

Revolution

February 2026

The official magazine of  motorsport uk

GET IT OUT THE GARAGE!

From club classics to title-winners, how to revive your ride



LOOKING BACK

ROGER ALBERT
CLARK RALLY

LOOKING FORWARD

FROM VISION
TO ACTION

ACADEMY UPDATE

GRADUATES
ON THE LADDER

PLUS: ESPORTS NEWS + WHAT'S ON + CHAMPIONSHIP RESULTS

CEO's MESSAGE



I always think that January is a time of transition, a chance to set the tone for the year ahead after reflecting on the one just passed. Judging by the energy and momentum built over the last month we are set for a great 2026 season.

The year kicked off with the first Bicester Scramble of 2026 and despite the bitterly cold weather, it was brilliant to see so many enthusiasts gathering to share their love of motoring and our sport. It was a timely reminder that we are all part of a large community that is ready to embrace the year ahead as well as the weather!

That sense of renewal was mirrored in the busy programme of officials' seminars across the country and throughout the first two months of the year. For those less familiar, these seminars are about much more than just regulation updates or procedural briefings; though those are, of course, vital. They are an opportunity for our community to connect face-to-face, share knowledge, question and to learn. Again, the weather was a challenge, with a huge snowstorm blowing into Wales right on target with our first seminar in Llandrindod Wells. But apart from one delegate who 'kissed the Armco with his Volvo', everyone managed to safely negotiate icy roads that were more akin to the Col du Turini.

Our Night of Champions held at the Royal Automobile Club in London is the glittering annual event to celebrate our community. It's an awards night that captures the breadth

of our sport from grassroots to world champions where we toast the winners at all levels of our sport.

Every champion has a fascinating story to tell, the trials and tribulations of just getting to the start line, let alone stringing it all together to win a title. Some of our champions have travelled thousands of competitive miles while others have balanced professional careers and family commitments. And that is much the same as all our licence holders and without their determination and commitment we would not have a sport.

Equally there are those that don't stand on the podium or shake the champagne after the race, and they are the very fabric and backbone of the sport. At the Night of Champions we delight in recognising and celebrating our wonderful volunteers and officials all of whom are making events happen week in, week out.

The January Bicester Scramble saw a CrossCar on display at Motorsport UK HQ



Night of Champions brings together the whole community in celebration

Vision 2030

People are at the heart of our most significant announcement of the month: Vision 2030. You may have read about this in our Chair's Edition of *Revolution* last month, and hopefully some of you will have also watched our live YouTube broadcast. If not, it can be found on the website and there are further details elsewhere in this edition.

Vision 2030 sets out a clear and ambitious direction for British motorsport over the remainder of this decade. It recognises our achievements since 2018 in addressing many aspects of sustainability, inclusion, mutual respect, technology, safety and governance. It builds on this platform and firmly focuses on participation, with a clear unifying call to action: **'Get more people enjoying motorsport, more often'**. We need to retain more of our current participants, bring back those that have lapsed, and welcome a new cohort in to enjoy the amazing diversity of UK motorsport. This clarion call is equally applicable to volunteers and officials, clubs, venues and even the equipment and cars that we use.

This is a tremendously exciting direction, but a vision only matters if it becomes action. Our task is to translate the strategic plan into practical and lasting change and achieve our goal of getting more people enjoying motorsport, more often. That work is already underway, and you will see much more of it in the months ahead. Vision 2030 belongs to all of us and it will only succeed if we each play our part: powered by people.

As we look ahead to the future, we should recognise that this year will be the final one with David Richards CBE as our Chair. David has given extraordinary service, helping to

transform our sport while retaining stability of leadership. He has championed grassroots competition, governance reform and long-term thinking, while placing greater emphasis on the promotion of our sport. On a personal level, I have valued his counsel, his candour, and his commitment to doing what is right rather than what is easy. There will be time later in the year to recognise his contribution more fully but as we begin this final season of his tenure, it feels appropriate to acknowledge the impact he has made.

David, of course, cut his teeth on Britain's rally stages, so it feels particularly fitting that in this issue we shine a spotlight on one of the standout events of 2025: the Roger Albert Clark Rally. The biggest stage rally in the country, it remains a true test of endurance, skill and organisation. If you've yet to experience this inspiring event, I urge you to dive into the participant stories in these pages – and perhaps be encouraged to witness it for yourself.

Events like the Roger Albert Clark Rally are a powerful reminder of Britain's deep-rooted rallying heritage and the passion that continues to drive the sport forward. It is that same spirit which underpins our ongoing efforts to welcome the World Rally Championship back to our shores. While its long-awaited return is not yet confirmed, we are continuing to make positive progress in discussions with the many stakeholders involved in bringing such a landmark event to fruition.

>>>>

Osian Pryce on the Roger Albert Clark Rally





Technical Manager Michael Duncan leads a Scrutineering seminar session in Exeter



Sport and Safety Director John Ryan introduces Vision 2030

Race Retro

One notable absence from the January calendar is the Autosport International Show at the NEC, with organisers choosing to pause the event for now. But the season still has its traditional spark: **Race Retro** returns this weekend as the curtain-raiser to the year ahead – and it promises to be bigger, busier and more inspiring than ever.

We hope to see many of you there, Motorsport UK will have a strong presence throughout the weekend; whether you need to renew your licence, seek technical advice or talk through regulatory queries, our team will be on hand to help.

But above all, we have one clear message to share this year: **get it out the garage**. Across the country, thousands of cars sit under dust covers – former competitors enjoying an extended rest, half-finished projects waiting for attention, blown engines and gearboxes yet to be fixed. But this message is not just for competition prepped cars. The car sitting on your driveway, the one you drive to the shops,

could be your way into motorsport. Many disciplines welcome standard road cars, with little or no modification required. Motorsport can start far closer to home than many people realise.

So, consider this your nudge. Tell us what car you have, and we'll tell you where it can compete – rallycross, sprints, hill climbs, circuit racing, historic rallying or trials. And if you're not sure where to begin, that's exactly why we're there. Motorsport should feel accessible, not intimidating, and Race Retro is the perfect place to take that first step into the 2026 season.

Vision 2030 speaks about growing our sport, but that growth depends on all of us. As we move from vision to action, I thank you for the role you play – whether competing, volunteering or supporting from the sidelines. Let's get more cars to the start line, and make 2026 a year to remember. 🌀

Hugh Chambers
CEO, Motorsport UK

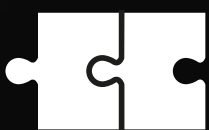


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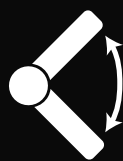
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Modular System

Offers the possibility of combining Tool-Check Modular components based on requirements.

2



Compact Folding

The hinge allows compact folding between two Tool-Check Modular components.

3



Take It Easy

Sockets and bits colour coded according to size and profile for easy selection.

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Inside this issue: **Get it Out the Garage** – join Motorsport UK at Race Retro to chat about opportunities for your car. Your **Roger Albert Clark Rally**, hear from the crews and officials that made this 2025 event extra special. **On The Ladder** this month covers three Motorsport UK Academy graduates as they progress on their career paths, plus an update on **Vision 2030**, news from **Girls on Track**, our guide to the new F1 regulations, esports, sustainability, **What's On**, and more...

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Get it out the garage!

Your car is a gateway to a world of motorsport, we can show you how



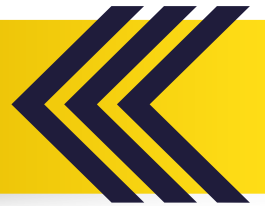
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The latest news from our clubs, members, and championships...





Come and see us at **Race Retro**.
The Motorsport UK Technical
team will be in **Hall 2, Stand 227**



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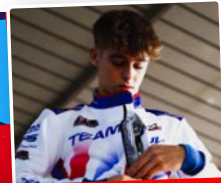
Roger Albert Clark Rally
The ultimate rally experience

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Share Your Passion
Photos of your
motorsport

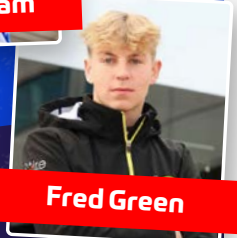
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British Championship Results

GET IT OUT THE GARAGE!

A world of motorsport awaits you, let us show you how

Are you looking to return to Motorsport, or get started on your first drive? The team at Motorsport UK are here to advise you on the options and can give you guidance on what steps to take.

Perhaps you were involved in rallying, and still have your car tucked away. Today could be the day to dust off the covers and wheel it back into the light. But don't be limited on your choices based on the past. Many vehicles are eligible across a range of disciplines – and there are lots to choose from.

That stage rally car could be perfect for a hill climb, sprint or rallycross. These are shorter events, with lower fees and less long-term commitment, but with all the camaraderie and competition you know and love. Or you could try a targa rally – your local car clubs can help with an assortment of events, from PCAs, autotests, and trials.

Whatever your vehicle, or level you aspire to compete at, start a conversation with us at hello@motorsportuk.org



Autocross

Paul Morris Photography



Autotest

James Roberts



Circuit Racing

James Roberts



Cross Country



Drag Racing



Drifting

Jordan Butters



Hill Climb

James Roberts



Karting

James Roberts



Rallycross



Rallying



Sprint



Trials

The Suzuki Story

After sitting in a barn for years, this refurbished title-winning British Rally Championship car is about to return to an event from its heyday.

The luminous yellow paint scheme of Guy Wilks' works Suzuki Ignis S1600 was hard to miss during its debut British Rally Championship season in 2004. The compact five-door hatchback may have lacked the looks of the WRC machines from Ford, Hyundai or Subaru, but it made its own mark as Wilks and co-driver Phil Pugh went undefeated to win the class title.

Like many rally and race cars, once its glory days faded it was packed away and left to be forgotten. It is Motorsport UK's mission to encourage people to bring cars like this back out into competitive action – and that is exactly what Christian Prynne has done.

Guy Wilks and Phil Pugh on the Trackrod Rally, Yorkshire, part of the 2006 British Rally Championship

"The car was purchased from Suzuki Motorsport by a friend of mine, Iwan Evans, but after stripping and rebuilding it, he then never did anything with it," says Prynne. "This is a car you've got to grab by the scruff of the neck and he's more of a gentleman driver, so it ended up stuck in the corner of a storage garage until I kind of stole it off him!"

"We got it back running and have taken it on a few rallies, but this year I plan to compete in the ProTyre Asphalt Rally Championship on some of the events the car did back in 2004. Its original co-driver Phil Pugh will be alongside me, and we've even got the original recce car used by Suzuki and two of their original vans back in team livery."

>>>>>



RETURN TO MOTORSPORT



Prynne also recently grew his collection further with two pairs of original overalls – including one of Pugh’s – and he adds: “There was a charity auction back in November for the late Dai Roberts and Phil’s original race overalls came up, so I bid on them and won. Then a friend of mine had an original suit and offered it to me, so I bought that too.”

The aim is to take on the Manx Rally in May, for what is effectively a works Suzuki tribute run. If that happens, it will be a moment of pride for Prynne, who started his rally journey as a navigator at the age of 15 and was competing in various Club Stage Rallies in a Peugeot 205 around the time the Ignis was battling in the British Rally Championship.

Later, he competed in another Peugeot 205 on some National B events then, in 2021, he acquired the Ignis. “It hadn’t been running for 10 years, and it took about eight months to get back on the road,” he recalls. “We got the engine running, changed the fluids, cleaned the lines and pulled all the suspension and transmission out.”

“I also only had the four wheels it was on, so I purchased some more from Speedline, and the dampers on the car were forest dampers, so I had them converted to tarmac. We did most of it in-house at my garage business and once it was all done, we got a Motorsport UK passport, I got a navigator, and we took it on the Mewla Rally.”

>>>>>

Christian Prynne has also sourced a Suzuki Team Service van and other support vehicles





[SERIOUS HEAD PROTECTION]



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RETURN TO MOTORSPORT

That was back in 2022 and in the four years since then, Prynne has been slowly rebuilding the full jigsaw. Thanks to his well-connected network, different people have been able to add different parts of that story, helping him put together what he has now.

“I used to work with Iwan Evans running different rally cars, and when the Suzuki team closed, he bought a lorry and a service van,” he recalls. “The van was in a yard near the rally car, so I acquired that. I got the other van from Geoff Jones Motorsport, and the recce car came from Monster Sport Europe, via a friend of mine, Ian Bridges.”

The car itself was made in Hungary for Suzuki Dealer Sport UK and is one of only around 12 ever built. Wilks used it in the British Rally Championship (BRC) for two years before handing it on to Leon Pesticcio, also to run in the BRC, then in the latter years James Wozencroft campaigned it in the BTRDA Championship.

The refurbished Suzuki Ignis, and a Peugeot 205 rally car, attended the Motorsport UK Licensed Officials Training Seminar in January

It is a front-wheel-drive machine with a 1,600cc four-cylinder engine producing 206hp at 8,500rpm, with a lever-activated Hewland six-speed sequential gearbox. Its weight was reduced down to the 950kg minimum by stripping out most of the interior and using lightweight metal components where possible.

The car runs on 17-inch Speedline wheels, with 355mm disc brakes and 4-pot calipers at the front and 278mm discs and 2-pot calipers at the rear. With the addition of pumped-up wheel arches, the car is 140mm wider. Inside, there is a centrally-mounted digital unit and – brilliantly – a mobile phone holder that perfectly fits an old-school Nokia 6210 from the time.



In its triumphant debut season, Wilks, 23 at the time, and experienced co-driver Pugh, competed in the Super 1600 class. When the car was first revealed at the BRC Live event in 2004, Wilks heaped praise on it, saying: "The engine and gearbox are very strong, and I grow more and more confident in the car each time I drive it."

Wilks failed to score in the season opener but went on to take class wins in the six other events he entered. He won the class by 27 points and finished fifth in the overall title battle, just 27 points behind champion David Higgins, who was in a WRC car. Pugh, meanwhile, finished third in his co-drivers' championship.

The Ignis is not yet old enough to be a historic car, so Prynne and Pugh will be competing against modern cars, but he concludes: "Doing a refurb is a labour of love. You've got to be committed, have desire and drive and do your research. Now, it's just about having fun. I've got to remember, the car is more precious than me, so I've just got to bring it home."

Stepping Up

Of course, many people are already competing and enjoying motorsport – there are over 600 registered motorsport clubs in the UK. You may be the master of AutoSOLO, or the PCA queen – but you, and your car, can do so much more.

Modifying a road car for track or stage competition is not such a big step as you may think. Check out this



Revolution feature on how to level up both you, your licence and your car.

A new discipline and new motorsport adventure awaits!



StreetCar

It's not just competition cars that can get into motorsport. StreetCar puts you in the driver's seat, opening a world of grassroots motorsport that is accessible to everyone. Using the car already on your driveway, there's no need for special equipment or expensive kit. This is fun, family-friendly competition, in a safe, supportive and social environment. Watch the video (above) to find out more...



race retro
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Come and see us at Race Retro and we will show you how to get started, or get more from your motorsport. The Motorsport UK Technical team will be in Hall 2, Stand 227 at Race Retro and can advise on what disciplines you and your car are eligible for.

THE ULTIMATE RALLY EXPERIENCE

More than 350 Motorsport UK licensed competitors and 1,700 marshals participated in the Roger Albert Clark Rally in November

Five days. 360 miles. And some of the UK's most spectacular and challenging gravel stages. There really are very few rallies in the world like the Roger Albert Clark (R A C). This bucket list biennial event has been challenging competitors since 2004, recreating the 'golden era' of rallying with delightful machinery and a route spanning South Wales to Scotland.

"There's nothing in Great Britain that comes anywhere near it," admits organiser Colin Heppenstall. "Even around the world there's only really the Silver Fern Rally in New Zealand and the East Africa Safari Rally that offer anything similar – and we are unique in offering gravel stages through the forests, rather than closed road tarmac."

As a result, the rally draws in many international competitors, with entries from many European nations as well as Australia, New Zealand, Hong Kong and the United States. It is also popular for first timers, with nearly half of those taking part stepping up from regular club and national rallying events to take on a bigger challenge.

Brian Kinghorn, one of three Deputy Clerks of the Course, says: "It's really tough – which competitors love – and the atmosphere is unlike any other event. Wales Rally GB, and the Lombard RAC Rally before it, were always on the bucket list to do at least once from a clubman's point of view and this event has taken over from them."

It is now so popular that it has special dispensation to allow up to 200 entries – 20 more than most – and Heppenstall concludes: "The adventures people have on the event – dads taking sons out, grandfathers taking grandkids out, families of spectators in the crowds, that enjoyment, camaraderie and friendship is what it's all about."

The front-running Co-driver

Sion Williams

After competing in local road rallies at the age of 14, Sion was reading pace notes on Wales Rally GB national just two years later. He progressed through the junior levels alongside Ioan Lloyd and after reading notes for three-time British Rally Champion Matt Edwards at the start of last year, the pair teamed up to take on the R A C.

"We did a lot of preparation for this event. Matt went through DVDs and notes, I tidied the notes to suit him then we went through each stage again together. I also created maps for each day on Google, including the road sections, that's also important.

"On the first pass of Sweet Lamb / Hafren, we had a puncture and an electrical issue. The conditions were also deceiving, with sheet ice, so we lost over six minutes. The event had barely started, and it was difficult to keep motivated, but we decided to focus on the podium and on the very last day we started sixth, set four fastest stage times and ended up third.

"It was very special to be part of something so big. The ceremonial start in Carmarthen town centre, with the square so full of people, gave me a real buzz and by the end of this marathon event my head was fried! Climbing onto the podium on my first R A C adventure is something that I'll cherish forever."



Sion Williams reads the notes for Matt Edwards





The Mini Challenger Florence Butler

Florence began rallying at the age of 14, navigating for her father in the first Mini Challenge. She started driving in the J1000 championship and joined the Mini field at 17 years old. Having watched her father competing in Wales Rally GB, she wanted to experience a mammoth event and the R A C Rally was the perfect fit.

"This was a huge event for me, having only had my licence for two years, and although I don't usually get nervous, as the event got closer, the weather conditions worried me. The forecast was for snow and ice, which I'd never driven on before, and I knew how easily that could bring my event to an end.

"We ended up running at the front, but it was incredibly challenging. The toughest moment was on the Sunday, when we got back from a big loop in Scotland and had to go back out and do it all again at night. Then, on the final 40-mile stage, the seeding was flipped so we had a long wait before going out and that also really built the nerves.

"In the first mile, we caught the now well-known Skoda Octavia from the Czech Republic, and they followed us through the stage because their lights were so bad! The driver came up to us and used Google Translate to thank us for letting them follow us! That's what it's all about really; the camaraderie between the competitors was amazing."

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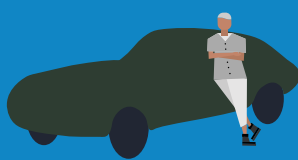
Rallying at night was a step up for Flo and co-driver Izzie Holman



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The Deputy Clerk Brian Kinghorn

Brian has been involved in rallying for 50 years as a co-driver, front-running driver and member of many event organising teams. He spent four decades on the Pirelli International Rally, rising from a gate-opener in a field to Chairman and Clerk of the Course. In 2019, when Pirelli ended its sponsorship, he joined the organisational team of the Roger Albert Clark Rally.

"This event is so huge there are four Deputy Clerks and two safety delegates – an advanced delegate and a delegate on the day. There was one Deputy Clerk in car 00, checking the stages on the day; one in charge of the interim cars; one based in the main rally office and radio base in Carlisle; and me checking the stages a day before the rally came through.

"My role was to take the advanced delegate and check each stage for any problems. You never know what you might find and the year of the big storm, for example, we had to organise timber crews on one stage to cut 60 felled trees to get the cars out the next day. In this event the cold weather made things really challenging.

"The highlight for me was the start in Carmarthen. To see 10,000 spectators lining the streets for the mile, the atmosphere, it just gives you such a buzz. The event has only just started but it's the culmination of an awful lot of work to get it to that point and to see the competitors' smiling faces and the spectators at the start, that is just incredible."

The Stage Commander Craig Fisher

Craig started marshalling in 2002 and built his experience in sector marshalling, radio, and timing. He has been a Stage Safety Officer and Incident Officer for Wales Rally GB and a Stage Commander and Chief Marshal on the Jim Clark Rally. This year, he is also Chief Marshal for the Border Counties Rally, Scottish Borders Hill Rally and The Grampian Rally.

"The highlight – as always – was getting the first car in and the last car out safely. The event always provides its challenges – it's the nature of the beast – so it is always a relief when the job is done, but that really appeals to me. The weather and logistics always throw a spanner in the works, but I love the challenge and the teamwork and banter are great."

»»»»»

Rallying in the UK

Forest rallying remains at the core of everything we do. Over the last 18 months we have worked tirelessly within the ever-changing landscape to ensure the sport can continue.

We enjoy a positive working relationship with each of the forestry bodies, though we cannot hide away from the fact that there are increasing challenges. The Rallies Team is working flat out to ensure that we are addressing cost increases. The ever present challenge of accessing certain forest blocks, as well as the increasing environmental and ecological requirements.

The issues we have seen in recent weeks and months, which have resulted in the cancellation of two events, are typically regional specific concerns – in the case of the Malcolm Wilson Rally these relate to access and demand for an increase in fees.

The Rallies Team at Motorsport UK is absolutely committed to ensuring our sport has a sustainable future, but also in aiding our event organisers. Just recently we have supported the organisers of the Malcolm Wilson Rally in its negotiations with Forestry England and continue to support the organisers of the Speyside Stages with its future plans. Please, if you require any level of support, reach out to us via phone, [email](#) or WhatsApp.

We appreciate that the road is a rocky one right now, but please be assured that we are doing everything we can to ensure the sport has a healthy and successful future.

Motorsport UK Rally Team





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OUR E-CATALOGUE



The Comeback Competitor Darren Edwards

Growing up on a farm with a rallying dad, Darren was driving at an early age. He entered his first rally a week after his 17th birthday and continued club rallying for many years, competing in three

Wales Rally GB events. Motorsport then took a backseat when his priorities switched to family and business, but after 10 years away he decided to get his dad's old car back into action and take on the R A C.

"In the late 1970s, my dad had a car that ran alongside the works cars, but he sold it. During the pandemic I found it in a barn in North Wales, bought it and restored it to take on the R A C. In 2023 a close friend who used to historic rally, Malcolm Bayliss was ill and we said we'd go and watch it. He passed away before we could, so this was about keeping my word.

"We got together a lot of the original service crew who worked on the car, so it was a really nice team – but I was terrified! You're always thinking 'what if something breaks?' I'd never really stage rallied in the dark much, but it was okay in the end.

"The finish was the win for me. We're not well funded, we save up and do it all ourselves, so it's a massive financial outlay. We had a few issues with the car, some of us had two hours sleep one night, but driving on stages like Sweet Lamb and Hafren were brilliant and up in Scotland it was thoroughly enjoyable. I couldn't get enough of it.

"The camaraderie, the feeling of being in a giant rally family rather than being competitors was amazing and the last day, driving up the M6 to Kielder, was quite emotional. It was a brutal and unrelenting event, but it was great. It was more than a rally; it was very much an adventure for everybody."



The Winner Osian Pryce

Osian drove a rally car for the first time in 2007 and made his competition debut two years later, aged 16, in the Rally Kalnamuiža, in Latvia. His World Rally debut came in 2010, finishing first in class on Wales Rally GB, and he was crowned British Rally Champion in 2022.

"It's an event that appeals to all kinds of competitors, whether you're a clubman or at the top end. It's probably one of my biggest wins, just because of the duration and how it tests you mentally. You don't get much sleep, it's cold and you're in the car long hours, so it challenges you in every single way – but for some reason we go back and do it again and again!"



Osian Pryce and Dale Furniss celebrate at the end of a gruelling, but rewarding Roger Albert Clark rally

VISION 2030

IN ACTION

Vision 2030, Motorsport UK's new five-year strategic plan is designed to make motorsport more accessible, sustainable and inclusive, while strengthening participation across the UK.

At its heart, Vision 2030 sets out a clear ambition: to get more people enjoying motorsport, more often.

The strategy focuses on three priorities:

- Retain existing members and participants
- Renew lapsed members and participants by re-engaging with them
- Recruit new audiences inspired by the sport's growing profile

Delivery will be driven through detailed plans across five areas: Competitor Participation; Volunteers and Officials; Vehicles and Equipment; Venues and Events; and the wider Club Community.

With strong foundations already in place, Vision 2030 represents a new era for Motorsport UK—one centred on growth, accessibility and enabling more people than ever to discover and enjoy the sport.

"We're excited to launch Vision 2030," announced Hugh Chambers, Motorsport UK CEO following months of collaboration with our community of more than 100,000 people across the UK, including 64,000 licence holders and 600 clubs, supported by the largest volunteer workforce in British sport.

"We are leading motorsport on the world stage, right here in the heart of Motorsport Valley. Looking ahead, we will focus on bridging the gap between fans and participants. Despite growing interest driven by Formula 1 and shows like Drive to Survive, this has not yet translated into greater grassroots involvement. Vision 2030 aims to change that by getting more people enjoying motorsport, more often."

David Richards CBE, Chair, Motorsport UK, added, "Eight years ago the governing body was strong on regulation but less focused on growth, development and audience engagement. Today, the building blocks are firmly in place – safer sport, better governance and stronger pathways. As I enter my final year as Chair, Motorsport UK is ready to move confidently into a new chapter focused on attracting more people to the sport, including new audiences inspired by popular culture."

Vision 2030 was launched during a live broadcast from Motorsport UK's headquarters at Bicester Motion, presented by Vicki Butler-Henderson, David Richards CBE, and Hugh Chambers.

The wheels are already in motion turning vision to action, with our Sport Pathways review project, to evaluate the routes into the sport for first timers, and through the sport to keep participants enjoying their motorsport over the years. To find out more and give your views, check out the project [HERE](#).

You will have noticed our refreshed website with easier navigation for all, and more welcoming information for new comers. We are working hard on developing a new 'Resource Centre' too - watch this space in the coming months for updates.

You can read all about Vision 2030 at www.motorsportuk.org/vision2030/

Or watch the hour long live broadcast [HERE](#).

Watch the
full broadcast
on YouTube
[HERE](#)





Girls on Track UK celebrates its 10-year anniversary

Motorsport UK's Girls on Track programme celebrated a decade of inspiring and supporting girls and women across motorsport on Saturday 31st January, marking its 10-year anniversary with a special event at the prestigious Royal Automobile Club in London.

The milestone celebration brought together industry professionals, partners, Ambassadors and members of the Girls on Track UK community to reflect on ten years of progress, impact and opportunity. Since launching in 2016, the programme has supported thousands of young people through education initiatives, events, mentoring and career pathways, helping to open doors and increase representation across motorsport and Science, Technology, Engineering, and Mathematics (STEM).

The afternoon began with a welcome from Girls on Track UK Programme Manager, Jenny Fletcher, who reflected on the programme's journey over the past decade. Attendees also viewed a success story featuring contributions from our industry. Ambassador, Claire Williams OBE, highlighted the lasting impact Girls on Track UK has had on individuals and the wider motorsport industry.

Throughout the afternoon, guests took part in a series of Q&A sessions and networking opportunities, including industry-focused breakout discussions across areas such as Engineering, Communications and Marketing, and Content Creation. These sessions encouraged meaningful conversations and enabled attendees to connect with others working in, or aspiring to work in, similar areas of the sport.

Speaking at the event, Jenny Fletcher said, "Over the last 10 years, Girls on Track UK has grown into a powerful and supportive community that continues to inspire and connect people with real opportunities across motorsport. Seeing so many people come together to celebrate how far we've come – and to look ahead to what's next – is incredibly special."

Motorsport UK CEO Hugh Chambers added, "Girls on Track UK has played a vital role in broadening access to motorsport and demonstrating the wealth of opportunities available across our sport. Over the past decade, the programme has helped challenge perceptions, build confidence and create meaningful pathways for girls and young women. We're incredibly proud of what has been achieved and remain fully committed to supporting its continued growth and impact in the years ahead."

The event concluded with a celebratory toast to the programme, followed by a group photograph in the iconic Royal Automobile Club rotunda, collectively commemorating a landmark moment in the Girls on Track UK journey.

Girls on Track UK's online community is free to join and open to women of all ages who are interested in motorsport and STEM. Members gain access to events, networking opportunities, industry insights and support designed to help them explore and progress their journeys within the sport.

You can get involved with the Motorsport UK Girls on Track UK 2026 programme at girlsontrackuk.org



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New F1 Regulations for 2026

To many, the FIA Formula 1 World Championship is regarded as the pinnacle of global motorsport, and at Motorsport UK we are proud to power the sporting excellence of the British Grand Prix when the championship returns to British soil this July at Silverstone. With five British drivers, forming 25 per cent of the overall grid, the season is set to be a gripping one. Formula 1 continues its pursuit of breaking new ground with the introduction of a new set of technical regulations, we unpack them here.

In simple terms, the rules governing the power unit, chassis, and aerodynamics have been completely overhauled to deliver more exciting, closer racing in an even safer and sustainable manner.

Here is a quick guide to make sure you're up to speed with the regulation changes ahead of the opening round in Melbourne, Australia, on the 6th-8th March.

Power Up

The new power units will rely much more on electrical energy, creating a 50-50 split between electric power and the internal combustion engine. The result is almost a 300 per cent increase in electrical output, leading to more strategic decisions as drivers will need to harvest more powertrain energy to make progress in races. Already in early testing we have seen drivers aggressively shifting down under braking in order to top-up batteries.

Teams will continue to use the familiar 1.6-litre V6 turbo that has been in place since 2014; however, many components have changed, including the removal of the MGU-H, which converted waste exhaust heat into electricity and eliminated turbo lag, enhancing efficiency and acceleration. In conjunction with Audi, Ford, and the returning Honda joining Mercedes and Ferrari on the grid, the early races are likely to produce some disparity between the power units as teams work to maximise performance.

Active Aero and Overtake Mode

One of the most talked about changes of this regulation sweep is the demise of the Drag Reduction System (DRS), which has been replaced with Active Aero and Overtake Mode.

Active Aero will allow drivers to open front and rear wing flaps on every designated straight without needing to be within one second of the car in front.

Overtake Mode, triggered at a single detection point when within one second of the car in front, gives drivers access to additional electrical energy to deploy to attack or pressure the driver ahead.

Smaller, Sharper, Punchier

F1 fans have been clamouring for more overtaking and these revised set of regulations aim to deliver exactly that. The cars will be shorter, narrower, lighter, and more agile, while the new aero regulations mark a shift away from ground effect tunnels and towards simpler wings with the aim of decreasing the wake generated by each car.

The 2026 car length is reduced by 20cm with a 10cm reduction in width compared to last year's car. Overall weight has also been reduced by 30kg. Further reductions to the wheelbase will also help create more dynamic wheel-to-wheel racing.



Getty Images / Red Bull Content Pool



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Sustainable Fuel

Formula 1 has mandated that the 2026 power units must run entirely on sustainable fuel, created from non-food sources, municipal waste or atmospheric carbon capture. This ensures that no new fossil carbon is released into the atmosphere.

The introduction of fully sustainable fuels is a critical step in F1's "Net Zero by 2030" mission while keeping the internal combustion engine relevant in an increasingly electric world.

This will also be a season filled with national pride as World Champion Lando Norris heads up five drivers racing under the British flag – our biggest contingent in 14 years. We will have to wait and see whether Lando can successfully defend his title, or if another member of this group can write themselves into the history books and become our 12th British Formula One World Champion.



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Night of Champions – the very best of British Motorsport

Motorsport UK's annual Night of Champions celebrated the outstanding achievements of the UK's leading drivers, volunteers, personalities and community members.

Staged at the Royal Automobile Club on Pall Mall in central London, the celebration paid tribute to the 2025 British champions across circuit racing, rallying, drag racing, autotest, trials, sprint, hill climb, rallycross and esports.

Britain's greatest sports car racer, Derek Bell MBE, was the recipient of the Lifetime Achievement Award for his remarkable on-track career, which includes no fewer than five victories at the Le Mans 24 Hours. Bell's salutation came at the conclusion of the awards ceremony and received a standing ovation, with Motorsport UK Chair David Richards CBE honouring the 84-year-old endurance racing legend.

Continuing the sports car racing theme, JOTA was presented with the Sir Malcolm Campbell Trophy for its standout performances in the FIA World Endurance Championship, while the record-breaking 2025 British Grand Prix received the coveted Event of the Year accolade.

Peter Wright was posthumously awarded the Keith Duckworth Award for his technical excellence in motorsport design, engineering and safety. Anthony Hamilton watched on as Jason Arthur collected the Motorsport UK Inclusion Award for the Mission 44 foundation, established by his seven-time World Champion son, Sir Lewis Hamilton. Mission 44 was founded to empower young people around the world to pursue meaningful careers in STEM and motorsport through fairer, more inclusive education systems.

Justina Williams, team owner of Excelr8 motorsport, the only female team principal in BTCC, received the BWRDC Lord Wakefield Trophy, which is awarded to a woman for outstanding contributions to motorsport.

The HRH Prince Michael Award of Merit went to John Vigor, founder of Club100 – a significant grassroots karting initiative which, for more than 20 years, has introduced thousands of newcomers to the excitement of competitive motorsport.

Renowned writer and author David Tremayne received the Murray Walker Award for a notable career covering Formula 1, alongside his widely respected expertise in the history of Land Speed Record breaking. Enovation Consulting was presented with the Environmental Sustainability Award, recognising its work within the motorsport sector to help create a more sustainable future.

The sport's vibrant community was also recognised across a wide range of awards, including Young Media, Volunteer, Community Contribution and Club of the Year.

"The Night of Champions always represents the very best of British motorsport, honouring our champions for their exceptional talent, commitment and determination across every discipline," said David Richards CBE, Chair of Motorsport UK. "We also recognise the invaluable contribution of the wider motorsport community – our clubs, volunteers, officials and media – who all play a vital role in sustaining the sport at every level and helping to power its future. I sincerely congratulate all this year's award winners."



Derek Bell receives his Lifetime Achievement Award from Motorsport UK Chair David Richards CBE

Photos: JEP

WAMC donate to event medical support

The Welsh Association of Motor Clubs (WAMC) has recognised the work of the three medical officers living in Wales – David Cooper, Andrew Wyson, and Paul Cragg. These volunteers not only attend events but also pay for the equipment and date-sensitive consumables that are essential to the role. Without them our competitors would simply not be able to participate within a safe environment.

The association has raised £8,000 to assist with the purchase of equipment and consumables and applauds the dedication of these volunteers to our sport.

The team was presented with WAMC special awards. Andrew Wyson and Paul Cragg received the Silver Salver, and David Cooper the Wilkinson Sword.

A cheque for £1,500 was also presented to Mark James, a trustee of Welsh Air Ambulance Service.



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British Sim Racing Cup launches for 2026

The British Sim Racing Cup (BSRC) is a new iRacing competition designed to test the best sim racers in ways they haven't been before.

Thirty drivers will take on all eight UK circuits available on iRacing, but with a twist... competitors will race a different car class at each circuit. Drivers will be pushed to adapt to radically different cars at each round with the best driver across all eight rounds having their name engraved on the trophy, securing their place in history. Motorsport UK is pleased to welcome **Regen Optics** to the BSRC as Official Prize Partner.



Regen Optics manufactures blue-light-blocking and colour-enhancing glasses designed for gamers, helping maximise performance, reduce dry eyes and fatigue, and promote better sleep so gamers can play for longer.

For the 2026 BSRC the prizes are as follows:

The top three drivers will each win:

- A pair of Regen 'Claw' glasses (1 colour enhancer)
- A pair of Regen Standard glasses (1 blue light blocker)
- An anti-fog / cleaner pen
- Rejuvenating eye drops

Plus a 35 per cent website discount code – an exclusive championship discount just for the BSRC.

There will also be a raffle prize for one driver who competes in all eight rounds, to win a pair of Regen Standard glasses.

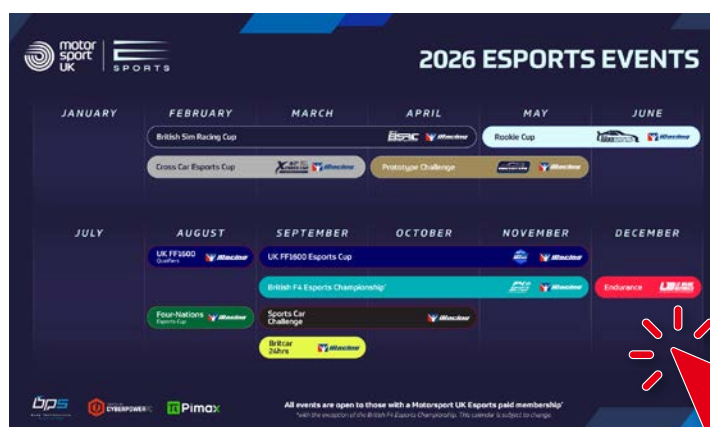
Championship viewers can also win a raffle prize – with five anti-fog pens, five rejuvenating eye drops, and twenty 35 per cent website discount codes up for grabs.

Click [HERE](#) for the full championship details.



The British Sim Racing Cup

Date	Circuit	Car Class	Format
March			
17th	Donington Park GP	GT3	1x 60 mins
24th	Snetterton 300	F4	2x 20 min races
31st	Cadwell Park	MX-5	2x 20 min races
April			
7th	Knockhill	FF1600	2x 20 min races
14th	Oulton Park Int	GT4	1x 45 min race
21st	Silverstone Circuit GP	Super Formula	1x 90 min race
28th	Thruxton	TCR	2x 20 min races
May			
5th	Brands Hatch GP	P Cup	2x 20 min races



Motorsport UK is pleased to share with you our calendar of events for 2026



Bumper entry for Manx National Rally

The closed-road rally on the Isle of Man in May is set to make a new record for the biggest entry on the island after entries flooded in.

Each of the five championships that are part of this year's event are extremely well supported as competitors have entered for the Protyre Motorsport UK Asphalt Rally Championship, Fuchs Lubricants Motorsport UK British Historic Rally Championship, Manx Auto Sport Championship, Roger Albert Clark Historic Asphalt Rally Championship, and the ANWCC Stage Rally Championship.

Entries have arrived from across the UK and Ireland, and even from Japan, with a pair of Minis for Shinobu Kitani and Osamu Sumida.

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BARC honours marshals for dedication

Two marshals were honoured for showing exceptional dedication at both ends of the experience spectrum at the recent British Automobile Racing Club's (BARC) Annual Awards Evening.

The BARC Marshal of the Year award was presented to Jake Southcombe, who has been marshalling for over a decade. He is also the third generation of his family to volunteer but remains as enthusiastic as ever, covering 23 days in 2025. This included all ten British Touring Car Championship events as well as the Goodwood Revival.

Madison Maskell was also honoured, receiving the Peter Harris Trophy for being the leading trainee marshal of the year. She was chosen for the award following an impressive weekend with the BARC at Silverstone despite this being only her second event. Working in assembly on the Saturday, followed by pits/start line on Sunday, Maskell was put in charge using her military experience to great effect.

With BARC officials on hand to assist, Maskell showed great enthusiasm and a willingness to learn, impressing them with her unflustered attitude to the task in hand. This meant that she dealt with everything in a calm and professional manner while leading the team, keeping the event running smoothly.

The pair joined a prestigious list of award-winners that included British Touring Car Champion Tom Ingram, who presented Southcombe with his award.

Sadly, Maskell was unable to attend the awards event in person and was presented with the award from the BARC's CEO Ben Taylor at the Thruxton Marshal Training Day in January.



Jake Southcombe and Madison Maskell receive their awards

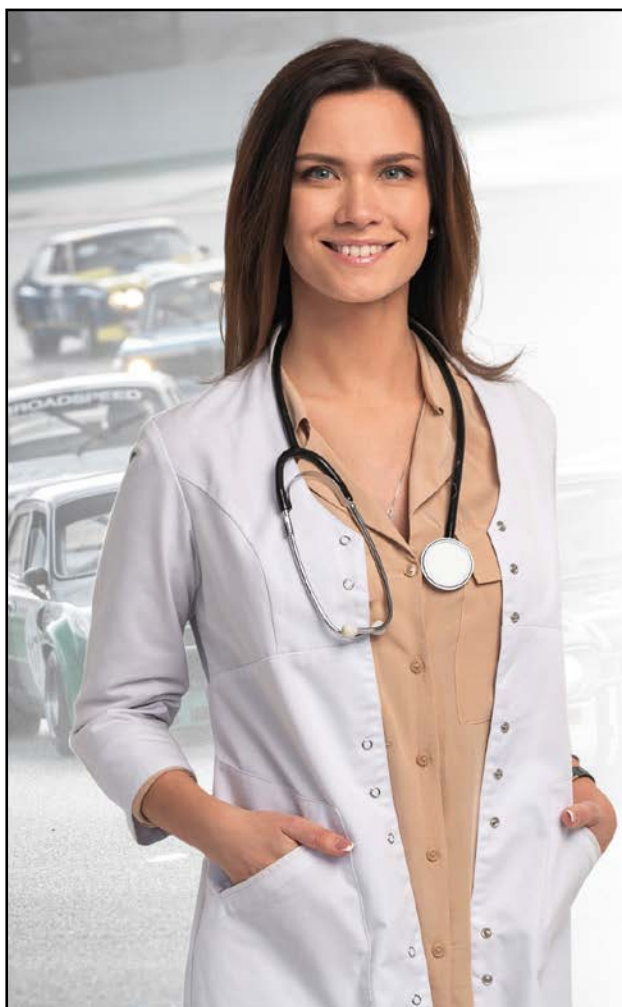
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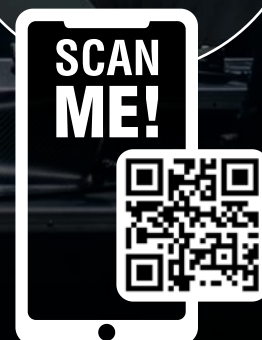
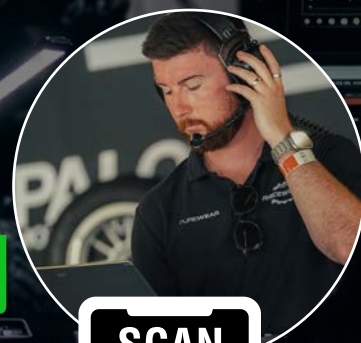
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What if every team, driver, contractor and service provider could tap into the global motorsport network instantly with no barriers, no downtime, no missed opportunities? **That's the Racework commitment.** We are not just connecting people; we are unlocking the entire ecosystem so you can access the right people, the right job, or the right opportunity – anywhere, anytime.



Drawing on more than a decade of experience within the motorsport industry, and through close collaboration with numerous professionals in the field, we found the same key challenges repeatedly appeared as obstacles:

- » **Contractors** strive to work with top teams while actively seeking opportunities to fill their calendars.
- » **Drivers** face challenges in hiring qualified staff or using services that meet specific needs.
- » **The team** struggles with the lengthy process of finding new members across multiple platforms and handling slow responses.

These key areas have shown us the importance of developing a faster, more efficient and dependable method for connecting individuals across all sectors and roles within motorsport. This is why we started Racework. To create a space where the motorsport community can connect using one united platform.

Built for motorsport, by motorsport

Racework is an online platform dedicated to motorsport connections, enabling users to search, advertise and network within the industry. Specialising exclusively in motorsports, Racework makes it effortless to find, connect with and book top motorsport professionals – often in just minutes. Our streamlined platform is built for speed, so you can search and connect faster than ever.

During its first month of operation, Racework attracted over 100 users, featured five distinct team roles, and facilitated 29 conversations resulting in nine offers of work. The organisation is dedicated to expanding its network by identifying leading motorsport talent and teams, with the goal of establishing the world's largest database of industry professionals.

The Power of Access

Motorsport is built on speed, trust, and teamwork. But until now the industry has been fragmented: connections lost in inboxes, talent hidden in closed circles and opportunities missed by seconds. Racework changes everything. We put the whole motorsport world at your fingertips.

- T Teams:**
Build your dream crew with zero guesswork.
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Find the contractors you need, so you are always race-ready – wherever you compete.
- C Contractors:**
Get discovered by top teams and drivers.
- S Service Providers:**
Reach the clients who matter. Whether you offer accounting, insurance, teamwear or specialist support, Racework brings you a steady stream of targeted leads.

The Goal

We are not just fixing problems – we are redefining the foundations of the motorsport industry. Our goal: 10,000+ global subscribers, every discipline, every continent. No more lost talent. Instead, time saved and connections built. Racework is access, amplified.

Racework is more than a platform – it's your gateway to the entire motorsport world. Want in? Get on the site with flexible membership plans, 24/7 access and 30 per cent off all subscriptions with the code **LAUNCH30**.

Still not sure? Try Racework for **FREE** for one month with our full access trial membership.

Head to www.racework.co.uk and sign up today!



New rescue units for Midland Motorsport Rescue

Midland Motorsport Rescue was formed in 2022 as a new crew-run company based on the two rescue units previously operated by the Midland Hill Climb Championship and run by the much-respected Tony Fletcher.

Guaranteed bookings for an initial two-year period from the Bugatti Owners' Club at Prescott and Hagley & District Light Car Club at Loton Park, provided early stability. Midland Motorsport Rescue is extremely grateful for the continued support of both clubs and is proud to provide the rescue services that help these events run safely and successfully.

During 2024 it became clear that the existing rescue units – both over 20 years old – were approaching the end of their serviceable lives. Updating the fleet offered the opportunity to incorporate modern design ideas and improve layouts based on best practice across motorsport rescue operations. Replacing both units simultaneously brought efficiencies in build and long-term operation, but the cost was beyond the company's resources alone.

At this point, Midland Motorsport Rescue received outstanding support from its sponsors. Will Hall of Vanity Hall and Graham Wynn of Wynn Developments each pledged significant individual contributions, further boosted by support from the British Motorsport Training Trust. The project represents an investment of almost £70,000, with more than £20,000 contributed by these organisations. Midland Motorsport Rescue cannot overstate its gratitude – the project simply would not have been possible without this backing.

Further encouragement from Wallace Menzies of Tillicoultry Quarries who agreed to extend the long-standing sponsorship of crew overalls, which has since expanded into additional branded clothing proudly worn by the team.

The new vans were built by Allswage, who provided a substantial discount, with graphics supplied by CDO Routing Solutions Ltd, also at a heavily discounted rate. The team completed the conversion in just over two months; an impressive achievement reflected in the quality of the finished vehicles.

The new units represent a major upgrade in both capability and crew comfort. They are more fuel-efficient and several hundred kilograms lighter despite their enhanced specification. Tool access has been redesigned so that essential equipment can be reached quickly from outside the vehicle, improving response in emergency situations. Revised storage layouts place medical equipment adjacent to the stretcher and create more practical, usable working areas throughout.

With the vehicles complete, only one question remained: what to name them? The decision was unanimous – both units are named in memory of long-standing crew members and much-missed friends. The team is proud to introduce 'Bob', named after Bob Ellwood, and 'Tim', named after Tim Hull.

These new rescue units will allow Midland Motorsport Rescue to continue delivering the highest standards of safety and care for motorsport events for many years to come.

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Introducing Simon Wright-Jones

I am delighted to have joined Motorsport UK in January 2026 as Sustainability Manager, bringing with me more than 15 years' experience working across sustainability and sport. My career has taken me from mega sporting events and iconic venues around the world to more recent consultancy work within Formula 1 – experiences that have shaped a practical, solutions-focused approach to sustainability delivery.

Motorsport presents a unique and exciting challenge. It is a sport built on performance, competition and constant innovation, qualities that are equally critical when addressing sustainability. I am passionate about working constructively across the sport to deliver practical, credible sustainability progress that supports long-term resilience without compromising performance, competition or innovation.

At Motorsport UK, my focus will be on collaboration: recognising the specific challenges the sport faces, unlocking opportunities, and turning ambition into action. I firmly believe motorsport's culture of engineering excellence and problem-solving places it in a strong position to lead by example and drive meaningful change.

I'm very much looking forward to working closely with clubs, event organisers, circuits, teams and commercial partners to help ensure the sport not only adapts, but thrives for many years to come, both on track and beyond.

Simon Wright-Jones, Head of Sustainability



Last month Motorsport UK welcomed members of Starter Motor, a charity which features on the Inclusion Hub, and opened our headquarters to over 200 students. The visitors were able to watch presentations on pathways and careers in motorsport, plus we were joined by two Oxford Brookes University students from the college's motorsport team, who shared their experiences.

The Inclusion Hub was created to bring all these opportunities together in one central, easy-to-use platform. Our goal is to make motorsport more accessible, helping young people understand where to start, what is available, and how they can pursue their interests, whether that is in engineering, driving, volunteering, or other areas of the sport.



Sustainable Pump Fuel

Motor club members and race teams can now make a more environmentally friendly choice, following the installation of the country's first SUSTAIN pump which dispenses race fuel containing 50 per cent sustainable content.

The 1000-litre overground fuel pump has been installed at Bibury's Classic Motor Hub. It offers accessible, high-performance fuel for road and race applications and was created specifically with classic cars in mind.

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When Motorsport UK partnered with FuelQ®, the goal was simple: give members tangible savings on one of their biggest ongoing costs.

Richard's experience shows it's working:

"FuelQ has partnered with Motorsport UK to offer members a much-appreciated discount on our fuel costs. Saving a fair few pence per litre on diesel, it is a great little perk. So far so good, it's a pay as you go system, so your card is 'pre-loaded' with a certain amount and will top itself up as and when necessary."

The Member Benefits

Motorsport UK members access exclusive savings through FuelQ's savings on diesel across 4,300+ UK locations. Pre-paid users earn 1 per cent fuel back automatically on every transaction.

For teams and business owners requiring credit facilities, FuelQ® also offers bespoke commercial options, with flexibility to choose what works best.

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Service and Savings

Richard also praised the personal touch: "I'd like to thank Steven at FuelQ for keeping me fully informed on the progress of getting my fuel card. It took a little longer than anticipated due to requesting the card over Christmas, but I was kept in regular contact via personal phone calls."

FuelQ® maintains human service, because getting it right matters.

Watch the video to see FuelQ® in action, then visit quote.fuelq.co.uk/partnerships/motorsport-uk to claim your member savings.



StreetCar Disabled Driver Scholarship 2026

Register your interest in the StreetCar Disabled Driver Scholarship today. Once registered, you will be contacted with details of upcoming assessment days, including dates and locations. These days are designed to give participants the opportunity to:

- Experience an AutoSOLO in an adapted vehicle
- Meet club competitors and volunteers
- Learn more about competing and being part of a local motorsport community

From each assessment day, two drivers will be selected. Winners are chosen by a panel of judges, with candidates assessed on factors such as commitment, attitude and progression – not speed or previous experience. In total,

six drivers will be awarded a fully funded season of AutoSOLOs and Autotests at a participating Motorsport UK affiliated club, using an adapted Yaris.



To register, please fill out [this form](#).

If you have any questions, please contact the StreetCar team at StreetCar@motorsportuk.org

Share Your Passion



Motorsport UK is very grateful to Christian Prynn who kindly brought his recently refurbished Suzuki Ignis and the Peugeot 205 rally cars along to support the Licensed Officials Training Seminar in Llandrindod last month. Read more on how the Ignis is being returned to competition [HERE](#).



HRCR Mini Cup champions for 2025, Clive King and Anton Bird tackle the Argyll Rally in a 1964 Mini Cooper S. The photo is taken at the hairpin on the B8000, just short of Otter Ferry.

Rallying with family and friends – Darren Edwards took on the Roger Albert Clark Rally in his father's Sunbeam, competing in memory of his friend Malcolm Bayliss. Pictured are Gareth Edwards, Harry Pugh, Gwyn Bayliss, Dylan Andrew, Mervyn Francis and Richard Edwards. The photo was taken by Rachael Grantham.



Revolution is **YOUR** magazine, and we want to celebrate your motorsport moments. Send us your photo, with a short caption, and see it included in a future issue.

The caption should say who is in the photo, where it was taken, and the motorsport they are enjoying – Revolution@motorsportuk.org

Bill Shewan



We are deeply saddened to hear of the passing of Bill Shewan, a well-known and much-respected figure within motorsport. Over many years, Bill was involved in both the competitive and organisational sides of the sport. He began his journey in 12 Car Rallying and then continued

to compete in various rallies from 1963 to 1971, including *Motoring News* events. Bill later progressed into a key club role, most notably as Secretary of Sevenoaks Motors Club.

Bill's passion for motorsport began at a young age, attending race meetings with his family as a spectator, where his lifelong enthusiasm for the sport was first ignited. That early interest grew into a commitment that would span decades, with Bill giving his time, energy, and expertise to motorsport in many different forms.

In addition to competing and his club roles, Bill later went on to act as a Motorsport UK Steward, a role in which he was much respected. Over the years, Bill attended a wide range of events and disciplines across the country, always bringing professionalism, fairness, and a genuine love of motorsport to everything he did.

In more recent years, Bill could regularly be found at Brands Hatch, his local circuit, where he acted as one of the permanent Event Stewards for MSVR. His presence there was familiar to many, and his experience and calm approach were greatly valued by organisers, officials, and competitors alike.

Throughout his time in motorsport, Bill showed unwavering dedication to the sport and to his responsibilities as a Motorsport UK Steward. He was a friend and colleague to many, and his contribution to motorsport will not be forgotten. Bill will be greatly missed by the motorsport community and by all those who had the pleasure of working alongside him, particularly at Brands Hatch.

Our thoughts are with Bill's family and friends at this very difficult time.



Bill McGovern

Born in Sligo, Ireland on the second day of 1937, Bill McGovern settled in north London, and it was here in 1963 that he had a chance wheel-to-wheel encounter with Gerry Marshall on the deserted post-midnight streets – apparently with his wife and father-in-law as passengers! When the racing crowd didn't take to his Vauxhall VX4/90 – resplendent with Webasto roof and whitewall tyres – McGovern traded it in for a much more fashionable Mini Cooper S. His fast-growing family may not have appreciated the gesture but his early exploits in sprinting, especially in the wet, saw him beat much faster machinery. With a few choice tuning additions to the Mini, he became quicker still.

Offered the chance to make his race debut when a friend's car wasn't ready, McGovern made the most of his graduation from sprinting. Brands Hatch Clerk of the Course Nick Syrett gave him the nod advising caution, to which he responded by taking pole position! Launching off a grid almost full of Minis, he was headed into Paddock Hill by two more experienced hands but no bother, he thundered past them next time around. Despite his car being shod with road tyres he held off his opponents for several laps, eventually finishing in second place.

McGovern viewed Paddock Hill as his personal Everest and was determined to take the fearsome corner flat in order to make his name, inevitably rolling the Mini in the process when competing in the 1965 British Saloon Car Championship.

Switching to the Mini's Rootes Group rival, the Imp, McGovern found it very much to his taste, competing first in a Paul Emery-prepared Hillman before George Bevan invited him to drive his Sunbeam-badged car. With the latter, McGovern became a British Saloon Car Championship (BSCC) title contender. With eight category wins in the 1970 season and a scoring system that favoured class winners, he became champion and took another 10 the following year to match Frank Gardner's achievement of back-to-back titles. Another 10 class wins in 1972 made him the first three-time champion in the series' history. This places McGovern in the rarified company of Gardner, Bernard Unett and Win Percy in the multi-class era, and in the modern British Touring Car Championship (BTCC) by Matt Neal and Gordon Shedden. Only Andy Rouse, Colin Turkington and Ash Sutton have won more titles.

A huge accident early in the 1973 season lost McGovern vital momentum and although he returned at the next round he would win his class on just three more occasions. Bevan turned his attention to the VW Passat the following year but couldn't recreate the magic and McGovern took the opportunity to retire from racing. He did, however return in the 1980s at club level, most notably with the Bevan Imp and later a Renault 5 GT Turbo, in which he was still keeping up with much younger drivers. McGovern continued to follow the BTCC in his later years and remained a fan of the sport.



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ON THE LADDER

The **Motorsport UK Academy** provides a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential. Meet some of the young British hopefuls who are currently on its roster. Here are three of the current cohort.



Callie Clifford

Born: Surrey, 12th May 2009

Academy Programme: Enhanced DiSE

Competes: BRSCC Fiesta Junior Championship

Recent Results:

2025 BRSCC Fiesta Junior Championship, with several top five results

What is your earliest motorsport memory?

I had my first experience in a kart at the age of three! My brothers started karting before me, so I was desperate to have a go myself. I drove a Bambino kart around the small track at Bayford Meadows. I was told to go slowly but I planted the throttle, which scared my dad! I absolutely loved it and from that point on, I knew it was exactly what I wanted to do.

Your highest high?

Finishing third in my class championship in my first year of cars, with more than ten podiums across the season. It was both exciting and nerve-wracking going into the unknown, but I managed to have a lot of highs.

Your lowest low?

In 2022, my brother had a karting accident which meant he had to retire from karting. That was extremely difficult to get through, and I took some time out after experiencing the consequences racing can have. Overall, though, it strengthened me as a driver.

The best opportunity?

Getting a fully funded drive for 2024 after winning the Jamsport Scholarship. That gave me an easy

transition from karts to cars, and it really propelled my career because I was able to fully focus on my driving performance instead of focusing on the costs.

What are your aims?

I hope to transition into single seaters next year and I would love to climb up the ladder and get into F1 Academy, competing with the top females in the world. As a female driver, that is the best opportunity out there to prove my worth. It has many people watching for the next successful female – which I am aiming to be me.

Who would you ask for career advice?

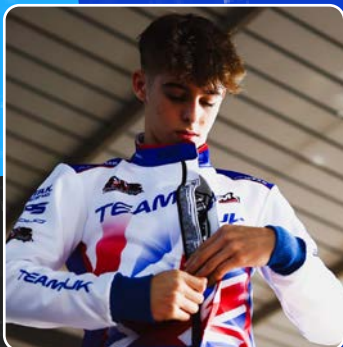
Sebastian Vettel. He was an extremely passionate driver, whose love for the sport drove him to the top. I think he found the right balance of enjoyment and dedication, making him an excellent and ferocious driver on track but also a fun character off it.

What is your biggest lesson from the Academy so far?

I have massively improved on the simulator, developing precise driving techniques and race craft. It has made me realise the importance of sim training and encouraged me to build one of my own at home.

Photos: James Roberts





Josh Graham

Born: Dartford, 10th April 2009

Academy Programme: Enhanced DiSE

Competes: MC Ultimate Karting Championship / RMC Euro Trophy, Senior Rotax

Recent Results: Kartmasters Grand Prix – 4th
UKC National Trophy – 2nd
RMC Grand Finals, Bahrain – Represented Team UK

What's your earliest motorsport memory?

Going to Buckmore Park when I was seven years old and driving the electric karts. Since then, I have been racing while time and money have allowed – it is a huge commitment as a family!

Your highest high?

Winning the 'E' plate and the RMC National Trophy – because I started the final in 12th and raced my way to the front, winning the event and a ticket to compete in the RMC grand finals at Sarno in Italy. There have also been lots of other moments that came close – winning the one-off E20 electric Euroseries at PFI; winning two of three heats in Junior Rotax at the RMC Grand Finals in Bahrain in 2023; and winning the Senior Rotax final in the British Kart Championship at Larkhall in 2024 by almost six seconds – which I believe is the biggest winning margin in a 'dry' race in the new era.

Your lowest low?

Not taking the top step in Kartmasters Grand Prix is up there – I was second in 2023 and fourth in the Senior Rotax 2025 – and so is losing the opportunity to be RMC Grand Finals Champion in Bahrain, where a turn one incident sent me from 4th to 36th on the first lap of the final.

The best opportunity?

Getting the chance to race in the 2022 CIK FIA Karting World Championship with Kart Republic / Argenti Motorsport thanks to the support of Mercedes' Ron Meadows. It was an eye opener to the finances required to race at that level of karting.

What are your aims?

To race in GT3 / GT4 cars around Europe and get the chance to demonstrate exactly what I could achieve at that level.

Who would you ask for career advice?

Max Verstappen, to learn how he made the jump from karts to cars. I'd welcome any opportunity to get onto a junior driver programme, as that seems like a fantastic way to go up through the ranks and with the right guidance and advice.

What is your biggest lesson from the Academy so far?

How important mental and physical resilience and training is in racing. There are lots of highs and the lows and it has taught me how to pick myself up and deal with the lows, because the highs more than make up for it.





Fred Green

Born: South Leicestershire, 14th July 2009

Academy Programme: Enhanced DiSE

Competes: GB4 Championship

Recent Results:

Ginetta Junior Championship 2025: Vice-Champion – Four race wins

What is your earliest motorsport memory?

Being sat for the first time in a Bambino kart – in our kitchen at home! My dad surprised me with it, and I was wearing overalls my uncle (former DTM driver Jamie Green) had bought me and I couldn't wait to have a go properly on track.

Your highest high?

Winning the Ginetta Junior Scholarship, because it was a life changing moment. This is closely followed by two others – winning the Kartmasters Grand Prix last year and getting a clean sweep of all three Ginetta Junior race wins at Croft.

Your lowest low?

During my karting season in 2022 I had a long period with some tough results and barely any positives. I also had a huge growth spurt that year which didn't help. It got so bad I felt like giving up at times but I'm glad I stuck at it and worked hard to figure things out with the support of my family and the race teams around me.

The best opportunity?

The Ginetta Junior Scholarship was a game changer for me. It allowed me to make the step into cars from karting, which wouldn't have been possible without the support of the scholarship. It allowed me to show what I could do, get recognition for my efforts and results to be able to make the next step into single seaters, which is a dream come true. I will be forever grateful to Ginetta for choosing me.

What are your aims?

To keep learning, keep improving and hopefully build a career earning a living as a driver. Hopefully, those who have supported me through my journey will also get the satisfaction that their support has been rewarded.

Who would you ask for career advice?

I have learned a lot from speaking to people when racing and testing – team managers, driver coaches, engineers, mechanics, other drivers. It's great to take advice from different people and I always try to do that. My dad and uncle are also both from racing backgrounds and their advice has been invaluable to me.

What is your biggest lesson from the Academy so far?

The Academy gives you an all-round bigger picture of the motorsport world, beyond just being a driver and it has helped me to prepare myself as an athlete as well as a driver.





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East Riding Stages

21st-22nd February, Beverley, East Yorkshire

Around half the East Riding Stages Rally starters will be registered Protyre Motorsport UK Asphalt Rally Championship crews, as the 2026 sealed-surface season kicks off in style in East Yorkshire. Reigning champions Sam Touzel and Max Freeman return, along with Neil Roskell and Jack Morton, Brad Cole and Jamie Vaughan, and David Wright and Jane Nicol – just some of the Fiesta Rally2 runners also eyeing up the end-of-season M-Sport Puma Rally1 test prize!

www.bdmc.org.uk/east-riding-stages



Mark Sims / Rallying Online Ltd

Holbecks Trial

22nd February, Holbecks Park, Hadleigh IP7 5PE

West Suffolk Motorsport Club is hosting the Holbecks Trial, a new calendar entry for the Motorsport UK British Car Trials Championship. The Event is also a round of the AMSC Trials Challenge and a round of the ASEMC Championship. There will be at least six sections held on private land, and public roads will not be used to link sections. Three runs are planned for the morning with a further two or three in the afternoon. Practising will not be permitted (penalty is exclusion).

www.wsmc.co.uk/event-entries



Norfolk 12 Car Series

27th February, Norfolk Classic & Sports Cars, NR21 8NN

The Sporting Car Club of Norfolk (SCCON) and Kings Lynn and District Motor Club (KLDMC) are running a collaborative 12 Car Navigational Rally series in 2026. Each club will organise three rounds throughout the year, aiming to encourage and promote grassroots motorsport. All competitors will need a Motorsport UK licence – either 2026 RS clubman or 2026 RS Interclub. The total mileage will be approximately 60 miles, and will run four classes – Beginner, Novice, Intermediate and Expert.

www.sccon.co.uk/html/12car/202612car.html



Spring Tarmac Autotest

28th February, Ashford Livestock Market

Maidstone & Mid-Kent Motor Club (MMKMC) is continuing its series of Tarmac Autotests with the first event for 2026, at Ashford Livestock Market. By popular demand, they are also continuing with two extra Classes as a PCA. As usual the tests will be more open and suitable for all cars, all classes will do the same tests.

www.mmkmc.co.uk



The Walsingham Trial

1st March, Head Down, West Sussex, GU31 5SN

The 750 Motor Club is running a Sporting Trial at Head Down, near Buriton, which is open to all registered contenders in the Motorsport UK, ASWMC and BTRDA Sporting Trials championships. There will be a minimum of six sections; to be attempted at least three times. The Trial will be very steep, with lots of trees and it is going to be very muddy.

<http://750sportingtrials.co.uk/events9BP>



Race & Rally Bishopscourt Stages

7th March, Downpatrick, County Down, Northern Ireland

The Brown & Brown Motorsport UK Northern Ireland Rally Championship calendar starts with the Race & Rally Bishopscourt Stages. The single-venue County Down racetrack is annually turned into a rally stage using both the circuit and link roads to form the first point-scoring opportunity in the five-round series that benefits from television coverage on ITV4 / ITVX, and YouTube.

<https://badmc.co.uk>



NettPics.com

Jon Mackenzie Autotest

8th March, Curborough Sprint Course, WS13 8EJ

The Hagley & District Light Car Club will be running the first round of the 2026 Motorsport UK British Autotest Championship at Curborough. The event will consist of three Test sites run at least four times. The event is also a round of the BTRDA Autotest Championship, and caters for saloons, sports cars, and specials, as well as a road-going class.

www.motorsportuk.org/events/british-championships/



63 Car Club March Autotest

8th March, Dallachy Airfield, Moray, Scotland

Lively all-forward and traditional tests return to Dallachy near Spey Bay, with close competition expected between reigning club champion Bryan Morrison and several former Scottish Autotest champions. A strong mix of AutoSOLO and PCA entrants will tackle the course in everyday road cars, promising an entertaining start to the season.

<https://63carclub.com>



International Women's Day Autotest

8th March, Darwen Services, M65 Jct 4, BB3 0DB

As it is International Women's Day, an all-female organising team will be actively encouraging female participants in the event, whether that be marshals or competitors. There will be a minimum of three runs in each session, and each event is a round of the ANWCC AutoSOLO or the PCA Championship, the ANWCC All-rounder's Championship, the SD34 non-race / rally championship, the SD34 Inter-club League, and the BTRDA championship.

<https://autotest.sapphire-solutions.co.uk/eventdetails.php>



Kickin' Off The Year AutoSOLO and PCA

14th March, Defford Aerodrome, WR8 9BP

The Sixty & Worcestershire Motor Club is organising a Clubman's AutoSOLO and a Clubman's Production Car Autotest (PCA) event. This is open to members of S&WMC, Ross and District Motor Club, Redditch and District Car Club, Hereford Motor Club, Cotswold Motor Sport Group Competitors Club and Wolverhampton & South Staffs Motor Club. The AutoSOLO and PCA are rounds of the S&WMC Off-Road Championship, and the AutoSOLO will count towards the S&WMC Corkscrew Cup.

<https://sixtyworcsmc.co.uk>



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RESULTS

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

Fuchs Lubricants British Historic Rally Championship

Photos: Russ Otway



The 2026 Fuchs Lubricants British Historic Rally Championship got its season underway in typically dramatic fashion at the Riponian Stages Rally, with muddy, wintry Yorkshire forests providing a classic start to the new campaign. Six demanding forest stages, including the iconic Cropton and Gale Rigg tests greeted crews for the opening round. In Category 4 George Lepley and co-driver Dafydd Evans set the benchmark overall Historic time on every one of the five stages that ran, controlling the category from start to finish. In Category 3, Richard Hill and co-driver Patrick Cooper secured a deserved victory, their first since the 2024 Manx Rally. Category 2 belonged to Ben and Steven Smith, whose Porsche 911 enjoyed a faultless run. The pair won every stage.



Latest Championship Standings

Category 5	James Lepley / Tom Jordan	1 point
Category 4	George Lepley / Dafydd Evans	16 points
Category 3	Richard Hill / Patrick Cooper	31 points
Category 2	Ben Smith / Steven Smith	31 points

Asset Alliance Group Scottish Rally Championship

AF Motorsport Media



Scott Macbeth claimed his very first Scottish Rally Championship victory at the season-opening Tore Car Sales Snowman Rally this month. Co-driven in his Volkswagen Polo R5 by Andrew Falconer, the local Muir of Ord driver beat Icelandic crew Daniel Sigurðarson and Ásta Sigurðardóttir by 17 seconds, while early rally leaders Alexander Vassallo and Chris Lees completed the podium.

Provisional Championship Points

Drivers

1st	Scott Macbeth	30 points
2nd	Daniel Sigurðarson	28 points
3rd	Alexander Vassallo	27 points

Co-Drivers

1st	Andrew Falconer	30 points
2nd	Ásta Sigurðardóttir	28 points
3rd	Chris Lees	27 points

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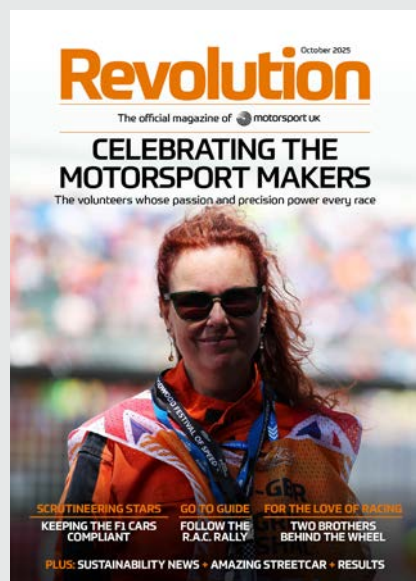
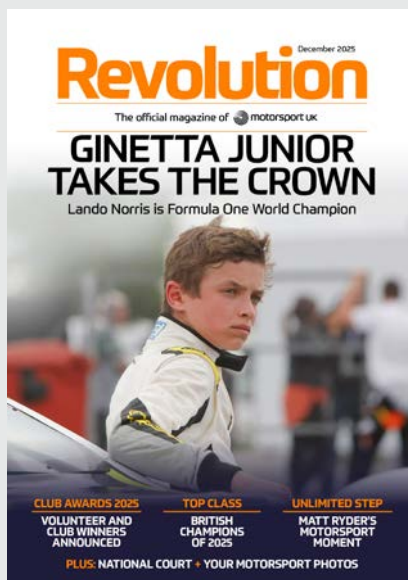
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The Parting Shot

Jack Mathewson and Chris Williams, members of Malton Motor Club, pilot their RSD-built Fiat 131 through the mud on the 2026 Riponian Stages. The pair suffered a mechanical issue early in the rally, but the two other Fiat 131s entered – driven by Nick Elliott and Dave Price, and by Adrian Hetherington and Hamish Campbell – both finished the event.

