Appellant’s Protest Fee should be returned.
 - III. The National Court’s findings amount to an Eligibility Decision (Non-Compliance Report) for the purposes of NCR Ch.2 App.8, the National Court having inspected the relevant sealed part and determined its non-compliance with the Technical Regulations.
 - IV. This matter is referred back to the relevant Judicial body, namely the Clerk of the Course, to hold a Judicial Hearing to determine if there is any exceptional reason why a disqualification penalty should not be imposed.

Guy Spollon, Chair
9th December 2025

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Pheebe Fletcher after a day and night on recovery duties on the Roger Albert Clark Rally – crewing on Mable Motorsport Recovery



José Romão de Sousa travelled 5,000 miles through India and Japan in 2025, and is now preparing for the Flying Scotsman rally in April



John Coster



Stacey Dennis and fellow championship driver at the Silverstone National Finals. This really sums up as to why I go racing – my racing family means the world to me. Racing is such a huge passion of mine, even at 42, I still feel like I am 21, and I would be lost without the sport



How much fun can you have with 140bhp? Kevin Swann knows the answer...



Steve Merritt competing in the Caterham Graduates 135 Trophy Championship with the Caterham Graduates Racing Club. Very competitive racing with a fantastic friendly atmosphere, which is exactly what Steve wants from his racing



Kate Broadbent and her dad Clive, getting ready to do a round of Club 100 at Buckmore Park



Lachezar Genchev at TeamSport Birmingham, as he prepares to enter the 2025 British Indoor Karting Championship Local Finals



Reginald Bearns joined the Waterford Deja Vu Tour last autumn



Steph Beeken, known as 'Pinkie' marshalling at Goodwood Revival 2025. My passion for motorsport has given me a chance to support it as a marshal on and off track, and after eight years I can honestly say it's the best way to be involved at any race meetings taking place throughout the year



Lexie Belk on the road to GTs with the Ginetta GT Academy Championship at Brands Hatch

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

Cadwell Park

Known as the 'mini-Nürburgring', this track is one of the UK's great driving challenges, with undulating twists and turns running through a woodland setting

Circuit: Cadwell Park

Location: Louth, Lincolnshire, LN11 9SE

Length: 2.20 miles

Website: www.cadwellpark.co.uk

The venue was first established when landowner Mansfield Wilkinson allowed his son Charles to race motorcycles around his grounds. The circuit was then expanded with the addition of 'The Mountain' – a section where racers can sometimes get airborne – and the layout reached its current configuration in 1962. Although initially known as a motorcycle racing circuit, it has also featured four-wheeled motorsport including British F3, Rallycross and even Formula 1 Stock Cars, which used a specially designed anticlockwise circuit.

The circuit contains a total of 18 corners – seven left-hand and 11 right – and starts with the fast, uphill left-hander known as Coppice, and includes several tight, twisty sections, blind corners, and the steep uphill Mountain section. The four-wheeled record around the full circuit stands at 1.21.138, set by Richard Mitcham in a Jedi MK6 1000 in 2010.

The Caterham Graduates Racing Club on the starting grid at Cadwell Park



With thanks to Tom Arron, MotorSport Vision

Competing at the track

Last year, flagship four-wheeled events included the Circuit Rally Championship, the Modified Live Time Attack event, the VSCC's Vintage Motorsport Festival and the BRSCC Mega Mix Weekend. There was also the BARC Midlands Sprint, and visits from the Scottish Motor Racing Club, 750 Motor Club, and MotorSport Vision Racing, among many others.

How to get on track

Drivers can book onto many events available from the circuit calendar. This includes some open pit lane events and dedicated novice sessions. There are also opportunities to take your ARDS test or benefit from one-to-one tuition. Meanwhile, spectators can purchase a season pass for just £135, offering significant savings on the cost of a full year's access.

>>>>>

The view up The Mountain



Famous faces

The circuit was used as a filming venue for scenes in the 2013 film, *Rush*, which focuses on the rivalry between F1 drivers James Hunt and Niki Lauda during the 1976 season. The Lincolnshire track substituted for the now removed Crystal Palace race circuit – where the two drivers competed together for the first time. Incidentally, Hunt had a famous F3 battle at the track in 1969, when he finished side-by-side with his future F1 rival Ronnie Peterson.

Where to watch

One of the top highlights is Hall Bends, which is a twisting section that features quick changes of direction through the woodland setting. If you have never visited The Mountain before, you need to see it to believe it. Motorcycles and cars frequently get airborne over the crest of the hill.



The woodland setting and twisty circuit have given Cadwell the nickname 'the mini Nürburgring'

Off Track Services

Children under 13 years of age get free entry, with discounts for those under 15. The circuit has its own adventure playground, while selected events feature off-track shows that will entertain individuals of all ages.

The Cadwell Park Clubhouse is open during race events, offering a range of snacks, drinks and cooked meals.

Camping is available at the venue for selected fixtures. However, there are also off-site alternatives including the Black Horse Inn, The Kings Head Hotel, Kenwick Park Resort, Keddington House Bed and Breakfast, Brackenborough Hotel and the Admiral Rodney Hotel.

The Black Horse Inn, in the little village of Donington on Bain, is the closest countryside pub, while the nearby town of Louth offers up a range of options, from cosy bars to artisan restaurants.

The circuit is nestled in the beautiful Lincolnshire Wolds, which offers plenty of scenic walks in different locations. It is also just 30 minutes from the sandy beaches of the East Coast. The Wolds Wildlife Park, Lincolnshire Zoo, and the ARK Wildlife Park offer nearby fun for animal lovers. Coningsby is also home to a medieval castle and the RAF Battle of Britain Memorial Flight Visitors Centre, with the Dambusters memorial.

Find out what's on at www.cadwellpark.co.uk





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The Clee Hills Trial

25th January, The Squirrel, Ludlow SY8 1LP

Midland Manor Motor Club (MMMC) is organising a Clubman's status Classic Car Trial – The Clee Hills Trial, open to members of MMMC, invited clubs and to competitors registered for the ASWMC and ACTC trials championships. Entries will be accepted for Shared Drives, where one of the crew drives some of the hills, and the other member drives the rest.

www.cleehillstrial.info



Ben Lawrence

Chivenor Production Car Autotest

25th January, Chivenor Barracks, Barnstaple EX31 4AZ

Hosted by North Devon Motor Club, the first event of the Production Car Autotest 2026 series is back at Chivenor. This tarmac event will have four Tests, with classes for both front-wheel- and rear-wheel-drive cars, and juniors class for 13-year-olds. A 2026 RS Clubmans licence and club membership is required, plus it is easy to enter via the club website.

www.ndmc.org.uk



Paul Morris Motorsport Photography

Kintore Cross Country Vehicle Trial

25th January, Kintore, Nr Aberdeen, Scotland

Buchan Off Road Drivers Club's first event of 2026 is always one of the most popular of the year. Located just outside Kintore, on the outskirts of Aberdeen, with an interesting and challenging mix of terrain. It offers a mix of classes for road going or full trials 4x4s, so come along and see who can complete the courses with fewest penalties.

www.bordc.co.uk



Navigational Scatter

6th February, The Polgooth Inn, Cornwall PL26 7DA

Camel Vale Motor Club is hosting its second Navigational Scatter in a series of six events over the winter months. Crews are given 16 grid references to plot and physically find where they will find half a reference for the next round plot. There are 16 first round plots, four second rounds, two third rounds, and a final, all increasing in points. Competitors' best 17 points are totalled with a deduction for arriving back late at the finish. There is no set route, hence the name Scatter, but normally crews travel around 60 miles over the evening.

<https://camelvalemotorclub.co.uk>



Rosspark Hotel Targa Rally

7th February, Kells, Ballymena BT42 3LZ

This is Mid Antrim Motors Club's first Targa rally of 2026. The event will start and finish at the hotel and will consist of a total of 15 Tests. There will be five individual tests to be completed three times each, on a sealed surface with a mix of concrete and tarmac. The event is a round of the Mid Antrim Motor Club Championship and is open to competitors with a RS Clubman licence or higher.
<https://mamc.co.uk>



KT Green Riponian Stages Rally

8th February, Ripon, North Yorkshire

The 2026 Fuchs British Historic Rally Championship (BHRC) will blast back into action at the traditional season curtain raiser, the Riponian Stages Rally. The Yorkshire forests will host the first of eight rounds, with the conventional Category 3 rear-wheel-drive contingent going head-to-head with the more modern Category 4 contingent. The 2026 BHRC champion is decided by a category-based points scoring system.
www.riponmotorsportclub.co.uk



Russ Olway

Festival Targa Rally

14th February, Castle Combe Circuit, SN14 7EY

Bath Motor Club is organising the Festival Targa Rally, with a start and finish at Castle Combe Circuit. It is a multi-venue event with 12 tests throughout the day over five different venues. The event is a round of the ASWMC, BTRDA and CSMC Targa Road Rally Championships, and will offer 35 miles of mixed surface tests south and north of the M4. If you fancy marshalling, please click [HERE](#)
www.bathmotorclub.co.uk



East Riding Stages Rally

21st-22nd February, Beverley, East Riding, Yorkshire

The 2026 Protyre Motorsport UK Asphalt Rally Championship begins on the East Riding Stages Rally, which features a new two-day format and night time stages. Expect the likes of Mark Kelly, John Stone and Niall McGonigle to be series frontrunners, while Brad Cole and his fellow Fiesta Rally2 rivals will also be eyeing up the end-of-season M-Sport Puma Rally1 test prize.
www.bdmc.org.uk/east-riding-stages



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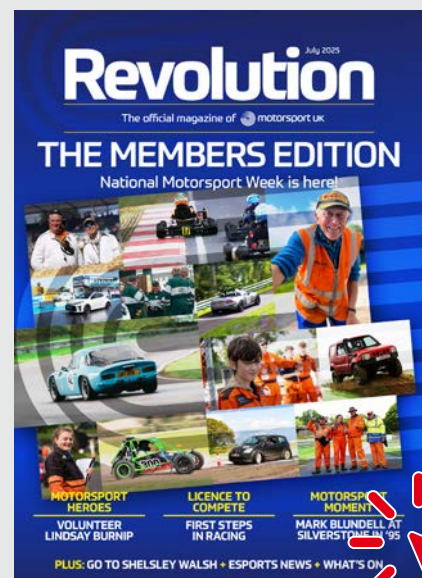
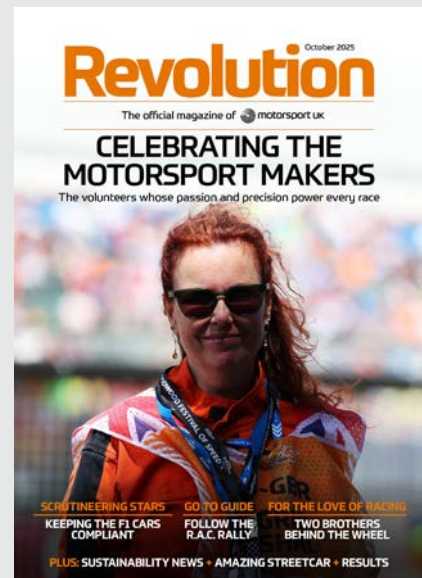
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