

Revolution

March 2026

The official magazine of  motorsport uk

WRC IS BACK IN THE UK

Motorsport UK secures Rally Scotland from 2027



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At the Club Webinar in January, I expressed my belief that we were getting close to securing the return of the WRC. David Richards emphasised that for us this was a personal mission, driven by our own experiences of the event. He competed in the 1974 RAC Rally, and in 1979 he partnered

Ari Vatanen, finishing 4th in a Ford Escort RS 1800. David even concluded his driving career at the 1981 RAC Rally and won the championship. In the 1990s I had the privilege of working alongside David at Prodrive, running the Subaru World Rally Team. We secured wins at the rally with Colin McRae, Richard Burns, and Petter Solberg – a total of seven times, including the 1995 event that saw Colin raise the Peel Trophy aloft and claim the WRC title. And I am pretty sure that getting the WRC back is personal for you as well.

Today I am very pleased to inform you that Motorsport UK has secured an agreement with the World Rally Championship Promoter to bring the FIA World Rally Championship back to the UK, with a brand-new event titled Rally Scotland, beginning in 2027. Following funding agreements with the Scottish Government, Aberdeen City Council and Aberdeenshire Council, the event will run for an initial three-year term from 2027 to 2029.

The return of the championship represents a crucial milestone for UK motorsport and especially for Scotland. Britain has been a central part of the World Rally Championship since its inception in 1973, and this event reconnects the world championship with our fantastic rally community and one of the sport's most knowledgeable and passionate fanbases. Rally Scotland will feature both iconic forest gravel stages and urban spectator stages designed to maximise fan engagement and accessibility.

For our rallying community this is a long-awaited return of a critical pinnacle to the sport. Rally GB, in all its various forms over the years has served as a fulcrum for strengthening the volunteer community, driving development within rallying and the wider motorsport community.

Rally Scotland will also reflect the sport's changing direction. In 2027 there will be the introduction of a new generation of World Rally Cars, designed to provide a lower cost format and greater accessibility for vehicle manufacturers. The indications are good with many conducting feasibility studies. Even today, WRC cars compete using 100 per cent fossil-free fuel, and the event will work with partners across Scotland's growing sustainable fuel sector. Aberdeen has for decades been the energy capital of Scotland and hosts



a wide array of global leaders in energy and industry. Our ability to attract their support and investment will be crucial and can extend the impact across a multitude of channels. The championship's return is predicted to deliver a major economic boost across Aberdeen, Aberdeenshire and neighbouring communities, attracting visitors, teams, media and fans from across the UK, Europe and beyond. Over the first three years this is estimated to be in the region of £85m.

Motorsport UK will work closely with the WRC Promoter, government partners, local authorities, and the rally community; to ensure that Rally Scotland is delivered to the highest sporting and organisational standards.

The significance of the event extends well beyond the competition itself. We see Rally Scotland as more than a rally – a platform to demonstrate how motorsport can contribute to wider societal and environmental goals. These can include activations such as showcasing innovation in sustainable fuels and low-carbon technologies. Delivering community

engagement and education initiatives, particularly around STEM and future mobility. Promoting diversity and inclusion programmes that broaden participation in the sport. These aspects broaden the event's relevance and value to all stakeholders. Our goal is clear – let's use the first three years to demonstrate the compelling case for a much longer annual commitment.

As already mentioned, the return of the WRC is wholly contingent on the support of our volunteer community, including marshals, officials, scrutineers, medics, and any number of other volunteer roles. Decades of experience of Rally GBs gives us a head start, but as with all jobs there is the need for continuous professional development. This is something the community spends a huge amount of time on especially at this time of year. Of the roles that really do keep the rally safe and running, rescue and recovery play a pivotal part, so when I was invited by Martin Hunt to join one of their training days at Thruxton, I leapt at the chance.



Motorsport UK has been working with the Scottish Government, Aberdeen City Council and Aberdeenshire Council to make Rally Scotland a reality



Learning the ropes

Over two days several hundred rescue and recovery personnel went through a series of workshop modules, covering both academic content as well as some really engaging live action practical exercises. Rupert Hine and John Bolton had travelled down from Scotland to join a phalanx of specialist rescue vehicles to conduct these demonstrations. Our sport relies on a small number of really dedicated teams that run units and are responsible for finding the funding to keep vehicles and equipment up to date. The British Motorsport Trust is a crucial partner to this community providing all important funding. Talking to everyone you can see their passion but also hear of the challenges of keeping this crucial ecosystem functioning. The lasting memory of the day is of laughter on the edge of a rather steep slope while a tight knit group of orange clad women and men carefully winched a car out of the forest below – good to see people having fun while keeping our sport safe.

Continuous professional development keeps skills sharp and the volunteer base growing

A week later and I was back in the west country at Castle Coombe for one of the CCRC's marshals' training days. It is always a pleasure to visit this circuit as it is so charming and welcoming, as personified by Dave Weston who, not only acts as a clerk, but has a seemingly endless series of roles in the club. I sat down for a cuppa with Cat Dall'Occo, Castle Coombe Race Circuit Manager, and exchanged views on how we can bring Vision 2030 to life and getting 'more people enjoying motorsport more often'. Managing a circuit such as this with relatively limited race days is quite a challenge to generate the necessary revenues to pay for the year-round overheads, but with enthusiasm and inventiveness that is what CCRC manage to do.

Leading much of the training sessions was the CCRC Chief Marshal, Helen Magee, who delivered complex subjects in the classroom with flair and engagement, creating a great atmosphere of collaboration. As Helen put it 'respect is earned and given'. On the day there were around 75 marshals in courses, with 43 new trainees among them. These are needed to continuously top up the 200+ marshals that are linked to the club. It is not just about recruitment but also retention of our experienced and valued members.



The Greenpower Gala Dinner at Goodwood House

New karting venue

I then headed to Silverstone to experience their brand-new international kart circuit. The British Racing Drivers' Club (BRDC) had organised for their members to have one of the first opportunities to try out the new facility using its fleet of Sodi karts. It was rather amusing to see dozens of rather well-known previous champions zipping up their suits and heading into the fray as if they were back in their heyday! Predictably the competition was fierce, and everyone emerged with a massive thumbs up for what is going to be one of the world's leading karting venues. This will be a crucial building block to allow our youngsters to continue to hone their skills on the ladder to a professional career. With a bit of luck one day, they might join the current roster of five British drivers on the 2026 F1 grid. Not bad as a percentage of 22 this year, and congratulations to all of them getting in the top eight at the season opener in Melbourne.

But not all youngsters make it to the driver's seat and at the top of the sport – for every F1 driver there are up to

500 supporting cast members. One of the brilliant STEM initiatives we have in this country is Greenpower, which many of you will know, is the schools-focused annual competition to design, build and run a small electric race vehicle. The rules are tight and designed to test the imagination and skills of teenagers, not just in engineering, but in manufacturing, marketing and management. I had the great pleasure of attending the Greenpower Gala Dinner at Goodwood House, as a guest of the Duke of Richmond in his fantastic dining rooms. The Duke is the founding patron of Greenpower, along with our own David Richards CBE, and they are rightly proud of all that the trust has achieved. Starting with just a few schools in 1999, it now works with over 500 schools and 8,000+ students across the UK.

Altogether a busy month and one that bodes well for the rest of the year. With temperatures soaring to nearly 20 degrees C this week the warmth of a summer of competition beckons.

Wishing everyone a safe and enjoyable month of motorsport.

Inside this issue: The **WRC news** we have been waiting for is here; **Grassroots Contests to Grandstand Spectaculars** gets your season underway; Three inspiring ladies are **Shifting the Formula for women** in motorsport; Our Safeguarding team is here to **Make Motorsport Safer**, plus we have the latest from **National Court**, news from across the regions, **Motorsport Moment** with Stacey Dennis, and Bristol MC are in **Club Corner**...

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Motorsport UK secures return of FIA World Rally Championship to the UK

The FIA World Rally Championship will return to the UK in 2027 with a new event, Rally Scotland which will be headquartered in Aberdeen and take place in the forests of north-east Scotland.

Following a three-year deal with WRC Promoter GmbH and funding support from the Scottish Government, Aberdeen City Council and Aberdeenshire Council, the event will initially run for three years from 2027, with an autumn slot expected to be allocated when the FIA finalises the championship calendar later this year.

Stages will run on closed forest gravel roads across Aberdeenshire, providing a compact route built around proven infrastructure and some of the UK's best gravel rally stages. Rally HQ will be at P&J Live at The Event Complex Aberdeen (TECA) with facilities including an indoor service park, event arena and conference and seminar space.

Steeped in history, the UK's round of the WRC was a regular fixture since the RAC Rally was incorporated into the inaugural championship in 1973. When the WRC format was revamped at the turn of the century, the rally moved to Wales until the 2020 event was cancelled due to the Covid pandemic.

Since then, Motorsport UK has worked with WRC Promoter and public sector partners to develop a new model for a UK event that is commercially strong, regionally valuable and aligned with the championship's strategic direction.

North-east Scotland was chosen for its combination of sporting challenge, international transport links, ample hotel capacity, event infrastructure and striking natural scenery. Rally Scotland will also reflect the sport's changing direction, working with partners across Scotland's growing sustainable fuel sector. Motorsport UK will also develop community and social impact programmes in the run-up to 2027.

The championship's return is expected to deliver a major economic boost across Aberdeen, Aberdeenshire and neighbouring communities, attracting visitors, teams, media and fans from across the UK, Europe and beyond.

Further details, including route information, stage locations, and opportunities for local businesses and volunteers to get involved, will be announced in the coming months and a dedicated event website has been set up at www.rallyscotland.org

Bringing the FIA World Rally Championship back to the UK has been a priority for Motorsport UK, and Rally Scotland is the result of strong collaboration between national and local partners who share our ambition to deliver a world-class event. It represents an important moment for the sport in the UK – reconnecting the championship with our passionate rally community while creating new opportunities for competitors, volunteers, and fans.

Hugh Chambers,
Motorsport UK CEO

A brief history of Britain's WRC round

Ever since the RAC Rally was incorporated into the WRC in 1973 it has been the scene of many dramatic and memorable moments, often because of its position in the championship calendar.

Having won in 1972, Roger Clark added a full WRC victory in the 1976 event, thrilling British motorsport fans that had recently been cheering on James Hunt in F1. For almost two decades no Briton had matched this achievement although co-drivers Henry Liddon, Paul White, Terry Harryman and Neil Wilson all tasted the winner's champagne. However, the emergence of Colin McRae in the late 1980s raised local hopes.

The Scot's reputation for stunning speed but equally spectacular crashes initially frustrated excited fans but in 1994 McRae finally prevailed. One year later he faced up to formidable Subaru team-mate Carlos Sainz to win the title after a thrilling fightback. In doing so McRae became the first British World Rally Champion driver and with fellow Scot Derek Ringer alongside, they were also the first all-British pairing to be crowned. The story hit the nation's headlines, and a new British sporting hero was born.

McRae continued to inspire fans, becoming the most successful driver in terms of WRC wins during his active years. But after losing his crown to Tommi Mäkinen he was seemingly unable to unseat the Finn. In 1997 McRae was partnered with Nicky Grist – a winner in 1993 – and the magic returned at their home round, coming agonisingly close to a second title. The following year saw one of the event's most dramatic endings when Mäkinen crashed out in the early stages but still won the championship following an engine bay fire on Sainz's car – just yards from the final stage finish!

In 2001, a three-way shoot-out between McRae, Mäkinen and Richard Burns was decided in the latter's favour after the Scot rolled out early on. Burns and co-driver Robert Reid became the second all-British crew to win the title in a golden era for rallying.

As co-driver to Petter Solberg, Britain's Phil Mills has tasted victory on several occasions at his home round, including a WRC title win in 2003. Future hopes for local success were raised in 2011 when Gareth Roberts clinched the WRC Academy title alongside Ireland's Craig Breen on Wales Rally GB before attention turned to Elfyn Evans, who, with then-co-driver Daniel Barritt won in 2017. Will Evans stand on top of the first Rally Scotland podium next year?



Don Bathiey



JEP



JEP



Rallying has always held a special place in the story of British motorsport and, for me personally, it has been a huge part of my life. Having experienced the World Rally Championship from inside a rally car, I know just how unique the atmosphere of a UK rally can be – the forests, the fans and the extraordinary community of volunteers and motor clubs who make these events so special.”

“We are incredibly grateful to the Scottish Government, Aberdeen City Council and Aberdeenshire Council for their commitment to this event. Their support has made it possible to bring the World Rally Championship back to the UK, and Scotland provides a spectacular stage for the next chapter of that story.”

David Richards,
Motorsport UK Chair

Grassroots Contests to Grandstand Spectaculars

The new motorsport season gets going with a whole range of disciplines on offer – at all levels of competition. From grassroots autotesting and sporting trials to the flagships of British Touring Car Championship, British F4 and the British Rally Championship, there is plenty to see, hear and join in with.

British Autotest Championship

The ultimate test of car control, this championship may on first glance look like a collection of cones in a carpark – but it is home to some of the most talented drivers in the country.

What is it?

Running across 12 weekends during the year, it is a series of car control tests that challenge competitors with tight manoeuvres, handbrake turns, and reversing moves, requiring millimetre accuracy to ease through the course as cleanly and quickly as possible. It has been a proving ground for some of the greats – from Jim Clark to Colin McRae – and it is a place where a single cone clip or wrong turn can make or break a run.

Machinery varies from lightly modified road cars to highly optimised specials, and performance is driven by rapid direction change, sharp steering response, strong brakes and a drivetrain that tolerates repeated full-lock transitions. There is plenty of technical skill involved – but it is also an extremely accessible form of motorsport.



Ones to watch

The reigning champion, **Peter Grimes**, started competing in his teens and last year was his sixth title victory out of seven attempts – achieved 25 years after his previous one. He is, however, still some way behind serial winner **Alastair Moffatt**, who is a professional stunt driver and has taken the title 10 times.

When and where is it happening?

The season started on 8th March with the Jon Mackenzie Autotest. There are rounds across England, Scotland and Wales, each hosted by a different organising club.

Get involved

Autotesting is a welcoming environment where you can use your everyday road car to compete. The skills can be applied to every motorsport discipline, and juniors as young as 13 can take part. You can get involved through the StreetCar website: <https://streetcarmotorsportuk.com>



FIND OUT MORE HERE

British Sporting Trials Championship

Most championships chase speed, but sporting trials chase grip and distance. Mud, cambers, rocks and slopes form the course, and momentum is everything.

What is it

The UK's premier sporting trials discipline involves driver-passenger pairings tackling some of the most challenging hills in the country in lightweight, purpose-built machines. Steep, slippery sections put a premium on throttle control, balance, and teamwork, where conditions can change in an instant, making every run count.

The 18-round calendar reaches all parts of the UK and includes five new 'Major Events' that count for double points. These are intended to enhance the significance of qualifying events and make a greater contribution to the championship standings.

Ones to watch

Thomas Bricknell is the reigning champion, winning nine events last season to set the standard to match. Consistency saw **Simon Kingsley** finish runner-up despite not clocking a win, while Josh Veale was the only other multiple victor, with two wins to his name.

When and where is it happening?

The season started on 1st March and runs until early May before taking a summer break. It then resumes in September and continues through to December, where the Midland Trials Car Club will host the season finale.

Get involved

This is one of three main types of trials and is more for experienced drivers. Classic Trials are also specialist, with cars dating from as early as the 1930s, but Production Car Trials, which also run on the StreetCar programme, are perfect for starters, allowing drivers to compete in their own road cars.



FIND OUT MORE HERE



Photos: Mark Hylands

British Drag Racing Championship

This is motorsport in its rawest form. Seeing fire-breathing machines hit 200mph+ at Santa Pod, the UK's only quarter-mile strip, is truly one of the most unique experiences in the UK.

What is it?

The headline title centres on the Pro Modified (ProMod) class – extreme 'doorslammers' that are capable of astonishing acceleration – but events also include Top Fuel dragsters, plus a host of other categories, and plenty of off-track entertainment.

The championship runs across six rounds, with every elimination run crucial and any early exit capable of creating a dramatic shift in the title race. Success depends on traction, reaction and repeatability and the enormous power of the machines must be managed perfectly – too aggressive and the tyres spin; too cautious and the extra milliseconds cost.



[FIND OUT MORE HERE](#)

Ones to watch

Estonian **Andres Arnover** is the reigning champion after consistently setting the pace in his Ford Mustang GT500 turbo last season, recording a top time of 5.695 seconds. Dutch driver **Michel Tooren** was also strong last year, as was British former champion **Andy Robinson**, who both compete in Chevrolet Camaros of different eras.

When and where is it happening?

The ProMod season begins with the Festival of Power on 3rd April and concludes with the National Finals in September. In between, there are the Main Event, Summer Nationals, Bug Jam and European Finals – all flagship race weekends in the season.

Get involved

Santa Pod is a great day out for spectators with stunt shows and monster trucks as part of the entertainment – but if you fancy getting on track, the venue has 'Run What You Brung' sessions where you can shift your own road car down the quarter-mile as fast as you can.



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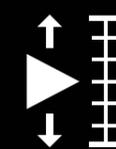


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British Cross Car Championship

A recent newcomer to the UK motorsport scene, these small buggy-style machines are highly competitive and extremely cost effective. The championship is growing, and there's plenty of opportunity to get involved.

What is it?

Cross Car is rallycross distilled to its purest form. This 13-round series runs alongside the British Rallycross Championship calendar and includes gravel-to-tarmac transitions and joker laps, with a blend of precision and all-out attacking driving required to succeed.

The cars are FIA-homologated from specialist manufacturers, equipped with motorcycle engines and designed to be exceptionally light and manoeuvrable. The races are short, intense and action-packed. Traffic management and strategic timing often combine to be as decisive as outright pace.

Ones to watch

The reigning champion is **Max Weatherley**, who won five events from nine to take the title in 2025. **Will Oviden** and **David Kane** ended last season on improving form, with the latter winning the two final events. **Ben Bartlett** was also another regular front-runner.

FIND OUT MORE HERE



Photos: James Roberts

When and where is it happening?

The championship starts at Blyton Park on 22nd March and runs until the double-header finale at Lydden Hill in November, complete with its now traditional fireworks night bonanza. There will be double headers at Lydden Hill, Mondello Park and Pembrey through the season, as well as an overseas adventure to Valkenswaard in the Netherlands in August.

Get involved

A natural step for drivers progressing from karting or grassroots club events, Cross Car is a perfect place to hone key driving skills. The machinery is equalised and relatively low cost, the paddock is welcoming and there is also a junior championship for young drivers.



British Hill Climb Championship

Hill climbing is a discipline for all, with classes ranging from standard road cars right up to the super-fast single seaters that are the pinnacle of the championship.

What is it?

Drivers pilot powerful single-seater machines up narrow-laned courses that are short, technical and bordered by unforgiving grass banks. There are 26 individual 'run-offs' across the season that shape the title race, making consistency of performance a crucial factor.

Each hill presents its own character – some fast and flowing, others tight and relentlessly technical – and clocking the fastest time demands precise positioning to maintain momentum all the way up the course.

Ones to watch

Matthew Ryder returns as champion, sharing the Gould GR59 Judd with established winner Sean Gould. Four-time champion Wallace Menzies remains a constant challenger, while Will Hall and Alex Summers are two who could also take the title.

When and where is it happening?

The season will start and finish at the prestigious Prescott Hill Climb in the Cotswolds. Running from April through to September it visits a total of 10 different venues across England, Scotland, Northern Ireland and the Channel Islands.

Get involved

Hill climbing is both spectacular and accessible, with events all around the country to attend. Those who want to get involved can either try out club-based competitions or join the national circuit in one of its many different classes.



FIND OUT MORE HERE



Photos: James Roberts

Switching up – old faces in new places



Photos: JEP

The British GT Championship welcomes a collaboration of rookies this season when Historic Rally champion Ernie Graham and four-time British Touring Car champion Colin Turkington team up in GT4 as WSR FlexiFly, an offshoot of the BTCC superstar team WSR.

The British GT Championship is the leading national championship for GT3 and GT4 supercars with professional and amateur driver pairings taking part in races of 1-3 hours' duration. Manufacturers represented include Aston Martin, BMW, Ferrari, Lamborghini, McLaren, Mercedes and Porsche.

Northern Ireland driver Turkington left the BTCC in 2025 and this is the realisation of his GT ambitions, switching half-hour sprints for one, two and three-hour mini-enduros. But for compatriot Graham it marks a significant progression following his debut circuit racing season in last year's BMW Car Club Racing Championship.

The pair shared a BMW M3 E30 in Silverstone Festival's Historic Touring Car Challenge last year and Turkington said: "While he's [Graham] relatively new to circuit racing, he has so much experience from the rally stages I'm sure we have all the ingredients to perform well."

Graham's 30-year rallying career included a handful of WRC appearances before a switch to Historic Rallying, where he has achieved three FIA European titles and a silver medal for Team UK at the FIA Motorsport Games in Valencia.

His move shows that for those who want to enjoy more motorsport, more often, switching codes is not as scary as it might appear. He explained: "It might sound strange to leave a world I know, and have been successful in, to take a leap into the unknown, but I've always loved new challenges, so I feel ready for it."

British Rally Championship

The peak of UK Rallying, the six events in this championship demand high speed commitment and precision in the ultimate test of driver and co-driver teamwork.

What is it?

The championship is filled with talented drivers and co-drivers, both experienced and rookie, competing in modern Rally2 machinery. It offers a demanding blend of gravel and asphalt events that require adaptability on changing surfaces and conditions, with tyre choice, driver discipline, and a slice of good fortune all coming into play.

Balancing risk with reward is crucial to achieving title success and this is where some of the nation's top names first firmed up their skills – with legendary champions including Roger Clark, David Llewellyn, Richard Burns and the famous family trio of Colin, Alister and five-time winner Jimmy McRae – with a third generation, Max McRae, keen to join the fold.



FIND OUT MORE HERE

Ones to watch

Reigning champion **William Creighton** and co-driver **Liam Regan** are moving up to the European Rally Championship in 2026, so last year's other rally winners **Merion Evans**, and **Max McRae** could all be ones to watch. 2022 champion **Osián Pryce** is a late entry, and will run as team mate to Evans.

When and where is it happening?

The season begins with the Severn Valley Stages on 11th April. It then takes in the Jim Clark Rally in May, the Kielder Carlisle Stages in June, the Grampian Forest Rally in August and the Rali Ceredigion in September, before concluding with the Cambrian Rally in October.

Get involved

Every event offers unique and dramatic viewing, with often-free spectating in stunning locations. Competitors can take part in individual events – usually stepping up from club-based rallies – and the Junior category is a must for those looking to rise through the ranks.

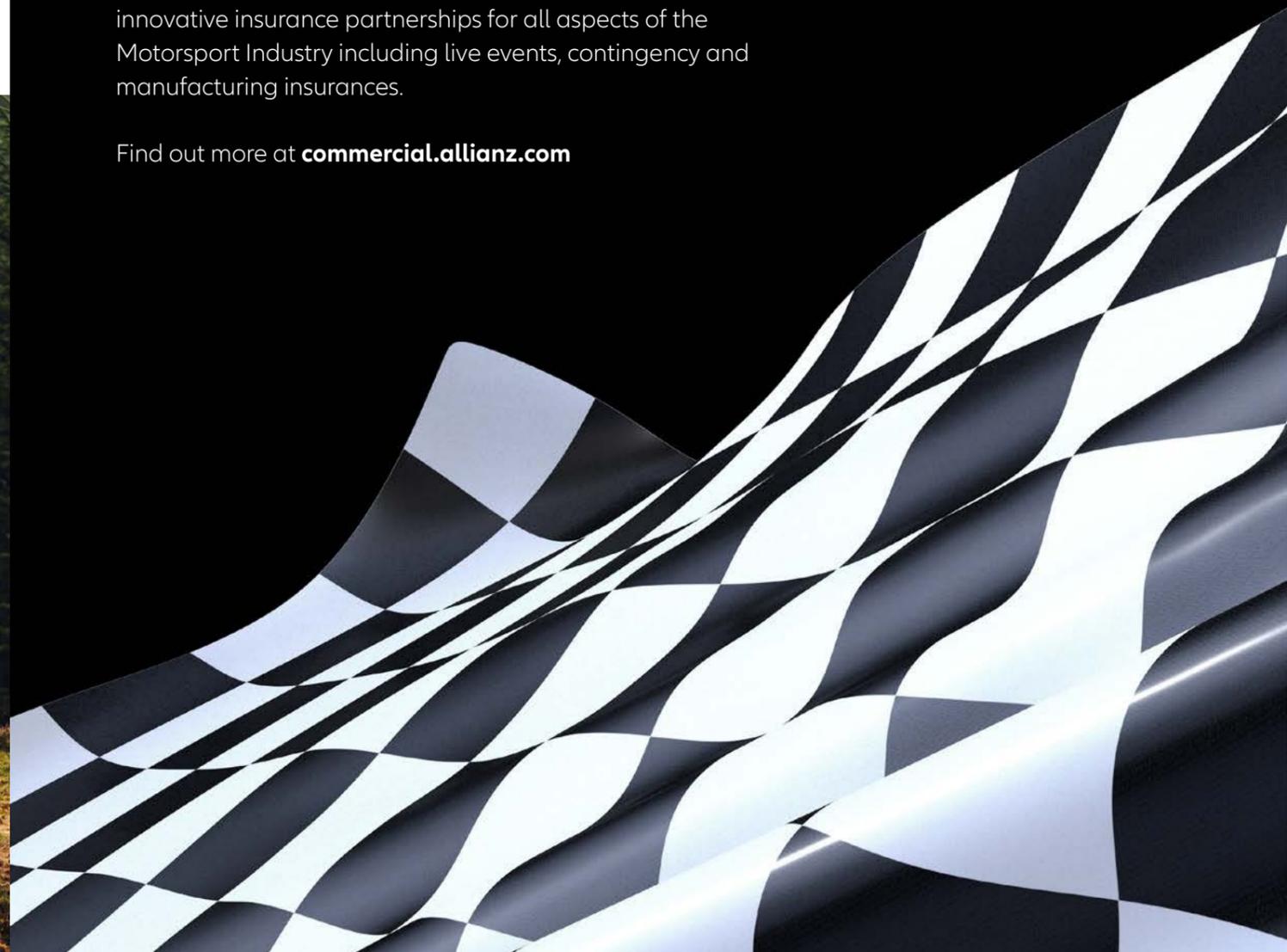


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Wera Tools F4 British Championship certified by FIA

A proving ground for the next generation, this is where future careers take shape. The first British F4 title winner was reigning F1 champion Lando Norris.

What is it?

This single-make series puts a priority on race craft and set-up skills – and with 12 Super Licence points on offer to help the champion progress through the single-seater ranks, it is one that aspiring drivers want to win.

The 1.4-litre Tatuus T-421 cars all run on Pirelli control tyres and are performance-equalised to ensure fairness and help create a level playing field. The series attracts full grids run by highly professional teams, creating an exciting spectacle where driver talent can shine through and wheel-to-wheel action is guaranteed.

Ones to watch

Last year's champion Fionn McLaughlin has moved on and his HiTech TGR team is running Swede **Scott Lindblom**, UAE driver **Theo Palmer** and Swiss female driver **Chiara Battig**. Reigning team champions Rodin will field Briton **Alfie Slater** among their line-up, alongside South African **Ethan Lennon** and Belgian **Dries van Langendonck**.

Other British drivers on the grid (at the time of writing) include **Ethan Jeff-Hall** at Argenti; **Daniella Sutton** and **Tommy Harfield**, who was one of last year's stand-out performers, at Chris Dittmann Racing; **Kit Belofsky** at Fortec; **Lewis Wetherall** and **Timo Jungling** at JHR Developments; and **Joseph Smith** and **Jarrett Clark** at Virtuosi Racing.

When and where is it happening?

The season starts in April and concludes in October, taking in most of the UK's traditional circuits on its way. Eight events are run alongside the British Touring Car Championship, and one with the British Grand Prix in July.

Get involved

British F4 offers a structured progression from the top levels of British karting, with relatively low-cost entry for competitors. It is also an exciting championship to watch, giving fans the chance to spot the future stars.



FIND OUT MORE HERE

British Touring Car Championship

Few championships match the intensity of the BTCC, with ferocious action from start to finish and a title that is typically decided in the final round of the season.

What is it?

The UK's premier tin-top circuit racing series is built around tightly controlled regulations and a fiercely competitive grid. It combines top multi-car teams and manufacturers – including EXCEL8 Motorsport with Hyundai, Alliance Racing with Ford, BMW and Toyota – with independent outfits, creating competitive racing throughout the field.

The season follows the established 10-round format, visiting top British racing venues and delivering three races per weekend. Strategy, tyre management and staying out of trouble are often as important as outright speed and with overtaking boost restricted for the highest finishers and partially-reversed grids part of the play, there are plenty of ways for different drivers to make their mark.

Ones to watch

Tom Ingram returns as reigning champion after a consistent season of wins and podiums – but the BTCC rarely offers easy title defences. Four-time champion **Ashley Sutton** will be keen to better his runner-up spot from last year, while last season saw 11 other drivers – **Dan Cammish**, **Josh Cook**, **Daniel Lloyd**, **Sam Osborne**, **Tom Chilton**, **Jake Hill**, **Daniel Rowbottom**, **Gordon Shedden** and **Mikey Doble**, **Daryl Deleon**, **Charles Rainford** – also take victory. Look out too for the return of tin top legend **Jason Plato** – this time as a team owner of Plato Racing with drivers **Adam Morgan** and **Rowbottom**.

When and where is it happening?

Racing begins at Donington Park on the 18th of April and will reach its likely dramatic conclusion at Brands Hatch in October. In between, the cars and stars will visit Brands Hatch, Snetterton, Oulton Park, Thruxton, Knockhill, Donington Park again, Croft, and Silverstone.

Get involved

The BTCC is a fantastic day out, with close racing and a fan-focused atmosphere. You can also watch every round live on ITV4 and YouTube and if you fancy getting more involved, you could get on the grid in a support race or volunteer as a marshal or official.



FIND OUT MORE HERE



THE SHIFTING FORMULA FOR WOMEN ON TRACK

Motorsport is increasing its popularity among women



The global F1 fan base is now 42 per cent female and three quarters of new F1 fans in the last year were women. That popularity growth is slowly translating into participation in the sport too, with more women signing up for licences and female marshal registrations growing by more than 20 per cent year-on-year in recent seasons.

However, while the direction of travel is encouraging, women still represent fewer than five per cent of licensed British racing drivers. Driving that change has become a key focus for Motorsport UK, which has been working with clubs, teams and community groups to create clearer and more welcoming pathways into the sport.



Williams with the Lord Wakefield Challenge Trophy

Through its recent International Women's Day campaign, the governing body highlighted a growing range of initiatives designed to open motorsport to more women and girls – from grassroots programmes such as the Motorsport UK Girls Karting Academy, a girls-only introduction aimed at 8–15-year-olds that combines karting sessions with off-track activities, to the Girls on Track UK community, which celebrates its 10th anniversary in 2026 with hub events embedded within major fixtures across the UK.

Steph Beeken started her motorsport journey in 2018, joining a male-dominated team of marshals, but in the relatively short period of time since then she has noted a marked increase in female involvement, both on track and off.

“It’s going in the right direction,” she says. “When I started, there was a lot more men than women, but many more women have come in now. Not so numerous on the bank – there’s still a lot of men in those roles – but more in off-track positions, assembly and the pits. I’ve also seen it on the track at events like the British Touring Car Championship (BTCC), with a lot more female drivers coming through in the support races, the Porsches and the Minis. There used to be just one, now there’s four or five, and that’s brilliant to see.”

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Caroline Ryder is one of those trying hard to drive the change. As Vice Chair of the British Women Racing Drivers Club (BWRDC), she developed and implemented the female-only IntoSpeed programme, with the aim of introducing more women into motorsport through hill climb taster days and supported events.

She believes opening opportunities like that is key to achieving greater diversity in the sport.

“Over the years, I noticed women in the paddock, maybe with their partner, who wanted to try it themselves but not in that environment. That’s where IntoSpeed came from. It’s not meant to be exclusive – in fact it’s the opposite. It’s designed to open up opportunities and show that motorsport is inclusive, and anyone can do it.”

That is also the perspective taken by Justina Williams who, as owner of EXCELR8 Motorsport, is the BTCC’s first ever female Team Principal and led Team VERTU to a drivers’ and manufacturers’ title double last year. She was awarded the Lord Wakefield Challenge Trophy for outstanding contribution to motorsport by a woman at Motorsport UK’s Night of Champions in January, and her presence in the paddock is a constant source of inspiration.



Caroline Ryder has a strong family history in hill climbing

Carl Cornhill

POINTS OF ENTRY

People often start off in motorsport because of their family background – typically having a parent or relative competing in a particular discipline and following in their footsteps. As is the case with many female competitors involved in the sport, Ryder and Williams both arrived from that perspective, just in different ways and on different timelines.

Today, initiatives like Girls on Track UK are helping to create new entry points for those without family connections to the sport, offering young women opportunities to explore the many career paths within motorsport through workshops, trackside experiences and networking events.

Ryder grew up at race tracks, where her father competed in speed events, and has been competing herself since the 1980s. Now her son Matt is the British Hillclimb Champion, and his wife Kirsten is also a competitor, sharing Caroline’s car.

“We had a whale of a time in the paddock as children,” she recalls. “Then when I got older somebody offered me a drive and that was it. A few of those families I grew up with are still involved and a lot of new competitors do come from friend or family connection.”

>>>>



Steph Beeken has found her tribe through Marshalling

The BWRDC created the **IntoSpeed** initiative with support from Motorsport UK to encourage new female participation at all ages. We spoke to two women who recently followed its pathway.

Where did your interest in motorsport come from?

Sophia McCall, who took part in 2025: “It was inspired by my dad, who was a rally co-driver. I remember watching Top Gear with him, reading car magazines and hearing stories about his automotive adventures when he was a teenager and young adult.”

Hazel Petite, who took part in 2024: “It came from my husband, who was a rally driver when I met him. After being out of the sport for 30 years, bringing up our family and running busy careers, he started hill climbing and after a couple of seasons I decided to join him.”

Did the male-dominated nature of the sport put you off trying it out?

SM: “I was a hill climb marshal for a couple years and I also work in cyber security, so I knew how it felt to be a woman in a male-dominated space. I also knew how supportive the

motorsport community can be, so it didn’t put me off. It was more the switch from marshalling to driving that was the scary bit!”

HP: “Yes it did put me off and it still sometimes continues to do so. Some of the men are wonderfully encouraging but, some can be downright sexist. This is something I am learning to challenge as I gain more experience.”

How did the IntoSpeed event help you?

SM: “It was the perfect introduction. I’m naturally quite an anxious person, so starting something new was slightly nerve-racking for me but the community and mentorship provided a sense of belonging and encouragement.”

HP: “It offered fun, camaraderie and friendship. The BWRDC has been a tremendous support and although there is competition, people are quick with praise, constructive criticism and support. I have met some wonderful friends through it. I have found a new tribe.”

How did you feel and what did you learn from taking part?

SM: “It really helped me feel at ease. I learned how to navigate the details and nerves of a competition, including entry, scrutineering and how the timed and practice runs worked. It was invaluable having that support and I would have been lost without it.”

HP: “I felt nervous and had some self-doubt but that turned to complete, utter excitement and thrill. After my first race lap, I was met with grins, big hugs, a cup of tea and Caroline Ryder volunteering to get my results for me! Oh, and an instruction to breathe...”

What motorsport are you participating in now and what do you aspire to?

SM: “I’m just about to start my first ‘proper’ championship, the Bugatti Owners’ Club New Barn Cars MOT Speed Championship, and I have a dream of competing in hill climb and speed events in a Formula Ford one day.”

HP: “I’m starting my third season hill climbing in a VW Up, trying to retain the Harewood ‘Ladies’ Championship Trophy. I’m also doing some marshalling in rally, and I just hope to keep going as long as possible and encourage many other women to join in. I love shocking folk when they ask me what I am doing at the weekend and I answer ‘racing’ with a massive grin on my face. I have become cool at the age of 68.”



Revolution - March 2026





Ryder competing at Loton Park

Williams' passion for motorsport also came from her father, but more in the garage at home than on the track. She spent her younger days tinkering on cars with him, but he died when she was young, and she did not get into the sport until many years later.

"When I learned to drive, I was told I should really be on track and that spurred my interest. But I had no family to support me, and I was on an apprentice wage so there wasn't much I could do to progress that," she recalls. "Later in life, when I had earned some money from having my own business, that's when I started to get involved."

Her husband was a top remote-control car racer, but they both wanted something they could do together, and started karting at club level before moving into cars. After a few years, the business-minded pair bought the MINI Challenge itself – which Williams' husband now runs – and then took their own team to British GTs and, ultimately, into the BTCC.

INTIMIDATION

Taking your first step into motorsport can be intimidating, whatever your gender. However, the male bias that still exists in both the competitive environment and within groups of marshals and officials can make it challenging for some people to get involved.

Ryder believes some women worry more about what other people think but says: "If you go back a few decades, I think women were judged, but it has changed enormously these days. We're not quite there yet, but having more and more women involved will help."

Williams never felt any intimidation thanks to her background in judo – where she was a junior champion and fought internationally for Britain – and a robust grounding in her working life. She was the first female apprentice electrician at the Sizewell B nuclear power station and at one point she was the only woman among 5,000 male workers.

As team owner, Justina Williams makes her presence visible and continues to support other women on their motorsport journey

OPENING THE DOOR

The BWRDC has been welcoming women on track for decades, offering a community that can provide guidance, events and support. Founded by Mary Wheeler MBE in 1962, it has been instrumental in bringing hundreds of female racers into the sport.

As well as providing valuable advice, it also runs a variety of points-based championships in which women from different motorsport clubs, racing in different competitions and disciplines, can all compete against each other for a range of impressive trophies.

"When I first started, it gave me something I could be a part of and aspire to," says Ryder. "A lot of people join us from karting and it gives people confidence, a sense of community, and some valuable introductions."

Supported by Motorsport UK as part of its ongoing commitment to female participation, the IntoSpeed events offer newcomers the chance to get behind the wheel in a comfortable environment and Ryder says it is amazing to see participants' confidence build throughout the day.

"They start with some trepidation, and you can see them all thinking 'why have I signed up to this?'," she says. "But we have a really fun time, it's really educational, and by the end the smiles are getting bigger and bigger, and they're hooked."

Motorsport UK is also highlighting a female-only Marshal Taster Day being run by the British Motorsport Marshals Club at Brands Hatch on 7th June during American SpeedFest, giving women interested in officiating and trackside volunteering a direct route into the sport.

CONCLUSION

The experiences of Ryder, Beeken and Williams just go to show that the pathway to motorsport is there – you just need to have the confidence to follow it.

"To me, it's not about qualifications, it's more about the person," concludes Williams. "If you've got the right mindset and understanding, if you care and are proud of what you do, you'll go above and beyond."

With grassroots initiatives expanding and more visible role models across the paddock, the pathway for women entering motorsport has never been more open. From programmes such as the Girls Karting Academy to community-led initiatives like IntoSpeed, the sport is steadily building a more inclusive future for the next generation.

Driving Change: Pathways Into Motorsport

Motorsport UK is working to increase female participation across the sport through several initiatives, including:

Girls Karting Academy – A girls-only introduction to karting for 8–15-year-olds, combining track sessions with confidence-building activities and the chance to win a fully funded karting scholarship.

Girls on Track UK – Celebrating its 10th anniversary in 2026, the community hosts hub events at major motorsport fixtures across the UK, offering young women behind-the-scenes access and insight into careers in the sport.

IntoSpeed (BWRDC) – Hill climb taster days designed to introduce women to competition in a supportive environment.

BMMC Marshal Taster Day – A female-only introduction to marshalling at Brands Hatch on 7th June during American SpeedFest.



Marshal Steph Beeken has seen an increase in other women joining the 'Orange Family'

Powering a safer motorsport community

Motorsport is built on passion. It's the early mornings in the paddock, the volunteers in orange on the bank, the families watching their first race, the club members who keep events running weekend after weekend. It's a community powered by people. And for that community to thrive, everyone involved needs to feel safer and supported. That's where safeguarding plays an essential role.

Safeguarding is about protecting people in our sport – particularly children and adults at risk – from harm. It provides a clear route for anyone in the motorsport community to raise concerns if they believe someone may be at risk, and ensures those concerns are handled sensitively, professionally and with the right support in place.

Most of the time, motorsport runs on trust, teamwork and shared passion. But when something doesn't feel right, it's vital people know who to turn to and how to raise a concern.

Motorsport UK has launched its new Safeguarding Strategy for 2026-2030 which is strengthening the systems, support and awareness that help protect our community, and ensuring safeguarding remains a core part of delivering our Vision 2030 mission to get more people enjoying motorsport, more often.

Safeguarding plays a vital role in protecting the people who make the sport possible, and in ensuring our community remains a place where everyone can take part in confidence.

Safeguarding matters

For many members, motorsport is about competition, camaraderie and community. Behind every great event is an environment where people feel confident to take part – especially the next generation.

Young competitors, volunteers starting out, families joining a club for the

first time, or someone returning to the sport after a break all need to know they are entering a community that looks out for one another. Safeguarding helps create exactly that.

It ensures that motorsport remains safer, fair and fun for everyone, helping build the trust and confidence that keeps clubs strong and communities thriving.

Strong foundations

Safeguarding isn't new in motorsport. Over the past few years, significant work has already taken place by our dedicated safeguarding team ensuring across the sport that safeguarding standards are strengthened and clubs are supported.

We have a committed, knowledgeable network of Club Safeguarding Officers across permitted clubs, advanced training programmes in place, and a growing network of people helping create safer environments at events and within clubs.

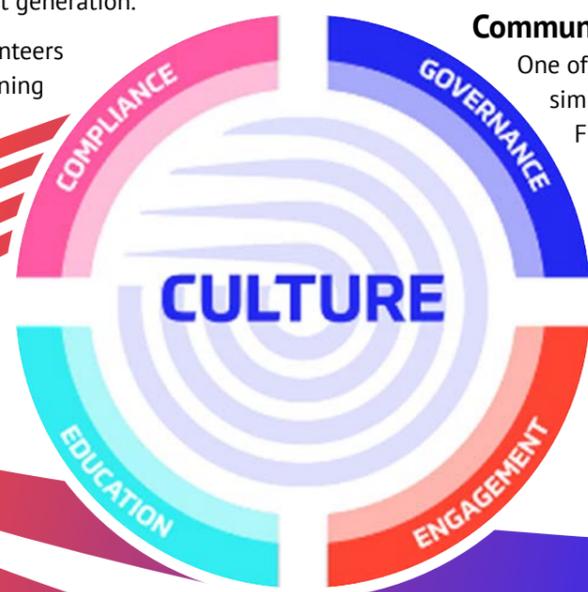
The Motorsport UK Safeguarding Team and dedicated Safeguarding Trainers, have delivered a huge amount of safeguarding training across the sport in recent years. Our Safeguarding Strategy 2026–2030 keeps that momentum going, with a refreshed training programme designed to build awareness and deepen understanding. We'll also continue working closely with colleagues across the sport to bring the Race With Respect campaign to life and make it a core part of the culture.

These steps have laid strong foundations. The new strategy is about building on that progress and taking the next step forward.

Community responsibility

One of the key ideas behind the new strategy is simple: safeguarding is everyone's responsibility. From competitors and officials to volunteers and organisers, everyone in the motorsport community should feel confident to raise a concern if they believe someone may be at risk.

And when concerns do arise, it's important people feel confident to speak up and know they will be supported. That's the kind of culture the strategy aims to strengthen.



The five pillars guiding the future

Over the next five years, safeguarding in UK motorsport will focus on five connected areas:

- **Culture:** creating an environment where people feel confident to raise concerns early – and know they will be listened to and supported.
- **Governance:** keeping safeguarding a clear priority at the highest levels of the organisation, with strong oversight, accountability and leadership.
- **Engagement:** reaching every corner of the motorsport community – supporting clubs and volunteers, strengthening communication and introducing initiatives such as the Young Person's Safeguarding Ambassador programme.
- **Education:** providing training, resources and practical guidance so competitors, officials, teams, parents and clubs understand safeguarding and how to apply it.
- **Compliance:** maintaining clear standards across events, venues and roles through robust checks, reporting processes and regular reviews.

What success will look like

Success won't be measured by policies or paperwork, but by the experiences of people across the motorsport community. It's about competitors feeling confident to take part, volunteers feeling valued and supported, and clubs having the tools to run welcoming, well-managed events. It means people speaking up early and knowing they'll be heard – and more people discovering motorsport and choosing to stay. Because when the environment is positive and inclusive, everyone in the sport thrives.

Vision 2030 set out a bold ambition for UK motorsport: to grow the sport by making it more accessible, more welcoming and more enjoyable for everyone. Together we can build a stronger, safer sport that inspires the next generation to get involved. Motorsport isn't just about racing; it's about the people who make it happen. When those people feel safer, respected and supported, the whole community moves forward - powered by passion.

Members can view the new safeguarding strategy [HERE](#)



The People Behind Safeguarding

Safeguarding in motorsport isn't just policy – it's people. Our dedicated Motorsport UK team works alongside clubs, volunteers and organisers across the UK to help keep our sport safe, welcoming and enjoyable for everyone.



Head of Safeguarding, Vickie Lewis
Leads the strategy for safeguarding across the sport - shaping policy, guiding clubs and ensuring safeguarding stays at the heart of motorsport's future.



Safeguarding Development & Compliance Officer, Ciara Nicholson
Works directly with the community to deliver training, coordinate suitability checks and help clubs embed safeguarding standards in their everyday activities.



Safeguarding & Welfare Case Manager, Claire Wood
Supports individuals involved in safeguarding concerns, providing expert guidance and ensuring cases are handled sensitively and effectively.



Strategic Leadership, Chris Walkingshaw
Safeguarding is championed at senior level through Motorsport UK's HR & Operations Director, ensuring it remains embedded in culture, decision-making and long-term strategy.

See Something That Doesn't Feel Right?

If you have a concern while at a motorsport event, in a club, or online – **speak up**. If it doesn't feel right, it's always OK to report it.

Contact the Motorsport UK Safeguarding Team
Email: safeguarding@motorsportuk.org
Tel: 01753 765 000

Every concern is taken seriously and handled sensitively by the safeguarding team. Speaking up helps keep our sport safer, more respectful and welcoming for everyone.

F1 simulator experience prize for British F4

The Wera Tools F4 British Championship certified by FIA continues its growing relationship with the Mercedes-AMG PETRONAS F1 Team this season by providing a prize simulator experience for the series' 2026 champion.

Following the conclusion of the 2026 campaign, British F4's overall title winner will spend a half-day at the home of the eight-time Formula 1 World Constructors' Champions at their state-of-the-art campus in Brackley.

There, the winner will undertake a full session in the Mercedes-AMG F1 simulator, where they will follow a similar programme to that of the team's drivers, George Russell and Andrea Kimi Antonelli.

Working closely with the team's engineers, the winner will methodically work through a bespoke simulator programme as well as coaching and feedback throughout the session. They will then complete the day with a post-session debrief.

Eve Lake-Grange, British F4 Championship Manager, said: "On behalf of the Championship I would like to say a heartfelt thank you to the Mercedes-AMG PETRONAS F1 Team for once again offering up this incredible prize to our champion."

"We've seen how beneficial this prize was with previous champions such as Louis Sharp and Deagen Fairclough and I've no doubt it will be the same for whoever triumphs in 2026. To have an association with one of Formula 1's most successful teams is nothing short of a privilege."

The 2026 Wera Tools F4 British Championship certified by FIA season begins at Donington Park in April.

<https://fiaformula4.com>



David Richards contests VSCC Pomeroy Trophy with WRC-winning Escort

Motorsport UK Chair David Richards joined the anniversary celebrations at the Vintage Sports-Car Club's Pomeroy Trophy on Valentine's Day.

Marking its 70th event in 2026, 'The Pom' tests the speed and agility of pre-war cars against newer machinery with a series of performance tests ranging from slaloms, timed acceleration and braking to a series of laps on the Historic Grand Prix circuit.

In keeping with the spirit of the event, an eclectic entry could be found in action on the Silverstone tarmac. The oldest car in the entry dated back to a 1907 Mercedes 120 and also included the winner of the inaugural Pom, a 1920 Vauxhall 30/98 and a 747cc Austin 7 Chummy. This contrasted with the unique sight of Jason Wright's Ford GT40 battling with a Toyota GR Yaris road car driven by sportscar racer Martin Short – very typical of The Pom!

Richards entered the Ford Escort MkII in which he and Ari Vatanen contested the 1981 Acropolis Rally on their way to the WRC title. This time Richards was at the wheel, enjoying one of club motorsport's most enduring events and claiming a class win in the process.

Richards will be taking on a variety of motorsport disciplines in his final year as Chair.

The event was won overall by Theo Hunt's 1932 Frazer Nash TT replica.



Photos: Joy Batchelor

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Race for Diversity hosts ground-breaking collaboration at Selhurst Park

On Monday, 2 March Race for Diversity held two major events including the launch of a ground-breaking collaboration at Selhurst Park, the home of Crystal Palace Football Club.

The Race for Diversity Festival hosted over 100 students from underrepresented, racially diverse, and low socio-economic backgrounds. This was a fantastic opportunity for them to hear from industry professionals, engage in hands-on motorsport and STEM activations. The activities included robot coding around a track, pit stop competitions, sim racing and career advice sessions plus behind-the-scenes access to the stadium.

The festival also included a discussion panel facilitated by F1 and football content creator Anita Abayomi, featuring Mohamed Elnadi, Mission 44 scholar; Lily Owuye from Red Bull Technologies; Cos Georgiou from Cosworth and Gracie Haddon from StarterMotor.

The students were also joined by Palace for Life Foundation, the official Crystal Palace FC charity. The festival was not just a moment for the students but intended to spark interest in all sports and help create a new generation of motorsport talent.

Attention then turned to the launch event for Race for Diversity's newest, ground-breaking Level Up: Women in Sports series. In collaboration with Marylebone Cricket Club (MCC) and Crystal Palace FC, 30 young girls and women aged between 16 and 24 years from underrepresented backgrounds will be supported, offering insight into careers across sport.

Level Up will provide inspiration and guidance on how to succeed in sporting careers through unique behind-the-scenes access, inspiring workshops and the chance to hear first-hand from industry professionals, helping to remove barriers to opportunity.

The inaugural intake was selected from over 220 applications, 39 per cent of which were from women of colour – far beyond sport industry standards.

The cohort will experience the many career pathways open to them in motorsport, cricket and football with the three founding organisations over the next three months. Each sport will host a session with high-profile events taking place at iconic venues Brands Hatch and Selhurst Park, concluding with an unforgettable experience in July at the inaugural women's test match between England and India at Lord's cricket ground, the home of the MCC.

Micha Cook / Kontenthaus



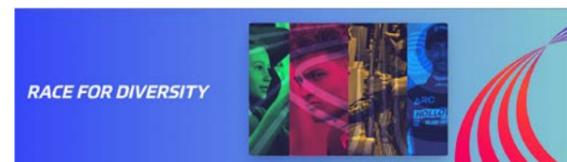
Micha Cook / Kontenthaus

In addition to networking opportunities with representatives from Premier League Foundation, Association of Black and Ethnic Engineers, Jabari, Motorsport UK Inclusion Hub and Futures in Sport, the inaugural cohort was further encouraged by introductory speeches from John Donegan of the MCC, Dana Tohme from Crystal Palace FC, and Evelkah Powell from Race for Diversity.

An inspirational panel conversation moderated by Susan Patterson Smith, Head of Pathways and Learning at Palace for Life featured Kassandra Farzavandi, Programme Planner at Mercedes-AMG Petronas F1 Team; Gemma Staple, Female Engagement Officer at Palace for Life; Charlotte Carter, General Manager – Women's First Team at Crystal Palace FC; and Charlotte Marshall, London Spirit Marketing Manager at MCC.

Opening and closing speeches were given by Crystal Palace FC CEO, Sharon Lacey and Motorsport UK's Director of Marketing and Communications, Polly Dedman, opening up about their personal journeys into working in sport with tips and insights gathered from their own experiences.

In helping to open doors to successful careers in sport for people from underrepresented backgrounds, Race for Diversity is integral to powering the future of motorsport.



Click [HERE](#) to join the Race for Diversity Discord to hear about future opportunities including Level Up: Women in Sports

Click [HERE](#) for more details on Race for Diversity and [HERE](#) for details of Motorsport UK's inclusion programmes.



The Sustainability Team attended the Silverstone UTC Careers Fair last month and engaged with students about different careers and ways to get involved in the motorsport industry. This also promoted the Inclusion Hub, Girls on Track, and Race for Diversity, as well as getting them involved with a drivers reaction test.



Last month Motorsport UK environmental volunteer Grace Jeffrey undertook a carbon footprint study

I attended the Snetterton Stage Rally to gather data for my university industry project, which looks at how carbon emissions are generated and measured at motorsport events. Throughout the day, I used Motorsport UK's Carbon Calculator to record information from competitors, organisers, vehicle movements and spectator activity. Bringing all of this together helped build a clear and detailed picture of the event's overall environmental impact."

"It was a genuinely valuable experience. People were open, curious and supportive, and it was encouraging to see sustainability becoming part of the conversation within the rally community rather than something separate from it. The data collected will directly support my project and contribute to understanding where emissions can be reduced at future events.

Grace Jeffrey



The 2026 Scottish Motorsport Awards winners along with Jimmy McRae

The Spirit of Scottish Motorsport

The 2026 Scottish Motorsport Awards, organised by the Scottish Association of Motor Sports Clubs and held at the Jim Clark Motorsport Museum in Duns, recognised two giants of Scottish motorsport in addition to the individuals and clubs who work tirelessly behind the scenes.

Lifetime Achievement Awards were presented to five-time British Rally Champion Jimmy McRae, and Hugh McCaig who revitalised the Ingliston circuit, as well as supporting the historic Ecurie Ecosse team.

The awards were sponsored by former President of the regional Association, and double BTCC champion John Cleland, and the club worked in partnership with the My Name's Doddie Foundation in honour of the late Scottish Rugby Union legend Doddie Weir OBE.

There were Youth Voice Awards for Monklands Sporting Car Club, organisers of Young Drivers Days, and East Ayrshire Car Club for its efforts

to create opportunities for junior rally drivers to compete in sprint events using their existing cars.

- East Ayrshire Car Club won the Engagement Award for its outreach work.
- The Best Grassroots Motorsport Event award went to Highland Car Club for the Far North Winter Classic.
- The Scottish MX-5 Hill climb and Sprint Register (Eunos Ecosse) won the Equity and Inclusion Award.
- Ian Smith, Technical Director at Motorsport UK was presented with the Sustainability in Motorsport Award for his leadership in developing ecoRally Scotland.
- The Scottish Motorsport Volunteer of the Year Award recognised Rhona Dickie, who has helped grow the Junior 1000 Ecosse Challenge.
- Anona Gauld and Dawn Henderson were highly commended for their dedication to marshalling and event organisation across Scotland.

Karting Academy scholarship winners

Two scholarship places have been awarded for 2026 to help establish the careers of two promising female karters. For the first, Motorsport UK, in collaboration with Club100 will fund Ellena Santhosh, who was the highest-placed female driver in the British Indoor Karting Championship Cadet class for drivers aged 8-12 years. Ellena will receive a fully-funded season in the Club100 Karting Championship Cadet class.

In addition to this, the Charlotte Tilbury Scholarship has been awarded following an assessment at Whilton Mill karting circuit of the top three drivers from their funded sessions. The winning driver, Mia Gualtieri has also been awarded a fully-funded season in the Club100 Karting Championship Cadet class.



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Royal Automobile Club Introduction to Motorsport evening

As part of our Vision 2030 mission to get more people enjoying motorsport, more often, join us at the Royal Automobile Club on Thursday 26th March for an evening exploring how to get involved in motorsport. Presenters include representatives from Motorsport UK, Goodwood, and the British Motorsport Marshals Club, who will share their insights on the sport – it is easier to get started than you think!

Held in the club's Committee Room, the evening, which runs for two hours from 18:30, will start with drinks followed by presentations on the wide range of motorsport competitions available, followed by the practicalities of getting started. The event will also cover volunteering as a marshal.

The talks will be followed by an open Q&A session with the presenters plus club members representing the experiences of competition licence-holders.



Tickets are just £25 per person and can be purchased [HERE](#)

FuelTech joins the British Drag Racing Championship

The Motorsport UK British Drag Racing Championship has announced that FuelTech has been appointed main title sponsor. The partnership brings one of the world's leading motorsport electronics and engine-management companies into the top tier of UK drag racing, marking a major step forward for the championship's visibility, technical innovation and international engagement.

The newly named FuelTech Motorsport UK British Drag Racing Championship showcases the popular Pro Modified class and will benefit from an expanded media presence, increased competitor support and enhanced integration of advanced engine-management technologies. The collaboration reflects the shared vision of FuelTech and Santa Pod Raceway to foster the next generation of performance and competition excellence in drag racing.



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British marshal honoured by FIA

British marshal Maurice Bennington has been honoured in the FIA Awards for Volunteers and Officials along with others from across the globe, celebrating the commitment, dedication and passion of those who power motorsport.

From grassroots events to World Championship rounds, our sport relies on armies of volunteers and officials who work behind the scenes to keep us racing and rallying safely, fairly and smoothly. All the winners displayed professional excellence and an immense commitment having dedicated years and in some cases many decades to the sport.

Bennington was awarded the FIA Lifetime Marshal award, having been nominated by Motorsport UK following a 55-year career that makes him one of the most recognisable figures in British marshalling. Known as "Mr Assembly," he is renowned for his clear organisation, memorable paddock announcements and deep knowledge of race operations at circuits such as Snetterton, Brands Hatch and Silverstone. He has supported countless events – over 30 in 2024 alone, and inspired generations of new marshals through his mentorship, stories and unwavering dedication.

The announcement of the awards follows the recent release of the 2025 FIA Formula One World Championship Volunteer Report which found that within Formula 1 alone the training and support offered to volunteers by the FIA and its member clubs – including Motorsport UK – equates to over 11 million euros of investment per year.

The new FIA Officials and Volunteers Department has also been leading efforts throughout the Federation to further enhance the volunteer experience across motorsport disciplines and maintain the healthy retention rate.

In Formula 1 two-thirds of volunteers have been volunteering for over five years, a testament to the positive culture built during race weekends.

Mohammed Ben Sulayem, FIA President, said: "Volunteers and officials power our sport, and I am delighted to recognise the commitment, passion, and expertise they show through these awards."

"Congratulations and thank you to our volunteers and officials for their continued service from grassroots to the global stage. It is their dedication that helps us go racing and rallying."



Maurice Bennington at the 2025 British Grand Prix.

Dom Gibbons



The 2026 season of the F1 Academy promises another important step forward for female talent in single-seater racing, and once again British drivers are set to play a prominent role on the grid. Abbi Pulling, of course, was champion in 2024.

Among the leading British prospects is Welsh driver Ella Lloyd, who returns for her second campaign after an impressive rookie season. Joining Lloyd under the McLaren banner is another British rising star, Ella Stevens.

Like Lloyd, Alisha Palmowski is another returning for a second full season with hopes of building on her rookie campaign experiences, which produced one win and four further podiums. Scotland will also be represented on the grid by Rachel Robertson, who graduates to a full-time seat after impressing during a stand-in appearance in the 2025 season finale.

The fifth member of the UK's quintet is Megan Bruce, whose racing journey started in the Caterham Academy.

Don't miss these upcoming events



National Motorsport Week – register your activities

National Motorsport Week 2026 is scheduled for 9th–19th July, is an opportunity for the motorsport community to come together and showcase motorsport including its opportunities to compete, volunteer and thrive in the industry.

We'd love to hear how you are planning to use the week to promote your club's activities. Let us know the details and it will be added to the National Motorsport Week website event finder.

Click [HERE](#) to register your club's activities.



Scottish Club Development Day

28th March, Stirling Court Hotel, FK9 4LA

The Scottish Club Development Day is a hands-on, practical event designed to help you sharpen skills, share ideas, and take useful tools back to your club. Whether you are running a committee, delivering events, supporting volunteers, or telling your club's story, this day is about building confidence, providing clarity, and creating momentum. You can choose the workshops that matter most to you, mix and match across different streams, and shape a development journey that fits your role and interests. This is an ideal opportunity for members of club committees, events organising teams or members who might want to get engaged in club or event development work to develop their skills.

Which will be followed by the Association's Annual General Meeting and an opportunity to hear from, and discuss the future of Motorsport with, Motorsport UK's Chief Executive, Hugh Chambers.

The cost to attend the full day including the evening session and dinner is only £17 per person. Payment details will be provided closer to the event.

Click [HERE](#) for more information or to register.



Motorsport UK Seminar

Saturday 18th April, St Helier, Jersey

The final Motorsport UK Seminar of 2026 is taking place in St Helier, Jersey on the 18th April. This event is open to all Stewards, Clerks, and Scrutineers, on the Channel Islands, as well as Event Stewards and Event Secretaries.

The annual Seminars provide a fantastic opportunity to learn about the latest information regarding your role and discipline, as well as key regulation changes and updates from Motorsport UK.

If you would like to register, or know anyone that would benefit, please use the registration form [HERE](#). A member of the Volunteer Development team will then be in touch with further details.

If you have any questions please contact us on volunteers@motorsportuk.org

Club affiliation renewals – deadline is Tuesday 31st March

Club renewals for 2026 affiliation will be closing after the 31st of March. If your club is yet to start their renewal by then, you will need to go through the New Club Application Process to become affiliated. We have a step-by-step guide for how to renew [HERE](#), or if you need any help then please contact club.development@motorsportuk.org

Student sim racing series launched

The all-new British University Sim Racing Series began this month, with Tom Ballantnye setting out his stall for a tilt at the title by taking victory in all three of the opening races.

The championship – which is run, organised and presented by students in their final year project at Nottingham Trent University – is the first to be created by Motorsport UK explicitly for student sim racers and brings together 25 drivers from across the UK to compete in Global Mazda MX-5s.

Each round features three races run on three different circuits, with the openers at Lime Rock Park, Charlotte Motor Speedway and Virginia International Raceway, and the second heat, which ran as Revolution went to press, at Oulton Park, Phoenix Raceway and Rudskogen Motorsenter.

The third and final of three heat events will run on 26th March with races at Oulton Park, Oran Park and Navarra, after which the scores will reset and the top drivers will go head-to-head in a six-race Grand Final on 16th April. The top three drivers will all win tickets to one of this season's British Touring Car Championship events.



Results from Heat 1

Race 1: Lime Rock Park

| | | |
|-----|----------------|---------|
| 1st | Tom Ballantnye | 19 laps |
| 2nd | Daniel Solan | +0.203 |
| 3rd | Fabien McKeon | +17.955 |

Race 2: Charlotte Motor Speedway

| | | |
|-----|-------------------|---------|
| 1st | Tom Ballantnye | 13 laps |
| 2nd | Jack Mace | +08.603 |
| 3rd | Malachi Greenidge | +16.470 |

Race 3: Virginia International Raceway

| | | |
|-----|-------------------|---------|
| 1st | Tom Ballantnye | 13 laps |
| 2nd | Malachi Greenidge | +12.372 |
| 3rd | Mitch Marie | +25.191 |

Series Standings

| | | |
|-----|-------------------|-----------|
| 1st | Tom Ballantnye | 77 points |
| 2nd | Malachi Greenidge | 58 points |
| 3rd | Mitchell Marie | 54 points |

Cross Car battle goes down to the wire

The action-packed Cross Car championship goes down to the wire at Knockhill on 25th March after a thrilling penultimate race at Daytona closed the gap between the top contenders.

The championship, which was launched this year, has been running on the iRacing platform using the official FIA Cross Car, with competitors fighting it out for a test and real-world race in a Cross Car courtesy of LifeLive UK. It was split into two stages, with initial pre-qualifying hot laps deciding which 27 drivers would take on the six rounds of the main championship.

The season began at Brands Hatch in February, followed by rounds at Winton, Barcelona, and Hell. With four races gone, experienced sim racer Graham Carroll led the way with a 12-point advantage over Lewis Woods and Ben Langford, but at Daytona the Scot could only manage third place, as Langford beat Nathan Williams by just 0.054s.

That leaves it tight at the top and Carroll said: "It's going to be a tough one, the championship has closed a little bit. It's going to be an awesome race to be watching for that finale, so I'm excited for it."

Results from Round 4

| | | |
|-----|-------------------|---------|
| 1st | Ben Langford | 10 laps |
| 2nd | Nathan J Williams | +0.054s |
| 3rd | Graham Carroll | +2.175s |



Multi-machinery commences with GT3 challenge

A radical new sim championship that challenges drivers to compete in eight different types of machinery – from open wheelers to tin tops – began with a one-hour GT3 endurance race at Donington Park on 17th March.

The opening round of the eight-race, eight-week British Sim Racing Cup was won by Crofton Woodhatch with a composed performance that saw him get a jump on eventual second-place finisher Gareth Higgins in the pits and take a controlled run to the finish.

Woodhatch said: "I wasn't sure what to expect coming into it. I don't drive GTs much, so I wasn't sure what the pace was going to be. I actually fuelled way too much in the pit stop so I should have been a few more seconds ahead."

The thirty drivers will have to adapt to radically different cars at each round and continues with two F4 sprint races at Snetterton, MX-5s at Cadwell, FF1600s at Knockhill, and then GT4s at Oulton Park. A 90-minute Super Formula endurance race at Silverstone, and two Touring Car sprints at Thruxton, take the season towards its conclusion, with a Porsche Cup finale deciding the title at Brands Hatch on 5th May.



Results from Round 1

| | | |
|-----|-------------------|----------|
| 1st | Crofton Woodhatch | 42 laps |
| 2nd | Gareth Higgins | +9.538s |
| 3rd | Noah Osbaldeston | +19.911s |

Championship Standings

| | | |
|-----|-------------------|-----------|
| 1st | Crofton Woodhatch | 46 points |
| 2nd | Gareth Higgins | 40 points |
| 3rd | Noah Osbaldeston | 35 points |

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PEOPLE ENJOYING MOTORSPORT, MORE OFTEN



Race Retro builds excitement for the new season

Motorsport UK was an integral part of Race Retro as competitors, volunteers, officials and fans filled the halls of Stoneleigh Park looking ahead to the 2026 motorsport season.

With two Motorsport UK stands, there was much to interest visitors whether competing, volunteering or officiating in the sport or thinking of doing so. The main stand in Hall 2 proved to be hugely popular for both licence renewals and general questions from sporting regulations to technical queries. For those that could not be resolved on the day follow-ups were scheduled trialling a new ticket system aimed at streamlining responses.

Also helpful to competitors was the on-site medical facility ad-hoc bookings being taken on the day. Many were able to get everything prepared for the new season, whether they were getting started or continuing with the same car and championship. As a result over 160 licences were renewed across the weekend, including clubman and marshal permits.

A second stand in Hall 3 was aimed at getting newcomers into the sport with a display consisting of the StreetCar Disabled Driver Scholarship Toyota Yaris, a junior drag car provided by Santa Pod Raceway and the CIK-FIA Kart raced by reigning World FIA Junior Champion and Ferrari Driver Academy racer, Noah Baglin.

Many visitors also took heed of our Get it out the Garage campaign and left with valuable advice on how to campaign cars that may otherwise spend another year under covers.

There were several famous faces strolling the halls including reigning British Touring Car Champion Tom Ingram, commentator Alex Brundle and Hollie McRae, the daughter of 1995 World Rally Champion Colin, all of whom were taking part in on-stage interviews. Motorsport UK board member Karun Chandhok recorded a short video encouraging people to enjoy motorsport during his visit to the show – click the video to watch.

Race Retro provided an opportunity for motorsport fans to gather ahead of the season and there was much to entertain them. Highlights included three Ford GT40s in liveries to match the iconic 1-2-3 photo finish at Le Mans as depicted in the Hollywood blockbuster *Le Mans 66*, classic Formula 1 cars and Group B rally contenders, plus many more evocative machines up for sale in the live auction.

Whether or not you attended the show, Motorsport UK is here to get your 2026 season underway as many sporting venues open their doors this spring.



Click [HERE](#) to find out how to get your season started, or contact our Member Services team for support in renewing your licence on memberservices@motorsportuk.org or calling us on 01753 765050.



Royal Automobile Club Concours 2026

The Royal Automobile Club looks forward to seeing members of Motorsport UK at Woodcote Park for our 2026 Concours.

This year's Concours features six distinctive car categories and one dedicated to motorcycles. Judged categories include specific ones for shooting brakes, 1950s sports-racing machines and performance cars with dramatic rear aerofoil spoilers. There is a category dedicated to those with V12 engines, and another celebrating competitors from the legendary Targa Florio road race, held in Sicily from 1907 to 1973.

Tickets can be purchased [HERE](#), and Motorsport UK Members should use the code **motorsportuk-concours2026** which is to be applied at checkout.

Further details on the event can be found at www.royalautomobileclubconcours.co.uk



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Ian Redhouse



It is thought that Ian started marshalling at the age of 14, around 60 years ago. Attending events for over 50 days a year, there were not many weekends during the season that he wasn't at a track somewhere, whether it be Brands Hatch, Silverstone, Snetterton, Goodwood or Donington.

Early memories of him were on post 10 at Brands Hatch among other track marshals long before taking up flagging, notably the Formula Ford Festival. This was the only meeting when Ian volunteered as a track marshal and still covered post 10 every year.

Ian never changed in all those years, no fancy scanners, no workmen's boots just his old trainers... apart from Goodwood obviously, where he would not be so crass as to wear trainers. As he reminded us: "Lord March has a dress code, boys." No marshal's box or fancy rucksacks, just a couple of old army surplus holdalls for his coat, sandwiches and vacuum flask. Others swear he had the same gear as he did when they started.

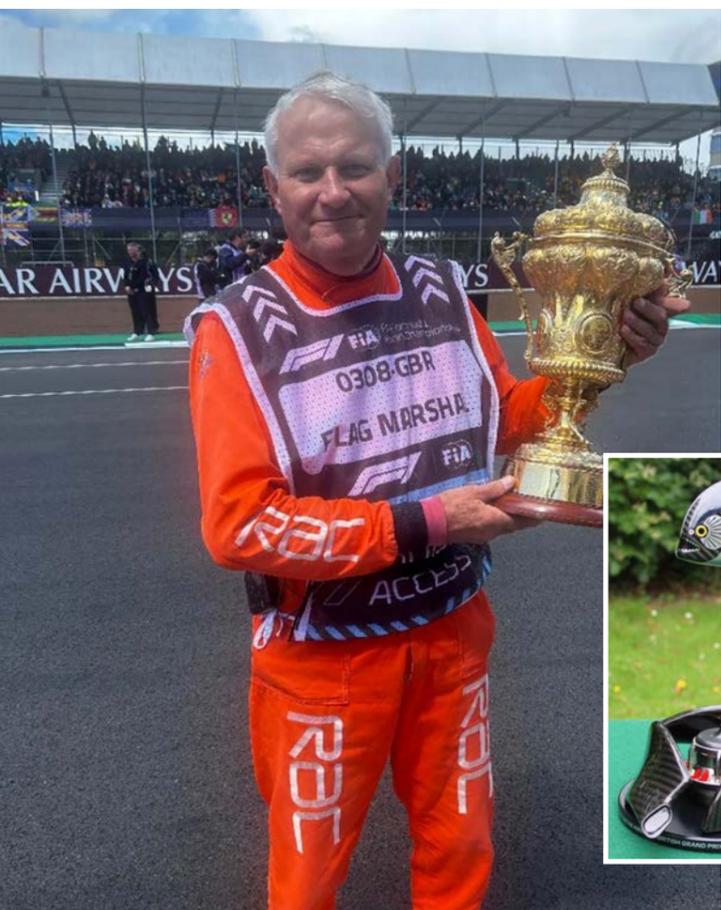
Ian was one of the most knowledgeable marshals. He knew the drivers and cars like no other and usually spent time before the day started wandering around the paddock, chatting to drivers and probably telling them about their own cars. He absolutely loved his historic racing, and the regular joke was that he loved them so much because he would have seen them the first time round when they were new, in many cases this was probably true.

He will be remembered for his wicked sense of humour – often arriving at Brands Hatch in his 'Silverstone blacks' and thus getting stick about turning up at the wrong circuit again, and "did he know where he was?" would be mentioned several times first thing in the morning.

Ian was 100 per cent reliable as a marshal. If you were on post with him you were going to learn something that day, especially when it came to reading long races and keeping up with blue flagging. Many new marshals had great days with Ian on post that encouraged them to return.

In 2024 Ian was awarded a trophy for his dedication to the British Grand Prix, and last year he attended 10 Downing Street to celebrate 75 years of F1, representing the marshals. A fine marshal perfectly qualified for the task. He will be missed every weekend we go racing.

Motorsport UK and the British Motorsport Marshals Club send condolences to Ian's family and friends.



Share Your Passion

Rally commentator Paul Woodford is switching to rallycross and takes on his first competitive event this season. "I've watched rallycross since being a kid. Switching from stage rallying, to having people either side of me heading into the first corner will be a huge challenge, and one I can't wait to tackle!"



Howard Barnard competing at the Tunbridge Wells Motor Club and Sevenoaks and District Motor Club combined sprint at Goodwood



Scott and Harry Maxwell on the 2025 RSAC Scottish Rally in their MG ZR 160



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

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 15th February 2026

Anthony Scott Andrews (Chair), David Scott, Simon Gnana-Pragasam

Case No: J2026/01

Appeal against the decision of the British Truck Racing Championship Stewards

Appellant: WDE Motorsport

Present before the Court:

- Mr Callum Eason (Driver of Truck 26) and Mr Wayne Eason (Team Principal of WDE Motorsport), the Appellant
- Mr Marcus Lovell (Representative) and Mr Jamie Horner (Instructing Solicitor), appearing on behalf of the Appellant
- Mr Nick Bamber and Ms Sian Woolley, appearing on behalf of Motorsport UK
- Mr Jake Evans (Driver of Truck 10) and Mr Tom Evans (Mechanic and Pit Radio Operator), appearing as an affected Party
- Mr Greg Masters, Motorsport UK Steward

1. This is the Appeal of WDE Motorsport against the Decision of the British Truck Racing Championship Stewards dated 11th December 2025.
2. The facts giving rise to this Appeal are that the truck entered by the Appellant, numbered 26 and driven by Callum Eason in the Championship round at Brands Hatch on 2nd November 2025 came into contact with the truck entered by J. Evans Trucksport, numbered 10 and driven by Jake Evans while negotiating Clearways corner. Truck 10 spun and came to a halt in the gravel. Truck 26 continued. The race was stopped by a red flag.
3. Once Truck 10 had been recovered it took up position at the rear of the grid on which Truck 26 also appeared. Both trucks completed the formation lap and took the re-start from the pit lane, although Truck 26 was delayed while damage was repaired.
4. The contact between Trucks 10 and 26 was reported by the Clerk of the Course to the Stewards who considered the matter and determined that Callum Eason was responsible for causing the collision. Regard was given to the fact that this was the final Round of the Championship such that the penalty imposed was but a Reprimand with the two mandatory penalty points.
5. The Stewards on that Hearing had available to them the TV feed and the circuit CCTV but, for reasons which are unclear, the recordings from each truck were not available.

Once they were available, the Appellant sought and obtained a Review of that Decision.

6. The Stewards reconsidered the matter on 11th December and on this occasion viewed not just the recordings they had seen on their previous hearing but also five additional video recordings from the two trucks.
7. Their Decision, however, remained unchanged in respect of both liability and penalty. It is against that Decision that this Appeal lies.
8. Mr Lovell refers the Court to Championship Regulation 2.13.3. This regulation has three elements (the first two of which are relevant here) and provides under the heading

“Overtaking” that:

“In general, the onus is on the overtaking truck to pass safely – the Driver should not expect the truck in front to give-way if the truck attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the front axle of the truck attempting to overtake is ahead of the rear axle of the truck being overtaken.

If a truck has sufficient overlap on entering a corner, then the truck being overtaken must give enough ‘racing room’. The overtaking truck must be completely clear of the overtaken truck before attempting to pull back in front.

A truck about to be lapped should allow the faster truck to pass at the first realistic opportunity and should not attempt to ‘race’ the faster truck.”

9. Mr Wayne Eason states in evidence that his team was eight points ahead on entering this final race of the Championship and that all that was required to win the Championship was for Callum Eason to simply finish the race, regardless of position. Immediately prior to the start of the race a reverse grid was announced which moved Callum from Pole to last. Notwithstanding this Callum made his way up to second place behind Evans’ Truck 10. In attempting to overtake Evans’ truck, there was contact.

10. Callum Eason, in his evidence, spoke to the in-truck video recordings and explained his strategy for overtaking Evans, commencing with a good exit from Graham Hill Bend. He explained that the trucks naturally run wide, and he believed this would happen to Evans at Clearways such that he could make an overtaking move up the inside. He considered that he had sufficient overlap at all relevant times and that, in accordance with the said Regulation, Evans should have given him racing room instead of which Evans turned in on him thereby causing the collision.
11. Jake Evans, in his evidence, asserted that Eason had not achieved an overlap sufficient to require him to deviate from his racing line by giving Eason racing room. He referred to the video recordings but in particular the live feed showing the events leading up to the collision itself.
12. Both drivers gave evidence in answer to questions posed as to the positioning of axles relative to other visible features of the truck cabs.
13. In addition to the oral evidence of each party the Court has seen a map of the Brands Hatch Indy Circuit in order to consider the point at which one might be thought to have left the part of the circuit named McLaren Curve and “entered the corner” Clearways before the track flows into Clark Curve.

Decision

14. Both parties to this Appeal accepted that the determining factor in making a decision would be the Court’s interpretation of the video evidence, five recordings from the cameras mounted within the two trucks and the two from external cameras. From the multiple images available to it, the Court notes in particular the recording taken from the outside of the track at Clearways and that from the camera mounted on the right-hand side of Truck 10.
15. The Court understands that the time taken to repair the Appellant’s truck after the restart delayed his departure from the pit lane to rejoin the race for such duration that the Appellant was unable to complete a sufficient number of laps to qualify as a finisher and did not win the Championship. The evidence of Wayne Eason was that Callum “wanted to finish on a high rather than to just coast to a championship win in the final race.”
16. While noting what may be perceived as such an admirable intent, the Court sees no reason to reach a conclusion which differs in any way from the Decision the subject of this Appeal. That is to say that it finds the Appellant responsible for causing the collision and confirms the penalty of a Reprimand with two penalty points.
17. The appeal having failed, the appellant is ordered to pay a contribution to the costs of the Court in the sum of one thousand pounds Sterling (£1,000.00).

A. Scott Andrews, Chair
15th February 2026



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britishmotorsporttrust.org

SCAN TO MAKE A DONATION



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Sitting on 5th March 2026

Anthony Scott Andrews (Chair), Ian Watson, Peter Roberts

Case No: J2026/02

Disciplinary Panel: Philip Truman

Present before the Court:

- Mr Philip Truman appears in person
- Mr Nick Bamber and Ms Sian Woolley, appearing on behalf of Motorsport UK

1. Mr Truman ("Truman"), having been found to have breached National Competition Rule Ch.2 App.1 Art.1.13 (Driving in a manner incompatible with general safety and / or departing from the standard of a reasonably competent driver), is summoned before the Court for:

a) Further breaches of NCR:

- i) Ch.2 App.1 Art.1.5
- ii) Ch.2 Art.3.1.d
- iii) Ch.2 Art.3.1.e
- iv) Ch.2 Art.3.1.f

b) Further penalty for existing breaches of:

- i) Ch.2 App.1 Art.1.13
- ii) Ch.12 App.1.7.f

2. The facts are that Truman was competing in car 333 in an EnduroKa race at Brands Hatch on 16th November 2025. This was a team event with more than one driver for each car. Truman had been driving for some two hours and was coming to the end of his designated session when a car (67) he was in the process of lapping went off the track and into the gravel at Paddock Hill bend. Truman had taken no part in that incident, he merely witnessed it and, after negotiating Druids and coming down toward Graham Hill bend, he could see across the circuit that the car remained stuck in the gravel.

3. As a result, the Safety Car was brought out accompanied by all relevant notifications to competitors. While there is some doubt as to Truman's exact position on the track when the digital light panels were activated and showed the SC message, there is no doubt that the Safety Car message displayed on the Start line gantry, the single yellow flag displayed on the start straight, the double waved yellow flags and the digital light panel showing SC on the approach to Paddock Hill bend, were all in place when Truman completed his lap.

4. Truman entered that corner at seemingly undiminished speed and by his own admission, on a wide line, only to find a Rescue Unit parked on the outside of the track with a number of marshals close by working in the gravel dealing with the upturned car. Truman braked

heavily, locking up and momentarily losing control before regaining it and managing to miss colliding with the rear of the Rescue Unit by what is thought to have been just a metre.

5. Truman appeared before the Clerk of the Course who found there had been a failure to slow under the yellow flags and SC board resulting in a "loss of control and a near miss with a Rescue Unit and personnel" dealing with an incident.

6. Truman was Disqualified from the Meeting with the consequent imposition of six penalty points on his licence and was referred to the Stewards.

7. The Stewards heard evidence from Truman, the Rescue Chief and saw the circuit CCTV produced by the Event Director. The Steward's concluded that Truman was in breach of NCR Ch.2 App.1 Art.1.13., suspended his licence for thirty days and referred the matter to Motorsport UK for further consideration.

8. Truman accepts the charges made against him and expresses his regret to the Court.

9. The Court has heard the representations made on behalf of Motorsport UK and viewed the circuit CCTV showing the incident.

10. Truman refreshingly, fully accepts that he did not slow down sufficiently, well understands the meaning of the flag and other signals with which he should have properly complied and appreciates the potentially serious consequences of his actions or, rather, inaction. He produces data for the four laps culminating in the lap relevant to these proceedings. He maintains that the recorded corner speeds confirm that on the lap in question he did in fact acknowledge the flag signals and slowed, albeit to an extent which he accepts was wholly insufficient for the circumstances.

11. The Court finds that Truman well knew there was a car in the gravel on the exit of Paddock Hill bend and should have anticipated the presence of marshals and rescue crew when next completing his lap. In addition, Truman accepts that he saw the yellow flags and, although the data shows that the speed at that corner on the final lap was less than that of the previous lap, the discrepancy differs not from that of the first two of the four laps detailed, that is to say a minimal reduction.

12. The decision of this Court is therefore that:

a) Truman is to pay a fine of One thousand pounds (£1,000)

b) Truman's licence is to be suspended for twelve months but that period will commence on 1st January 2026.

c) Truman is to complete three days of Motorsport Community Service and, provided he has done so, the remaining period of licence suspension will itself be suspended but not before 1st July 2026.

d) Two of those three days are to be spent on a Marshal's Post at a circuit race meeting and one day within Race Control at such a meeting. These days are to be arranged in conjunction with the legal department of Motorsport UK.

e) Truman is to pay a contribution toward the costs of the Court in the sum of Five hundred pounds (£500).

13. The Court notes that on being Disqualified from the Meeting, the laps completed by Truman were deleted from his team's total, the team remaining in the results, being credited with the laps completed by team members other than Truman.

14. The Court recommends that Motorsport UK enquire into the way in which the results of the Event have been determined.

**A. Scott Andrews, Chair
5th March 2026**

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Stacey Dennis is a competitor in the Alfa Romeo and Italian Intermarque Championship. She was inspired to join the sport 12 years ago by a love of fast cars and the experience of driving her Toyota MR2 Turbo at different track days around the UK. Last year, she finished runner-up in the Power Trophy class.

Event: Race for the Record, Silverstone

Date: November 2014

Car: Alfa Romeo 147

“I enjoyed cars and motorsport when I was young but back then it was a bit more difficult to understand how to get into it and where to start. One of my old friends owned a company called Bianco and was heavily involved in Alfa Romeo racing and I met him one year at the British Racing and Sports Car Club (BRSCC) stand during one of the Autosport International shows. He suggested I go racing and I said ‘don’t be silly, I’d never be able to afford to do that’ – but just a year later, I did my first event!



“After going to some of the race weekends Bianco were involved in and understanding how it all worked, I built up the confidence to do my ARDS test at Brands Hatch. I saved up, got my safety gear and rented an Alfa Romeo 156 from Bianco for my first ever race. That was at Silverstone and it was tipping down with rain. I was in tears on the green flag lap because I was so nervous – but after I finished, I didn’t look back!

“I became a member of the British Women Racing Drivers Club (BWRDC), and they sent an email out about this record attempt they were doing at Silverstone, trying to get the most UK female race drivers in one race at any one time. I decided to join it. It was one of the first races I did outside of my regular championship and I had just bought my own Alfa 147 race car. I’d only had it two weeks, I’d never even tested it, and this was my first race with it.

“We literally rolled it off the trailer, made sure mechanically it was all up to speed, and away we went. It had poor suspension, squishy and soft, and I didn’t know what I was in for. It was a handicap race and there was a huge range of cars involved, from old-school Minis at the front to a Lamborghini at the back. They put us into four groups, depending on car and ability, and set us off in turn. It was all very confusing!

>>>>



Stacey Dennis competing in the Alfa Romeo and Italian Intermarque Championship



"I was nervous because when you go into a completely different race event, you don't know how the other people are going to drive – and then, just before we headed out to race, it tipped down with rain! It rained so hard, but it turned out the car's soft suspension was actually the perfect set up for those conditions. So, I just got my head down and drove until I was told to stop – and I ended up finishing in second place.

"There's an onboard video of me on YouTube and when I go past the chequered flag you see me look up at the totem pole scoreboard, look back at the steering wheel and have a double take. I looked back up again and just started squealing and when I got into the pits, the team was jumping up and down like crazy! I was just pipped for the win by Sarah Franklin at the last corner, too.

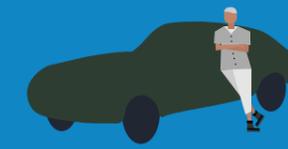
"That race gave me the confidence that I was good at it. When you're racing in a field with all level abilities, you've just got to keep going to race weekends to improve and back then I didn't have the money to be able to do it consistently. Being able to jump into a brand-new car in a completely different formation and end up finishing second gave me a little spur to think, 'yeah, I can do this.'"

"I kept the Alfa147 for about five years after that and it taught me a lot. I was racing in the Alfa Romeo Championship year after year but then I had a season where everything that could go wrong did go wrong. The clutch broke, the auxiliary belt snapped, I had a problem with a caliper, and then at Brands Hatch later in the year, I had one of the worst accidents I've ever had. I walked away from it, but I didn't go near a racetrack for a year or so.

"Then I had a phone call from a friend inviting me to a track day at Brands Hatch to drive an Alfa Romeo Giulietta. It was a warm February day, and they let me take it out for the first stint. I came back in grinning like a Cheshire cat. I loved the car, and that's the one I am racing now. I've got a couple of sponsors behind me, which is a massive help, and I'm in the best position possible for me this year to have a stab at the championship – so let's see how it goes..."



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Bristol Motor Club

Innovation has been fundamental to this club throughout its 115-year history – and it continues to thrive by creating accessible motorsport events for everyone

If Bristol Motor Club had a crest with a motto, it would simply read 'to innovate is to succeed.' Now well into its second century of existence, it has an active pool of around 300 members, runs events in almost every discipline and has list of UK motorsport firsts that have made their mark throughout the years.

Bristol MC, perhaps most notably, was the club that ran the UK's first AutoSOLO – a discipline that, more than 20 years later, has become one of the most popular entry points to UK motorsport. Decades before that, it was instrumental in the launch of two top UK circuits, creating Castle Coombe and running the first event at Thruxton.

In recent years, its ingenuity has come through unique angles on familiar formats, with the launch of its multi-discipline MX-5 Championship, which is now in its 11th season, and the recent introduction of a Generation Cup AutoSOLO series that pairs junior drivers with their generational elders in a family-focused competition.

"There is definitely an innovative mindset within the committee," says club competition secretary Andy Laurence. "The club has always been large, which helps because it gives more opportunity for innovation, and we have also got 115 years of history to go back on."



Running the taster autotest at the South Gloucestershire Show. Around 1,000 starts over the weekend, giving people their first taste of motorsport and offering passenger rides

Andy Laurence

Paul Parker, the club's company secretary, is one of those innovators in the club and was the person who brought AutoSOLO to the UK. "Paul is an amazing man, he knows everyone and he can make things happen," adds Laurence. "It all started in Bristol – I participated in the second ever event myself – and it grew from there.

"Paul ran the first event, and he was at pretty much every one of them through the 2000s. Now, with StreetCar, AutoSOLO has become a funnel into lots of clubs, which is great. We regularly get messages from the StreetCar team now about people who are interested and it's a good way of getting people in and getting them going."

On Track

The next game-changing innovation to be introduced by the club was down to Laurence himself. Inspired by a trip to the Nürburgring, one of his friends wanted to get into motorsport and bought a Mazda MX-5, only to discover that under Association of South West Motor Club (ASWMC) rules it was not eligible to race in any series in the region.

Laurence discovered that several others had faced the same problem and, after trying and failing to get the rules changed, he spotted an opportunity to set up the club's MX-5 Challenge championship. He even put flyers on MX-5s he spotted in the streets to build entries, and it is now going from strength to strength.

"The idea was to run multi-discipline," he explains. "It's designed so you can bring one car for the whole season and be competitive across all disciplines, with key principles being low cost and close competition."

>>>>>



BRISTOL MOTOR CLUB

Promoting affordable motorsport since 1911



Dave Greenslade drives 'Rusty Shed' in the Westonzoyland AutoSOLO



The Chepstow Racecourse AutoSOLO, a venue which the club is returning to this year



Michael Bartlett, Pekka Tulokas and Dave Greenslade – podium finishers in the 2019 Llandow round of the MX-5 Challenge. Michael and Dave now compete in the HSA Speed Championship, both driving Radicals in the Sports Libre class

The championship now involves 12 rounds, running from March to October, with events run by Bristol themselves as well as seven other local clubs. They are all within 90 minutes of Bristol, but it has become so popular that some participants now travel more than 100 miles to take part.

“It started with around six events, all run by us, to boost our own club numbers,” adds Laurence. “Over time, it grew to be a bigger championship, but we have had to balance it so that it delivers enough events for people to get in enough rounds to count while still retaining the regular participant pool to ensure it is a strong community.”

Laurence has now been competing for decades and joined the club’s committee in 2007. Like many of those who are dedicated members in clubs around the country,

his involvement has now led to the arrival of the next generation, with both his son and daughter – now 16 and 13 – actively participating in club events.

That was a principal driver behind the club’s most recent innovation – the Junior AutoSOLO Championship, as Laurence explains: “They both learned to drive at Under 17 Car Club, which was awesome – my daughter’s only 13, but she’s been driving for nearly three years! Then, my son did an AutoSOLO with me just after his 14th birthday.

“After that, we decided to have a go at sprint competition, but it turned out to be difficult to do. Some clubs mandate fireproof suits, which are expensive, and the rules mean that you effectively need to buy a car that’s only suitable for two years, so the cost then goes through the roof.



Tackling the John Walker, the final hill of the Allen Classic Trial

“You must be really dedicated to get your kids into it and it turned out there aren’t many people who are – so I decided AutoSOLO was probably more suitable. I started gathering people together and found a core group that were interested – some existing club members and some new ones – and we set up the championship.”

Bristol has not actually run its own AutoSOLO for four years since losing its venue – although that will be changing this year. Instead, it has again relied on other local clubs’ events, through an arrangement for automatic invites to all members of the regional associations.

Again, the innovation was not in the series itself, but the way it was run, with the Generation Cup set up alongside the main junior championship. “People compete as a team, combining a parent, guardian or relative with a child,” he explains. “The two scores add up to define the result – and it creates a great family connection.”

The club now runs a long list of events, including sprints at Castle Combe and Llandow, a Wiscombe Park Hill Climb (as one of four organising clubs), the Allen Classic Trial, the Roy Fedden Sporting Trial, and several navigational scatters around Bristol. It also has a very strong social element.

It is no coincidence, then, that the club is still thriving after all these years. Although Laurence acknowledges it could do with some new faces and innovative minds – a challenge faced by most sports clubs across the country – it is delivering precisely what every motorsport club needs to do.

Getting ‘more people doing more motorsport more often’ is Motorsport UK’s simple premise, and Laurence concludes: “That is exactly what we do! We want motorsport to be accessible to everyone and there’s a common theme to everything we do, which is how can we do this in a way that the most people can benefit from it...”

Maurice Crabb Trial

22nd March, Uploders Bridport, Dorset

Round three of the Motorsport UK Car Trials Championship is hosted by Woolbridge Motor Club (WMC), which also supports the BTRDA and ASWMC championships. The event continues WMC's long motorsport tradition, honours Maurice Crabb's legacy, and his family's continued support for trials in the region.

www.woolbridge.co.uk/car-trials/



Woolbridge Motor Club

The Stuart Butterfield Trial

28th March, Gale Hall, Melmerby, CA10 1HN

This sporting trial is open to members of the NPTCC, BTRDA and registered contenders for the Motorsport UK Championship. Local boy Andrew Woodhead will be setting out this one with, no doubt, his usual aplomb and a rubber mallet. At this altitude the weather is anyone's guess but at least you can see it coming, that's if it's not already arrived. The winner gets the best-looking trophy in trialling.

www.nptcc.org.uk



Brian Bolt

Motorsport UK Cross Car Championship

22nd March, Blyton Park, Gainsborough DN21 3PE

The Motorsport UK Cross Car Championship, first launched in 2025, returns for its second season. This year's competition will be fought over 13 rounds, including a first for the championship in a visit to Valkenswaard in The Netherlands. The season opens on at Blyton Park with a bumper entry of Cross Cars expected. Junior Cross Car will also launch with a full season – an exciting development as we encourage new drivers into grassroots motorsport.



BARC Midlands Sprint

28th March, Cadwell Park, Lincs. LN11 9SE

The Woodford Trailers British Sprint Championship roars into life at Cadwell Park Circuit this month with full meeting entry and free public admission. With reigning champion Steve Broughton absent, the fight for early supremacy is wide open, setting the stage for a thrilling start to the new season.

www.cadwellpark.co.uk/2026/march/barc-midlands-sprint



Chris Bannister

Get Jerky Rally North Wales

28th March, Welshpool, Powys, Wales

The Fuchs British Historic Rally Championship makes the trip to Rally North Wales for the second round of 2026. Iconic forests such as Dyfnant are on offer, where the battles for category honours and ultimately the BHRC title resume. Ben and Steven Smith [Category 2] share the series lead with Richard Hill and Patrick Cooper [Category 3] as the crews head to Welshpool.



Russ Orway

The 2026 Motorsport UK Pirelli Welsh Rally Championship features both quality and quantity. The seven-round season opens on Rally North Wales, where more than 60 Welsh contenders will take to the stages. Notable entries include Meirion Evans in his Toyota Yaris Rally2, Irish ace James Wilson with a Skoda Fabia Rally2, and 2025's leading contender Liam Clark in a Ford Fiesta Rally2.

www.rallynorthwales.co.uk



Ben Lawrence

The Stone Trough Trial

29th March. Gale Hall, Melmerby, CA10 1HN

This is the second day of Grimmer's Weekender following the Stuart Butterfield Trial and also qualifies for all championships and will explore more of the rolling acres at Gale Hall. It's a big site that, if flattened out, is about the size of Norfolk. Matt Sharp will be juggling the blues and yellows.

www.nptcc.org.uk



Glenn Bennett

Foxley Autotest

29th March, Foxley Estate, Mansel Lacy, HR4 7HQ

This is the second round of the Motorsport UK / BTRDA Autotest Championships. Scrutineering commences at 9.00am and closes at 10.00am, and any competitor not signed on by 10.15am may be excluded. The event will consist of five classes – (A) Saloon cars under 11ft overall length. (B) All other saloon cars. (C) Sports cars and sports kit cars. (D) Specials. (E) Road-going series productions cars and road-going kit cars.

<https://herefordshiremotorclub.co.uk>



Festival of Power at Santa Pod

3rd-5th April, Santa Pod Raceway, Bedfordshire
 The FuelTech Motorsport UK British Drag Racing Championship launches Santa Pod Raceway's 60th anniversary season and welcomes its new series sponsor over Easter weekend. A year ago, Estonia's Andres Arnover achieved Europe's quickest-ever Pro Modified elapsed time, 5.695 seconds, at a track record 254.67mph, at this race and went on to become 2025 champion. A full national championship programme is in support.
<https://santapod.co.uk>



Colleen Pudge / Santa Pod

British Truck Racing Championship

4th-5th April, Brands Hatch, Kent TN15 6FS
 The British Truck Racing Championship is set to deliver an Easter extravaganza this April as the 2026 blasts into life at Brands Hatch. Boasting a capacity 20-truck grid made up of champions, proven contenders and hard-charging winners, the gloves are set to come off at the famous Kent venue.
www.brandshatch.co.uk/2026/april/british-truck-racing-championship



Graham Holton

British Rallycross Championship

5th-6th April, Lydden Hill Race Circuit, CT4 6ET
 The Motorsport UK British Rallycross Championship 5 Nations Trophy gets underway at Lydden Hill for the Kent venue's traditional Easter Bank Holiday event. John McCluskey will make a first UK start with a Honda Civic Coupe in the highly-competitive Supercar category, while 2025 team mates and former event winners Tristan Ovenden and Julian Godfrey will each start the new campaign with big points in their sights to begin their title challenges.
www.rallycrossbrx.com



Blackwood Photos

Circuit of Ireland

8th April, Dungannon, County Tyrone, Northern Ireland
 For the first time in ten years the Circuit of Ireland will be a counting round of the Brown & Brown Northern Ireland Rally Championship. The iconic rally's second day (Saturday) will provide points to registered drivers. The McKinney Competitions-backed rally is based in Dungannon with leg two totalling 81.5 competitive miles of the overall 116.5-mile rally.
www.ulsterautomobile.club



William Neill

Wera Tools British Kart Championship

9th-11th April, Warden Law, Sunderland SR3 2PR
 More than 500 competitors register each year to compete across the distinctive categories of the British Karting Championships. There will be plenty of new faces starting their journey as two championship seasons launch at this event. The four different Rotax classes span all age ranges, with MicroMax (8-12 years), MiniMax 950 (10-13 years), Junior (12-15 years) and Senior (15+) fields including up to 34 karts, while the experienced racers in KZ2s (15+) will also be in action.
<https://britishkartchampionships.org/events/>



Bailes-Wilson

Severn Valley Stages

11th April, Royal Welsh Showground, Builth Wells LD2 3SY
 The Severn Valley Stages makes a triumphant return to open the 2026 season after being forced to cancel last year due to storm damage. Serving as the championship's curtain-raiser, the gravel spectacular utilises legendary roads from the Wales Rally GB. Competitors can expect significant mileage packed into a single-day format, offering the perfect, high-intensity start on some of the most revered forest stages in the world.
<https://severnvalleystages.info>



JEP

Colin Reid Spring Trial

12th April, Ivinghoe Aston Farm, Beds, LU7 9DH
 Falcon Motor Club is hosting the Colin Reid Spring Trial. The event is a qualifying round of the BTRDA Car Trials Championship and the BTRDA Allrounders Championship, the Motorsport UK Trials Championship, the ASEMCA Car Trials Championship, AWMMC Car Trials Championship, and the AMSC 2026 Trials Challenge. Gates open at 8:00am, and the first car starts at 10:00am. Any competitor not arriving by 9:30am may be excluded.
www.falconmotorclub.com/colin_reid_spring_trial.html



Kielder Forest Rally

18th April, Hexham Auction Mart, NE46 3SG
 With the unfortunate cancellation of the Malcolm Wilson Rally, the Kingfisher Insurance Motorsport UK English Rally Championship now begins with the Kielder Forest Rally. The event did not run last year, but 2024 winner Matthew Hirst will no doubt be looking for a repeat performance! However, even at this early stage, there will be no shortage of competitors with their own eyes on the prize.
<https://kielderforestrally.co.uk>



Kevin Money

Kwik Fit British Touring Car Championship

18th-19th April, Donington Park,

The sweeping corners and fast back section always produce great racing, as the circuit continues to build on its long and illustrious history. With picturesque views and huge spectator areas, Donington is undoubtedly one of the fans' favourite places to watch the BTCC. Two-time drivers champion Jason Plato returns this season as a team owner.

www.btcc.net



Wera Tools F4 British Championship

18th-19th April, Donington Park, Derby DE74 2RP

The Wera Tools F4 British Championship bursts back into life next month at Donington Park. With a new wave of young talent eager to prove themselves, 31 drivers across eight teams will step into the spotlight, fighting for championship glory in the junior slicks and wings formula. Last year, Fionn McLaughlin won the title, and now steps up into FIA Formula 3. Who will come to the fore in 2026?

www.britishf4.org



Scutchditch Wood Sporting Trial

19th April, Scutchditch Wood, Herefordshire

Herefordshire Motor Club is organising a clubmans permit sporting trial at Scutchditch Wood, Titley, near Kington, Herefordshire. The event is open to the organising club, Midlands Trials Car Club, NPTCC, 750 Motor Club, Kentish Border Car Club, Camel Vale Motor Club, Launceston & North Cornwall Motor Club, Ross & District Motor Sports Club, and registered contenders in the 2026 BTRDA Sporting Trial Championship. This is a new site for sporting trials.

<https://herefordshiremotorclub.co.uk/events/>



JEP
Mark Hylands

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NI Rally Championship



A fastest time on the final stage from Aaron McLaughlin and Darren Curran wasn't enough to budge Jonathan Greer from the lead position with the Carryduff man and Niall Burns taking their Toyota Yaris Rally2 to its first win at Bishopscourt. Stuart Biggerstaff and Anthony Nestor completed the podium and were top of the Ford Fiesta R5 teams.

Latest Championship Standings

| | | |
|-----|--------------------|-----------|
| 1st | Jonathan Greer | 30 points |
| 2nd | Aaron McLaughlin | 28 points |
| 3rd | Stuart Biggerstaff | 27 points |

Motorsport UK British Car Trial Championship



After a warm welcome to Holbecks Trial the competitors embarked on the first challenge to ascend the slippery valley to get to the start of all the sections. One competitor, running standard road tyres, had no grip and failed to make the start. After a full day of tests, it was first place for Tim Dovey, second for Trevor Moffat, and third for Charlie Dovey.

Latest Championship Standings

| | | |
|-----|---------------|----------|
| 1st | Tim Dovey | 6 points |
| 2nd | Trevor Moffat | 4 points |
| 3rd | Charlie Dovey | 3 points |

Motorsport UK Sporting Car Trials Championship



All Wright in the Rain – Ian Wright managed to defy the wet slippery conditions to win the opening round of the Motorsport UK Championships, the Walsingham Trial. The morning rain proved a challenge for most of the field, but Ian stayed ahead of current champion Thomas Bricknell to take the win. The drying conditions in the afternoon saw scores drop dramatically, however Ian held off his rivals.

Asset Alliance Group Scottish Rally Championship



Garry Pearson and Hannah McKillop returned to the Scottish Rally Championship (SRC) in style with victory on the Border Counties Rally. The local Duns-based driver dominated the rally, winning all seven stages to record a 1m14s victory over Scott Macbeth and Andrew Falconer. Jock Armstrong and stand-in co-driver Craig Nelson completed the podium.

Latest Championship Positions

| Drivers | | |
|------------|-------------------|-----------|
| 1st | Scott Macbeth | 63 points |
| 2nd | Thomas Gray | 51 points |
| 3rd | Stephen Petch | 47 points |
| Co-Drivers | | |
| 1st | Andrew Falconer | 58 points |
| 2nd | Michael Wilkinson | 49 points |
| 3rd | Clare Fraser | 47 points |

Protyre Motorsport UK Asphalt Rally Championship



Defending Protyre Motorsport UK Asphalt Rally Champions Sam Touzel and Max Freeman took victory on the East Riding Stages Rally, finishing 47.5 seconds ahead of their nearest Protyre Asphalt rival. Matthew Hirst and Declan Dear, known for their title-winning performances on gravel, finished third overall and scoring second place Protyre Asphalt points. Lee Edwards and co-driver Sam Spencer brought their rear-wheel drive V6-engined Escort G3 home as first 2WD, first in Class 3, and third overall in the Protyre Asphalt standings.

Latest Championship Standings

| Drivers | | |
|------------|---------------|-----------|
| 1st | Sam Touzel | 30 points |
| 2nd | Matthew Hirst | 28 points |
| 3rd | Lee Edwards | 27 points |
| Co-Drivers | | |
| 1st | Max Freeman | 30 points |
| 2nd | Rob Fagg | 28 points |
| 3rd | Sam Spencer | 27 points |

Motorsport UK British Autotest Championship



A good entry of top drivers, including three who had competed in Northern Ireland the day before, contested the first round of the Motorsport UK Championship organised by Hagley & District Light Car Club, and held at Curborough Sprint Course. Alastair Moffatt was in excellent form to take FTD on a cloudy but dry day.

Latest Championship Standings

| | | |
|------|------------------|-----------|
| 1st | Alastair Moffatt | 30 points |
| 3rd= | Willie Keaning | 28 points |
| 3rd= | Peter Grimes | 28 points |

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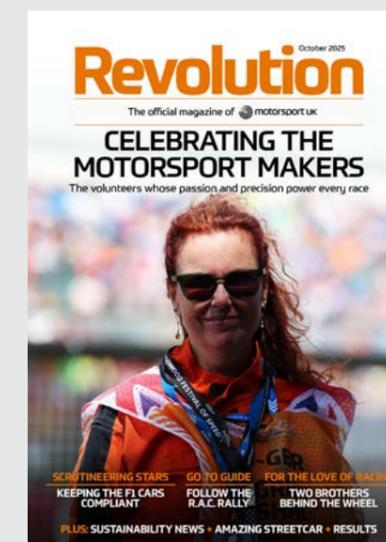
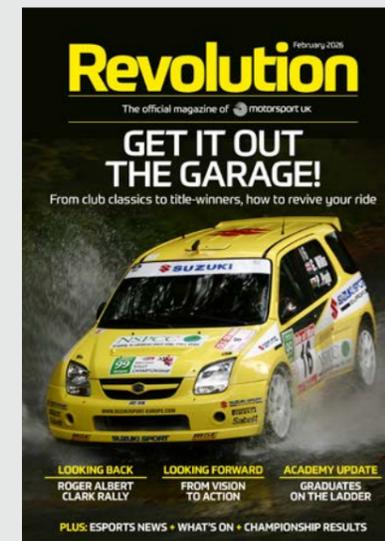


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The Parting Shot

Kay Petre was a motorsport star at Brooklands, and the achievements of this 4' 10" lady racing driver became a sensation in the media at the time. The huge 10.5-litre V12 Delage was the car in which she competed with Gwenda Stewart for the Women's Outer Circuit Record at Brooklands in 1934-35. Petre gained the upper hand on 26th October, setting a 129.58mph lap, but in August 1935, Stewart set her own faster lap. A resolute Petre then took her record back the same day with a speed of 134.75mph. Stewart however, set a new record three days later at 135.95mph, driving the Derby-Miller.

Between 1934 and 1936, Petre was a regular at the Brooklands 500 Miles and Double Twelve Hours, plus sports car races at Donington Park and Crystal Palace. She also competed in rallies and hill climbs, claiming the Ladies' Record at Shelsley Walsh twice.

Photography is copyright of Brooklands Museum

In 1937 Petre travelled to South Africa for the Grand Prix motor racing season with her Riley. She drove in three Grand Prix races, scoring a sixth place in the Grosvenor GP at Cape Town.

Later that year, while driving for the works Austin team at Brooklands, her career was ended by an accident. During practice for the 500 Kilometre race, her Austin Seven was hit from behind. She crashed and was seriously injured, never racing competitively again.

Her Delage lives on and is still seen at selected UK motorsport events.

