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Revolution

THE OFFICIAL MAGAZINE OF  motorsport uk

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COMMUNITY FOCUS
Endurance racing with Noah Cosby

INCLUSION STRATEGY
Inspire, Nurture, Belong

NATIONAL MOTORSPORT WEEK
Get involved

WHY BRITAIN
LEADS THE
WAY IN
MOTORSPORT

BEST OF BRITISH



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My month in Motorsport

HUGH CHAMBERS
CEO, MOTORSPORT UK



ADAM GUMBS

The Rotax E10 electric Cadet class has been praised for its simplicity and ease of maintenance

One aspect of Motorsport UK that has grown significantly over the past eight years has been our direct management of both the Wera Tools British Kart Championship and Wera Tools British F4 Championship. Prior to this, both championships were operated under licence by third parties, but we took the decision to bring them in-house and adopt a long-term approach to driver development. Together, they now provide a clear pathway from a youngster's first experience in a Bambino kart through to the starting rung of the FIA single-seater ladder in Formula 4.

At the end of May, I had the opportunity to visit both championships. The Wera Tools British Kart Championship was at PF International (PFI) in Lincolnshire, while the Wera Tools British F4 Championship took a break



from its usual British Touring Car Championship package to compete on Silverstone's full Grand Prix circuit. Both events reflected the strength of the pathway. At PFI, we welcomed 223 drivers across the Rotax categories, the highest championship entry for several years, while Silverstone hosted a record 32-car F4 grid.

If you have not visited a leading kart meeting recently, you might be surprised by the scale and professionalism of the paddock. Karting continues to evolve, driven by customer expectations and the desire to deliver a first-class experience. At the same time, we remain focused on making participation as accessible as possible.

One of the most encouraging developments has been the growth of different categories offering competitors a range of options. Rotax continues to thrive thanks to

its reliability and controlled engine format, while new technologies are beginning to emerge. I was fascinated to see the Rotax E10 electric Cadet class and hear from parents about the simplicity and ease of maintenance compared with traditional two-stroke machinery.

Alongside this, the Tillotson T4 (4 stroke) category continues to establish itself as an affordable and accessible route into karting. This year we have launched the T4 Academy in partnership with Tillotson and RPM, creating a supported owner-driver pathway designed to help newcomers take their first steps into competitive karting. Initiatives such as this are vital if we are to continue broadening participation and creating opportunities for talented young people, regardless of background. Accessibility is not just about creating new classes; it is also about



Hugh on the grid at Silverstone with the BRDC International Trophy



BKC tyre usage is tightly controlled, helping to reduce costs, plus a tyre recycling programme to repurpose or reuse the spent tyres

controlling costs wherever possible. One area where we have made real progress is tyre usage. Prior to 2019, tyre allocation was effectively unrestricted, creating a significant expense for competitors. Today, usage is tightly controlled within the Wera Tools British Kart Championship, helping to reduce costs without compromising competition. We have also introduced a tyre recycling programme, ensuring that used tyres can be recycled or repurposed rather than discarded. Together, these initiatives help make karting more affordable and sustainable for the next generation of competitors.

The Wera Tools British Kart Championship remains one of the most successful talent incubators in world motorsport. Recent graduates include Ollie Bearman, Taylor Barnard, Arvid Lindblad, Alex Dunne and Freddie Slater, alongside many others progressing through Formula 3, Formula 2 and Formula 1. They follow in the footsteps of drivers such as Lewis Hamilton and Lando Norris, who also developed their skills within British karting.

From Lincolnshire I travelled to Silverstone, where the Wera Tools British F4 Championship delivered another landmark moment. This is now the fifth season of Motorsport UK's stewardship of the championship, and it is remarkable to reflect on how far it has come since our first season in 2022 with a grid of just 15 cars. What is all the more remarkable is that the UK now boasts three world class single seater championships with GB4 and GB3 straddling the FIA F4 offering.

At Silverstone we welcomed drivers from 14 nations, including five female competitors, with the top 20 drivers covered by less than a second in qualifying. The level of competition is extraordinary. In many cases, the difference between several grid positions is measured in thousandths of a second.

The event also marked the return of the historic BRDC International Trophy,



Wera Tools British F4 Championship title contender Ethan Jeff-Hall chats with Hugh and Silverstone CEO Stuart Pringle OBE

first awarded in 1949, and previously won by names such as Stirling Moss, Graham Hill, Jim Clark, Jackie Stewart, James Hunt, Allan McNish and Mark Webber. It was fitting that, the Wera Tools British F4 Championship, as the proving ground for the next generation of racing talent, was entrusted with writing the latest chapter in that story.

The race itself lived up to the occasion, producing our eighth winner in twelve races this season. Going into the final lap, the leading two drivers were separated by just 0.012 seconds before George Proudford-Nalder emerged victorious after a thrilling battle to the flag.

The Wera Tools British F4 Championship has matured into one of the leading national Formula 4 championships anywhere in the world and continues to strengthen its reputation with teams, drivers, partners and manufacturers alike. It has become an important part of Motorsport UK's work and a championship of which we can all be immensely proud.

The feedback we receive from teams, suppliers, sponsors and the wider F4 community is consistently positive. While many colleagues contribute to the success of the championship, much of its growth over the past five seasons is attributable to the dedication, professionalism and relentless energy of Flora Scott and Eve Lake-Grange, led by the tireless energy of Colin Clark.



George Proudford-Nalder receives the BRDC International Trophy



The Motorsport UK team continue to build on the success of the Wera Tools British F4 Championship



Dr Jonathan Palmer, alongside Sian Macintyre and Professor Peter Hitchinson at the recent Will Macintyre fundraising event, and Will (right)



Their passion for the championship and commitment to maintaining the highest standards are frequently cited by teams as key reasons for the Wera Tools British F4 Championship's success. Of course, there are many others across Motorsport UK who contribute to the smooth running of the championship, but Flora and Eve live every high and low of each race weekend and deserve recognition for what has been achieved.

COMMUNITY IN ACTION

One of the most moving moments of the past month was attending an event at the BRDC Clubhouse in support of Will Macintyre and his family. Many within the sport will know Will as one of Britain's most promising young racing drivers. After finishing runner-up in the Wera Tools British F4 Championship in 2023, he went on to challenge for honours in GB3, winning races and establishing

himself as one of the rising stars.

Last year, however, Will's career and life took an unexpected turn when he became seriously ill. What initially appeared to be an inoperable brain tumour and lung cancer led to a long and complex medical journey, ultimately resulting in the diagnosis of a rare genetic condition known as XLP1.

Throughout this extraordinarily difficult period, one of the most striking aspects has been the way the motorsport community has rallied around Will and his family. The support of Dr Jonathan Palmer was instrumental in helping connect the family with leading neurosurgeon

Professor Peter 'Hutch' Hutchinson (CMO at the British Grand Prix) and his team at Addenbrooke's Hospital at Cambridge University, where Will continues to receive treatment.

Today, after countless tests, investigations and procedures, there is finally a treatment plan in place. The challenge now is finding a suitable stem cell donor, the only known cure for this condition. Working with the Anthony Nolan Foundation, the family are encouraging as many people as possible to come forward and register as potential donors.

Motorsport is often described as a family, and stories such as Will's remind us why. Behind the competition, rivalries and results is a community that comes together when one of its own needs support. I hope that as a sport we can continue to help raise awareness of Will's situation and, ultimately, play a small part in helping him make a full recovery. Please see **page 38** for further details.

There is little time to pause before the next challenge. Following a memorable weekend at Silverstone, the Wera Tools British F4 Championship heads to Zandvoort with another record grid and growing momentum.

Looking across both championships, and indeed the wider motorsport community, what stands out most is not simply the strength of the pathway but the strength of the people within it. Whether it is volunteers giving their time, staff working tirelessly behind the scenes, or a community rallying around one of its own during difficult times, these are the qualities that make our sport special. From a six-year-old climbing into a Bambino kart for the first time to the next generation of professional racing drivers emerging through the Wera Tools British F4 Championship, the future remains bright and in very capable hands.

Wishing you a safe and enjoyable month of motorsport ahead

Hugh Chambers
CEO, Motorsport UK

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THE MAKING CHAM



OF PIONEERS

BRITAIN LEADS THE WORLD IN FORMULA 1 WITH 11 WORLD CHAMPION DRIVERS AND REPRESENTATION BY NEARLY 25 PER CENT OF THE GRID AT SILVERSTONE THIS JULY. THAT DIDN'T HAPPEN BY CHANCE — POWERED BY OUR INCREDIBLE MOTORSPORT ECOSYSTEM AND ACADEMY PROGRAMMES, WE WILL ALL BE SHARING OUR NATION'S SUCCESS FOR YEARS TO COME





Lando Norris lifts the Royal Automobile Club Trophy after winning the 2025 British Grand Prix

“FOR THE FIRST TIME IN ALMOST A QUARTER OF A CENTURY, BRITAIN HAS BEEN REPRESENTED BY FIVE F1 DRIVERS”



Luke Browning took an F2 podium finish at the 2025 British Grand Prix

The British Grand Prix is one of the nation's best-loved summer sporting events and one of its biggest: with 570,000 fans expected to attend this July, it will break the record for the biggest weekend attendance at a Grand Prix.

There are very good reasons why: for the first time in almost a quarter of a century, Britain has been represented by five F1 drivers. Back in 2002, David Coulthard, Jenson Button, Eddie Irvine, Anthony Davidson, and Allan McNish were all on the grid but at the time of their home Grand Prix, Davidson had yet to make his F1 debut.

In recent years we have seen an influx of new names from the home nations and their profiles have grown exponentially compared to their early 21st century counterparts. Various factors, including the

influence of Drive to Survive and digital media on F1's audience, added to a broadening of the event programme – with live music and comedy creating a festival atmosphere - has led to a near 50-50 male-female split in Silverstone's ticket sales.

While reigning World Champion Lando Norris will expect a rapturous reception from an expanded 'Landostand' this July, race favourites George Russell and Lewis Hamilton, plus highly promising rookies Ollie Bearman and Arvid Lindblad will also be cheered on enthusiastically by the crowds. Then there are the support races; Freddie Slater is in thick of the F3 title hunt while Alisha Palmowski heads to Silverstone leading the F1 Academy standings with Megan Bruce third; two of five Britons in the championship. ➔

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The reason why there are so many successful British drivers racing in front of their home crowd at the Grand Prix is not just coincidence, it is because of the racing pathways that have been laid down to nurture and develop new young talent.

One of the most prominent is the Motorsport UK Academy, which was set up by the governing body to give young drivers across all disciplines the chance to access skills and training to support their journeys up the ladder. It includes karting, rally and race, and high-performance categories, as well as the educational Enhanced DiSE study route.

The Academy was launched after Lewis Hamilton began his rise to becoming World Champion, but it has been there to support every current British driver on the Grand Prix grid on their journey, as well as those in the F2, F3 and F1 Academy support races, plus hundreds of other top-level drivers in categories including the World Endurance Championship, Formula E and the World Rally Championship.

The Academy can play an important part in many ways, not just providing skills and training but, for some, simply working almost as a badge of honour. "A lot of drivers begin their journey in Motorsport UK karting, and the Academy is there to

Lewis Hamilton won the Formula Renault 2.0 UK Championship in 2003 – before the Motorsport UK Academy was launched

support with the next steps," says Cameron Biggs, Coaching and Academy Pathway Manager.

"Aside from Lewis, all the current British F1 drivers have been part and parcel of the Academy in some way, and they also still engage with Motorsport UK when dealing with Superlicense points or international race issues, so we have continued to be there to help and support them right through their careers."

THE UK'S UNIQUE BLEND

When it comes to the racing, the early years in karting and cars are when the true talents of the future are formed – and Biggs believes that it is the UK's blend of twisty, tight circuits and unpredictable weather which makes for a winning combination. Drivers of other nationalities don't get this when growing up in their own countries. ➔



Lando Norris tackling the tight and undulating Brands Hatch circuit in the 2015 MSA Formula season

JEP

“When UK drivers start their journey in Cadet or Bambino karts, there’s a large selection of quite complex circuits, which helps them build their driving traits,” says Biggs. “The full-scale FIA homologated circuits abroad are all very good, but when you’re in high-powered karts, on a big circuit you almost never have to hit the brake, so you don’t learn so much.

“When they go into Formula 4, people like Lando Norris actually say that instead of going to all the Grand Prix circuits – which are way too big for the Formula 4 cars and you end up on cruise control down a lot of the main straights – having that selection of twisty circuits and rise and fall

topography helps the driver understand the car, tyre control and how to overtake.

“In the past we used to do reverse grids in karting, so the fastest drivers would be at the back and that would encourage them to overtake to go through the grid. Through that, we always seemed to be able to develop really good overtakers – and Lewis Hamilton was a part of that era.”

Another very British factor that plays its part is...the elements. Bad weather, it turns out, is actually good for young drivers. Biggs explains: “When you go to circuits abroad, they’re usually nicely bedded in with rubber, but because the weather washes that off a lot in the UK, it helps drivers to learn tyre

management on green circuits.”

The recent growth of indoor karting in the UK has opened the door of opportunity for more young talent, and Motorsport UK’s link through the British Championship has created a pathway for new drivers. “Traditionally, karting was always seen as a rich person’s sport, but there’s a lot more competitive arrive-and-drive options available now,” says Biggs.

“That has given motorsport a pathway that it didn’t have in the past, because it was all owner-driver operations – needing a garage to keep a kart, the ability to take a kart to a venue and so on. That’s no longer really a necessary requirement. People can now go and compete at a reasonable cost on competitive equipment without having those issues.”

GROWING THE PATHWAY

Most of the future top-level single seater drivers do follow the karting route, often shifting to an international level before building their car racing careers. However, some drivers, particularly in other disciplines, also find their way into the sport through sprint events or even early-stage grassroots competition.

Wherever the journey begins, the Academy is there to tap into the top raw talents and create genuine →



Snetterton 2011, Oliver Bearman brakes hard at the end of the Bentley Straight in GB3

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TALENT MANAGEMENT

The Motorsport UK Academy was set up to give British drivers the best opportunity to grow and develop. Every year, it provides its cohorts with technical, tactical, mental, physical and nutritional advice, setting goals and planning their journey's next steps. *Revolution* spoke to a former Academy coach and manager, to find out how the Academy spots and nurtures talent to the top.

In the early days, we did some

work around how you pinpoint talent in motorsport – because it's not easy. In cycling, for example, people just get on a bike and if they hit a certain wattage, they've got potential. So, how do you do that in motorsport?

George Russell and Lando Norris grew and evolved, and they didn't stop growing and evolving. Lando, for example, was doing karts, but alongside that he had car programs, he was doing things on private tracks, working with a coach, running in Ginettas. He did so much purposeful practice, his training age was just huge – whereas people who went through the same ranks at the same time but didn't have that support were not able to maximise their value and get through that glass ceiling.

George was always very willing and keen, and he represented the UK early on in the FIA Karting Academy, which is when our relationship with him started. He went on to join the squad programme, so we did a fair bit of work with him in the younger years, and his trajectory was always going quicker than a lot of people,



Above: Ben Tuck and Ben Green competing in the GT4, as part of the British GT Championship

because he was using what he was learning really well, and maximising that additional support, well before Mercedes picked him up.

Even if you look away from F1 to people like Jake Dennis, who is now a multiple world champion; Ben Tuck and Ben Green, who both raced in Le Mans this year; and Jack Harvey, who has just done his ninth Indy 500; they're all professionals in the sport and they're all applying the same characteristics. It's not just about technical driving, racecraft, and physical fitness, it's also about working with the team, communication, knowing how the business side works, having a network and understanding how to use it.

World Rally Championship paring Elfyn Evans and Scott Martin representing Great Britain



TGR WRT / MCKLEIN



George Russell leads the BRDC F4 pack through the challenging Craner Curves at Donington Park in 2014

JEP

careers. Recruiting annually to bring in the best fresh racers, it provides its members with dedicated courses that go far and beyond everyday racing techniques – covering everything from mindfulness to media management.

“We put a lot of focus on preparation, fitness and dietary health,” says Biggs. “It also helps with networking, and with media training. Some of these students are very talented drivers, but there’s different character types, and several of them are quite introverted, so that training really helps them improve.

“Sometimes, it’s also about the mindset. One driver we had was really good at karting, but when he went from junior to senior karting, he lost a little bit of the aggression that is needed sometimes at that level. Working with the Academy helped him get through that, and I’m really pleased to see that he’s doing well on the single seater ladder now.”

It is this level of professionalism, the attention to detail, that defines British motorsport. That also plays out in the way the racing rules and regulations are applied in the UK, and Biggs

believes that being immersed in such a well-practiced environment from an early age builds a stronger, more competitive and more career-ready driver.

“I think that competing in the UK at an early age really helps to build up good discipline,” says Biggs. “We have a tight control on the technical rules, so the equipment is more under scrutiny, and we’re very disciplined with regards to our officials, the Clerks of the Course, and the way they apply themselves.

“The discipline and eligibility control is at the right level to prepare drivers for international competition, so they go into the higher levels having that background and I think that makes them nicely prepared. They know what to expect and it’s not a shell shock like it can be for some drivers from other nations.”

Ultimately, having the full pipeline – from flagship events to low-cost grassroots events, with the professional Academy pathway to guide those who want to advance to higher levels – is key to the UK’s success. And if you want proof, just look at this year’s Barcelona-Catalunya Grand Prix podium – the first all-British F1 rostrum in 58 years. 🇬🇧

COUNTERFIT PARTS

Buyers Beware

Here at Motorsport UK, we occasionally encounter situations where competitors have purchased a motorsport safety product, only to discover that it does not meet the standard required for the discipline in which they are competing. A recent example concerns flame-

resistant balaclavas. Certain manufacturers offer products which appear almost identical, carry very similar model names, and are sold at comparable prices, but only one version may hold the approval or certification required by the National Competition Rules.



INSPIRATION

Landmark Victory at Spa

Abbi Pulling continues to make motorsport history while serving as an inspirational role model for the growing number of female racers encouraged to pursue careers in the sport. Just two years after becoming

the first female driver to win a round of the British F4 Championship, Pulling has rewritten the record books once again by becoming the first woman ever to win a GB3 Championship race.



CHAMPIONSHIPS

Supporting Motorsport Safety

Motorsport UK is reminding competitors that FIA Impact Data Recorders (IDRs) remain mandatory for vehicles competing in British Championship, National Championship, and Junior Championship events, in accordance with National Competition Rule Ch.7 App.12 Art.1.13. The FIA IDR is a lightweight device fitted to a competition vehicle that records data during significant impacts. Developed by the FIA, the technology helps build a better understanding of accidents and supports ongoing improvements to competitor safety across all levels of the sport.



BEST OF BRITISH

British drivers on top

In a stellar weekend for UK motorsport, British drivers not only swept the podium at the Barcelona-Catalunya Grand Prix but also claimed victory in all three classes at the 24 Hours of Le Mans. At Barcelona, Lewis Hamilton led home George Russell and Lando Norris, the first all-British F1 podium since 1968 when Jackie

Stewart, Graham Hill and John Surtees stood on the same platform. Meanwhile, at Le Mans, Mike Conway claimed his second Le Mans victory with Toyota, Nick Yelloly was among the Inter Europol Competition drivers celebrating top honours in LMP2, while Johnny Edgar secured LMGT3 victory with Corvette.



Driving talent forward

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ACADEMY



ACADEMY

Motorsport UK Academy Young Driver of the Year

Ethan Jeff-Hall has won the Motorsport UK Academy Young Driver of the Year following a shootout at iZone Driver Performance. Ben Mulryan (McLaren Trophy Europe), Cian Geraghty (Radical Cup UK Championship),

Ethan Jeff-Hall (Wera Tools F4 British Championship), Nathan Tye (Spanish F4 Championship) and Sam Naser (McLaren Trophy America) were the nominees, with Ben and Sam joining Ethan for the final shootout.



NOW OPEN!

Club and Volunteer of the Year Awards

Nominations for Club of the Year, Volunteer of the Year, and Organising Team of the Year are now open!



CLUB SUPPORT

Safeguarding Updates

Registrations are now open for a series of webinars covering Neurodiversity, Safeguarding, and the recent Sexual Harassment legislation changes.



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REGS CLARIFICATION

Equipment Checks at Stage Starts

Recent feedback has highlighted the importance of ensuring that any interventions made at stage starts are based on the mandatory requirements of the National Competition Rules. While Scrutineers may encourage the use of recommended safety equipment, care should be taken not to advise competitors that recommended items are mandatory where this is

not the case. Where a concern is identified, Scrutineers should ensure that any instruction given to a competitor is supported by the relevant National Competition Rule requirement and applied consistently across all competitors.



SPACESUIT MEDIA

TECHNICAL

Feedback from the Field: Scrutineers' Bulletin

Scrutineers regularly encounter unusual, interesting and sometimes concerning examples during event inspections. "Feedback from the Field" shares real-world observations from across the sport, highlighting valuable learning opportunities, reinforcing key safety requirements and showcasing the important role Scrutineers play in helping keep motorsport safe, fair and fun.



Tributes

MOTORSPORT UK PAYS TRIBUTE TO MEMBERS WHO HAVE SADLY PASSED AWAY

Ian Beningfield



The world of hillclimbing and sprinting was deeply saddened when Ian Beningfield died last month

Ian packed a lot into his life. He started competing in 2010 with the MG Car Club Speed Championship, Ian maintained very close links with the MGCC Speed Championship, being a Committee member, Club Chair for

period and also taking the role of Deputy Clerk of the Course for the September MGCC event at Wiscombe. Ian was also a key member of the Classic Marques Sports Car Club, being Club Treasurer, Charity Coordinator and an active member of the Club Committee.



Guy Edwards



Guy Edwards, who has died at the age of 83, made it to Formula 1 despite limited resources and went on to use his commercial skills to great effect.

Born in England in 1942, Edwards competed in a Ford Anglia and a Mini Cooper before finding a sponsor in order to ascend the ranks, eventually racing a Formula 5000 Lola. It was on a visit to the factory

that he discovered Graham Hill's eponymous F1 team and worked his way into making his debut at the top level.

Dropped at the end of the 1974 season, Guy found a way back in with Hesketh for 1976 via a colourful combination of sponsors and replaced McLaren-bound James Hunt.



MEMBER BENEFIT OF THE MONTH

Base Performance Simulators – The ultimate driver coaching destination

In the heart of British motorsport country, just a stone's throw from Silverstone, Base Performance Simulators (BPS) has established itself as a pivotal asset in modern driver development. Founded in 2009 by Aston Martin works driver and triple Le Mans winner Darren Turner, BPS has grown into a premier destination for professional and aspiring racers seeking a competitive edge.

Its facility houses two world-class simulators: a GT rig with a highly immersive static set-up, and a state-of-the-art single-seater simulator mounted on a full-motion six-degrees-of-freedom platform. This dual offering allows drivers to prepare for the unique demands of both categories with unparalleled accuracy and feedback.

But it's not just the technology that sets BPS apart; it is the people – and the holistic approach. As the demands on modern drivers grow ever more complex, Base Performance Simulators offers the tools, environment, and expertise to meet those challenges.

Alongside elite level engineers and driver coaches with top-tier motorsport

credentials, BPS offers a comprehensive driver development programme. On-site facilities also include a private gym, with structured physical conditioning overseen by specialist partners.

Whether preparing for a debut season, dialling in for a major championship, or returning to racing after a break, every element of the BPS experience is tailored to the individual. Each session blends telemetry analysis, live coaching, and post-session debriefs to maximise learning and development – both in and out of the cockpit.

With a customer base spanning F3, F4 WEC, BTCC, GB4, GB3, GT and beyond, Base Performance Simulators continues to set the benchmark for simulator-based coaching – it is a place where talent is refined, confidence is built, and milliseconds are found.



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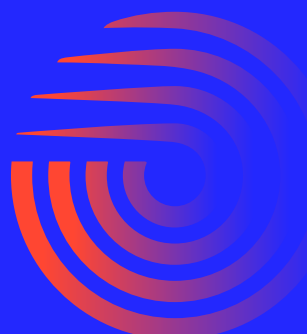
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NEW FOR 2027

FIA World Endurance Championship returns to the UK

The FIA World Endurance Championship (WEC) will return to the UK in 2027. Silverstone will host the championship in April next year, giving a huge boost to British motorsport.

The news comes shortly after the confirmation that Rally Scotland will herald the return of the FIA World Rally Championship to British shores next year. The announcements

mark the first time since 2019 that the UK has hosted rounds of both championships.

Plus, the ABB FIA Formula E World Championship will come to Brands Hatch in the 2026-27 season, following validation from the FIA World Motor Sport Council. The Kent circuit will host the London E-Prix on 29th-30th May next year, with two races over the weekend featuring the new GEN4 cars.



ECORALLY

Dundee to Host FIA Eco Rally Scotland and StreetCar Festival

Motorsport UK confirms FIA Eco Rally Scotland will return to Dundee from 31st July to 2nd August following the success of the inaugural event last year. Running as an official round of the 2026 FIA Eco Rally Cup, the event will be expanded to incorporate the new StreetCar Festival Scotland, a unique festival of sustainable motorsport and community participation.

Bringing together

international competition, grassroots motorsport and family-friendly experiences, the combined event will showcase how modern motorsport is both accessible and sustainable while highlighting Dundee's position as a leading centre for innovation and future mobility.



KARTING

Karting Pathway expands with Daytona Motorsport

Motorsport UK is proud to expand the Motorsport UK Recognised Karting Pathway with Daytona Motorsport, becoming the most recent addition to the Pathway by recognising a vital new entry point into competitive outdoor karting at an arrive-and-drive level, through the recognition of Daytona's

SuperChamps, InKart, and Jamie Chadwick Series.

The Motorsport UK Karting Pathway is designed to acknowledge and support key routes into the sport. The structure recognises the full karting journey, from indoor karting through to outdoor arrive-and-drive competition, helping to

create a clearer and more accessible progression for aspiring competitors. Through this approach, Motorsport UK recognises the important role played by Daytona Motorsport in developing young drivers. By working alongside one another, the two organisations can help strengthen the UK karting

landscape and support the development of future motorsport talent as well as the recognition of existing competitors within the sport at the arrive-and-drive level.



POLITICS

Motorsport UK hosts MP visit

Business Secretary, The Rt Hon Peter Kyle MP visited Motorsport UK's headquarters at Bicester Motion to learn more about the UK's global-leading motorsport sector and the people, skills and innovation ecosystem that underpins its success.

Hosted by Motorsport UK Chair David Richards CBE, and Chief Executive Hugh Chambers, the visit showcased the breadth of the motorsport ecosystem that makes the UK the global centre of the

sport – from grassroots participation and volunteer-led community activity through to engineering skills, future fuels and advanced technology businesses. The visit demonstrated how participation, skills development and innovation are connected across the motorsport landscape.



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HELP SHAPE THE FUTURE OF UK MOTORSPORT MOTORSPORT UK COMMITTEES – 2027 APPOINTMENTS

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Guided by our Vision 2030 goal to get more people enjoying motorsport, more often, we're inviting passionate, forward-thinking individuals from across our community to play a vital role in shaping what comes next.

Whether you're a competitor, volunteer, official, or industry professional, this is your opportunity to help power the future of motorsport.

WHY GET INVOLVED?

Motorsport UK is building a more accessible, inclusive and sustainable sport for the next generation and our Committees sit at the heart of this mission. As a Committee Member, you won't just advise — you'll help turn strategy into action and ensure our sport continues to grow and evolve.

ABOUT THE ROLE

- Voluntary position (reasonable expenses covered)
- Typically, up to 3 meetings per year (in person, hybrid or online)
- 3-year terms following an initial probation period
- Work alongside fellow experts, volunteers and Motorsport UK teams
- Contribute to decisions that shape the sport at every level

WHERE YOU CAN CONTRIBUTE

We're recruiting across a wide range of areas that reflect the full motorsport ecosystem:

Discipline Committees

Autotest • Cross Country • Esports • Historic • Kart • Race • Rallies • Trials

Cross-Discipline Committees

Judicial • Medical • Safety • Technical • Timekeeping • Volunteers & Officials

Sub-Committees

Autocross & Rallycross • Dragster • Kart Technical • Medical Expert Group • Rescue & Recovery • Sprint & Hill Climbs • Young Officials (under 35s)

Advisory Committees

Equality, Diversity & Inclusion (EDI) • Sustainability

WHO WE'RE LOOKING FOR

We're looking for people who:

- Bring experience, insight or specialist knowledge
- Reflect the diversity of the communities we serve
- Are passionate about making motorsport more accessible and inclusive
- Represent your community and discipline

You don't need to follow a traditional pathway — fresh perspectives are welcome.

APPLY NOW

Send a short covering letter outlining how you can contribute, along with your motorsport CV

✉ committeeinterest@motorsportuk.org 📅 **Deadline: Friday 21 August 2026**





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Entertainment of all types is a foundation of our business. Allianz Commercial is a well-established market leader, with over 25 years' experience of Motorsport Insurance. We are committed to supporting the sector through innovative insurance partnerships for all aspects of the Motorsport Industry including live events, contingency and manufacturing insurances.

Find out more at commercial.allianz.com

NATIONAL COURT

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

Sitting on 24th May 2026

Mark Heywood (Chair), Richard Norbury, Peter Roberts

Case No. J2025/31

DISCIPLINARY PANEL – SIMON JONES

Present before the Court:

- Mr Nick Bamber appeared on behalf of Motorsport UK
 - Mr Simon Jones appeared via video link
-

1. Mr Jones was summonsed before this Disciplinary Panel on 21st May 2026, to answer the following six allegations of breaches of the National Competition Rules and for consideration of further penalty.
 - a. NCR Ch.2 App.1 Art.1.3 – dishonest acts or proceedings in connection with any Competition or Event or motor sport generally; and / or;
 - b. NCR Ch.2 App.1 Art.1.4 – the making of false declarations for the purposes of participation in Events Permitted by Motorsport UK (ASN); and / or;
 - c. NCR Ch.2 App.1 Art.1.5 – acting prejudicially to the interests of Motorsport UK (ASN), the FIA and/or motorsport generally; and / or;
 - d. NCR Ch.2 App.2 Art.6 – bringing motorsport into disrepute.
 - e. NCR Ch.13 App.9 Art.2.1 – A Competitor must hold a current valid RTA licence appropriate to their vehicle on an Event.
 - f. NCR Ch.13 App.9 Art.3.1 – Drivers must be at least 17 years old and hold a full RTA Licence for all Rallies.
2. Mr Jones admitted all the breaches as they related to the Rali Bro Teifi Targa Road Rally in June 2025. The summons had included allegations relating to the Rali Bro Presili Rally in April 2025 and the Towy Valley Lanes Road Rally in May 2025, but in light of Mr Jones' admissions and some uncertainty in the evidence relating to those earlier rallies, Motorsport UK did not pursue the earlier matter.
3. The chronology of events is as follows. On 18th June 2025, Mr Jones appeared before Aberystwyth magistrates' court and pleaded guilty to a number of road traffic offences. As part of his sentence, he was disqualified from driving for two years.
4. The National Competition Rules provide that where the holder of a competition licence is disqualified from driving under the Road Traffic Acts, their competition licence is automatically suspended from the date of disqualification. On 27th June 2025, Motorsport UK wrote to Mr Jones to confirm that suspension, and also to make him aware that he was under investigation for his participation in the Rali Bro Teifi Targa Road Rally on 22nd June 2025, notwithstanding his being disqualified from driving and his competition licence being suspended five days earlier.
5. Mr Jones had signed on as the driver of car number 4 in the rally. By signing the declaration that he had had the opportunity to read and would abide by the National Competition Rules he falsely declared that he was eligible to compete. He also signed the event's Road Traffic Act insurance declaration, falsely stating thereby that he and his vehicle were insured and that his insurance policy would cover him and his vehicle while driving on the public highway during the rally which, as a disqualified driver it would not. The seriousness of the potential consequences speak for themselves.
6. On 5th December 2025, Mr Jones was arrested for further road traffic offences including driving while disqualified, dangerous driving and driving without insurance. Mr Jones pleaded guilty to these offences before the magistrates' court on 3rd January 2026 and on 3rd February 2026 he was disqualified from driving for a further 3 years in addition to other penalties.
7. Motorsport UK reasonably described Mr Jones' conduct as flagrant offending of the most serious nature and invited us to consider whether exclusion, permanently forbidding the subject of the Order from all participation in any Event under the NCR or the Code was appropriate for his admitted conduct.

8. Mr Jones' personal mitigation was limited. He had admitted the allegations, though it must be acknowledged that the evidence was overwhelming. He explained that he had entered the rally before he had been disqualified and he had been going through a difficult time in his personal life and had been "all over the place" owing to the serious illness of someone close to him, which he explained but which it is unnecessary to repeat here. He accepted that his behaviour had been, as he put it, "really stupid" and a "major wrong decision." He explained that rallying was his life, and he hoped to be able to support other competitors and events even if he could not compete.
9. We have given careful thought to whether the seriousness of these breaches warrants the penalty of exclusion. However, mindful of the withdrawal of matters related to earlier events and conscious that exclusion should be reserved for the most serious offending, we have (narrowly) stepped back from that.
10. Instead, In Mr Jones' case we make an order of suspension from holding any competition licence for a period of 10 years, i.e., to midnight on 20th May 2036. That order applies to all the breaches, concurrently. Any further breach of the National Competition Rules is to be referred to the National Court for further consideration.
11. Mr Jones is ordered to contribute £500 towards the costs of these proceedings.

Mark Heywood KC, Chair
24th May 2026

Sitting on 24th May 2026
Mark Heywood (Chair), Richard Norbury,
Peter Roberts

Case No. J2026/03

APPEAL AGAINST: Decision No.8 of the Stewards dated 26th April 2026,
Race 2, Round 1 of the GB3 Championship, Silverstone GP Circuit

APPELLANT: Xcel Motorsport (Entrant) / Lucas Fluxa Cross (Driver, car 7)

Present before the Court:

- Mr Nick Bamber appeared on behalf of Motorsport UK
 - Mr Bonner appeared on behalf of Xcel Motorsport and Lucas Fluxa Cross
 - Mr Blow made submissions in writing on behalf of Hitech Motorsport and their driver, Jin Nakamura.
 - The Stewards of the Competition, Mr Masters, Mr Cowcill, and Mr Andersen (by Teams link) attended to assist as required.
-

ADMISSIBILITY OF APPEAL

1. On 21st May 2026 we heard this appeal, dismissed it and upheld the penalty imposed by the Stewards of the Competition. We explained that we would give our reasons in writing as soon as possible.
2. The admissibility of the appeal was not raised by any of those involved in the appeal. However, in the course of preparing the reasoned judgment we have had cause to consider,

i. FIA International Sporting Code Article 12.3.4: "Certain decisions are not subject to appeal. These include decisions to impose a drive-through penalty, a stop-and-go penalty, or other penalties as specified in the applicable sporting regulations as not being susceptible to appeal."

ii. GB3 Sporting & Technical Regulations Article 12: "Appeals may not be made against the decisions concerning the following penalties (ISC Art. 12.3.4 refers.) 12(d) Penalties implying a drop of places in the race classification." ➔

1. Though not having heard full argument on the point, it is our view that by reason of these regulations the appeal was inadmissible, the hearing was therefore a nullity, and the race place penalty stands.
2. It would be impractical to re-open the matter now. If the appeal was admissible, it has been adjudicated upon and the decision given within the 30-day time limit mandated by ISC 15.4.5. If it was not, the Stewards' decisions regarding the fact of the breach of regulations and penalty remains valid.

For these reasons, if the appeal is admissible our reasons for dismissing it are as follows.

APPEAL - INTRODUCTION

3. Lucas Fluxa (car 7, Xcel Motorsport) and Jin Nakamura (car 4, Hitech Motorsport) are competitors in the GB3 Championship, round 1 of which took place on the Grand Prix circuit at Silverstone on 26th April 2026.
4. The briefest summary of the incident for which the penalty was imposed is as follows. Turn 9 on the Grand Prix Circuit is a right-handed corner. On the outside of the circuit, the track limit is defined by a continuous white line. A short distance before the point where the cars' natural cornering line carries them to the outside of the circuit, there is a section of raised kerb with an asphalt run-off area beyond. On the last lap of the race Mr Nakamura (car 4) and Mr Fluxa (car 7) exited Turn 9 in very close proximity, with Mr Nakamura on the outside. Both cars moved from right to left, towards the outside of the circuit. Before Mr Nakamura reached the outside kerb, he crossed the white line and continued on the outside of the exit kerbs, rejoining the circuit once that section of kerb had been passed, and falling in behind Mr Fluxa.
5. The event being run under an international permit, the provisions of the FIA International Sporting Code ("the Code") apply. Appendix L, Chapter IV, Article 2 b of the Code provides, "manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited." The Stewards of the Competition considered the incident and concluded that Mr Fluxa had not left Mr Nakamura sufficient racing room on his outside and had crowded Mr Nakamura off the circuit. As a result, Mr Fluxa completed his overtake of Mr Nakamura.
6. In consequence, they imposed a 1-position race result penalty, effectively reversing the order in which the two drivers had taken the chequered flag.

7. Xcel Motorsport and Mr Fluxa now appeal against the Stewards' decision.

THE APPEAL HEARING

8. In his written submissions as an interested party, Mr Blow argued (paragraph 2) that an appeal against a Stewards' decision "is not a simple re-hearing in which an appellant is entitled to re-argue its case" and that Xcel Motorsport had submitted no substantial new evidence but were relying on the same onboard footage and argument advanced earlier.
9. In our judgment, supported by Motorsport UK, Article 13 of the Code does provide that the procedure of an appeal to the National Court in these circumstances is by way of a re-hearing, in which the National Court may reach its own decisions whether the penalty or any other decision appealed against should be waived and, if necessary, the penalty mitigated or increased (see Article 15.6.1 of the Code).
10. The deference to be accorded to the decision of the Stewards is a separate matter. The Stewards are the principal finders of fact. Their decisions are made contemporaneously, and it is for them to assess the appropriate sanction. Accordingly, due deference should be given to such decisions, and a decision should only be reviewed when it has no regulatory basis and / or when it is obviously disproportionate. That approach has consistently been applied by the FIA International Court of Appeal. See, e.g., Case ICA-2018-01, *Appeal brought by M-Sport Ford World Rally Team (GBR) against the Decision No.7 dated 11 March 2018 of the Stewards of the Rally Guanajuato Mexico 2018 counting towards the 2018 World Rally Championship (WRC)*.

THE INCIDENT - DISCUSSION AND CONCLUSIONS

11. Mr Bonner submitted that the Stewards had taken an inappropriately narrow view of the incident in Turn 9, and that Turn 9 should not be considered in isolation, but in combination with Turn 8, as the manner in which Turn 8 is exited dictates how Turn 9 can be negotiated. He argued that examining the incident in the context of the cars' movements from Turn 7 and into Turns 8 and 9, a different picture emerged as to who was the overtaking driver and, applying the series' driving standards guidelines, where responsibility for giving room lay. We are grateful to Mr Bonner for the detailed written submissions, photographs and stills from the moving footage also presented.
12. Cars 4 and 7 were engaged in close, competitive racing, not just between themselves, but with cars 3 and 21.

Exiting Turn 7 the cars were in the order 3, 21, 4, 7. Cars 3, 21 and 4 kept to the left of the circuit. It appears that car 4 ran slightly wide onto the exit kerb, whereas car 7 had a better exit and was able to move substantially, if not completely ahead of car 4 upon turning to take Turn 8 ahead of car 4. Unfortunately, as this manoeuvre was taking place, there was contact between cars 21 and 3 ahead. Mid-corner, car 21 rode up over the rear of car 3 and, both unable to take the corner, the cars momentum carried them off the circuit to the right, impeding car 7 in the process. We have seen footage showing an example of car 7 negotiating Turns 8 and 9 without traffic and it is clear that whether attributable to car 4 on his inside or avoiding the collision ahead, the result was that car 7 lost momentum due to braking deeper into Turn 8 and being forced to take a significantly narrower line, or tighter radius, into Turn 9.

13. The GB3 2026 Driving Standards Guidelines V1 provide, as relevant, that overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish. To be entitled to be given room, including at the exit, when overtaking on the outside, the overtaking car must;

i. Have its front axle ahead of the front axle of the other car at the apex.

ii. Be driven in a controlled manner from entry, to apex, to exit.

iii. Be able to make the corner within track limits.

14. Mr Bonner argued that, contrary to what the Stewards recorded, when exiting Turn 8, it was car 4 that was attempting an overtake on car 7 to regain the place that was lost. He submitted that car 4 was not entitled to be given room on the exit of Turn 9 because it had never drawn sufficiently ahead.
15. However, as the Guidelines state, they are guidelines, not regulations. Their application must depend on the circumstances. This was a highly dynamic situation in which, as the Guidelines state, "many incidents require subjective judgment."
16. Clearly, the application of the guidelines is dependent on the location of the apex, but that will vary according to the trajectory of the driver. Understandably, Mr Bonner was not able to point to a definitive location, but in the course of discussion we considered the point at which the asphalt inside Turn 9 meets the grass, which is where, on a conventional lap, Mr Fluxa placed his inside (right) front tyre, which is later than where the inside front tyre of car 7 was on the particular lap of the incident. At that point, from the in-car footage of cars 4 (both forward and rear facing) 7 (forward facing) and car 8 behind them

(forward facing) it is arguable that car 4's front axle was marginally ahead of car 7's.

17. Of greater significance, in our judgment, is the fact that when car 7 might have been able to retain its advantage over car 4, it had instead been compromised by the collision of cars 3 and 21 ahead. We note that as the cars exit Turn 9 from the "apex" we identified, car 4 moves further ahead on the track just before Mr Nakamura steered off the circuit to the left and behind the raised kerb. As car 7 exited Turn 9, the front offside (left) tyre crossed the left-hand white line immediately before the raised kerb. Clearly, whatever racing room had existed, it was rapidly disappearing.
18. Both drivers were racing highly competitively and adapting to sudden developments around them. To their credit, despite such close-quarter racing in those circumstances, there was no contact between them. However, we conclude that in the circumstances, Mr Fluxa could and should have left more racing room to Mr Nakamura and was in breach of FIA ISC Appendix L, Chapter IV, Art. 2 b.
19. It follows that we agree with and uphold the decision of the Stewards that Mr Fluxa was in breach of FIA ISC Appendix L, Chapter IV, Art. 2b. We also uphold the penalty of a 1-position race result penalty which, like the Stewards, we too consider was appropriate, remains in force.

CONCLUSION

20. The Appeal is dismissed.

FURTHER ORDERS

21. The appeal fee is forfeit and the appellants are to pay £1,000 towards the costs of the hearing.

Mark Heywood KC, Chair
24th May 2026

Sitting on 24th May 2026

Mark Heywood (Chair), Richard Norbury, Peter Roberts

Case No. J2026/05

REFERRAL HEARING – GIUSEPPE (JOE) DEFAZIO

Present before the Court:

- Mr Nick Bamber appeared on behalf of Motorsport UK
- Mr Joe Defazio appeared via video link

1. Mr Defazio came before this Disciplinary Panel on 21st May 2026 that the National Court might consider the circumstances in which Mr Defazio should be entitled to hold a PG Licence.

2. Mr Defazio had appeared before the National Court on 13th December 2023, in connection with breaches by him of the National Competition Rules and undertakings previously given by him in February 2023. (Case number J2023/33 refers). In February 2023, Mr Defazio had stated that he had no wish to hold a PG Licence and undertook not to apply for one for a period of 5 years (i.e., until 13th December 2028.)

3. In the circumstances, the Court directed “in the event that any such application should be made by Mr Defazio within a period of five years commencing today, 13th December 2023, the matter should be referred back to this Court for its consideration before any such licence be issued.”

4. In January 2025, Mr Defazio contacted Motorsport UK, seeking approval for an application to again hold a PG Licence in order that his daughter could resume racing. In accordance with the Court’s direction, that application was referred to the National Court and on 6th March 2025, the Court determined that Mr Defazio’s PG Licence would be reinstated subject to the following conditions:

(a) That Mr Defazio should provide Motorsport UK with written details of suitable third-party entrant’s representative to whom the licence may be delegated.

(b) Delegate the PG licence to such entrant’s representative at each event in which his daughter competed.

(c) Provide written undertakings to Motorsport UK, confirming compliance, including that the licence may only be used in conjunction with the appointment of an approved entrant’s representative and that he shall reimburse the necessary cost of DBS checks for any additional named representatives.

5. It was further ordered that, at the end of the calendar year, either party could apply to the Court for further consideration of whether the undertakings given on 2nd February 2023 and 13th December 2023 should be discharged.

6. On 5th May 2026, Mr Defazio applied to Motorsport UK, requesting that the matter be referred to the National Court for such consideration.

7. Before us, Motorsport UK confirmed that the undertakings had been abided by. They were content that those undertakings now be discharged but in order to maintain a degree of supervision requested that Mr Defazio’s licence should be subject to an order of suspension, the operation of which would itself be suspended. Mr Defazio consented to such an order being made.

8. We agree that the proposed order is reasonable and proportionate. We order that Mr Defazio may be issued with a PG licence. That licence will be suspended, but the operation of that suspension will itself be suspended, i.e. will not come into force, for a period of 12 months from the date of issue. Any breach of the NCR by Mr Defazio in that 12-month period is to be referred to the National Court for further consideration.

9. In the circumstances, we make no order as to costs.

Mark Heywood KC, Chair
24th May 2026

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MAKING THE MOST OF NATIONAL MOTORSPORT WEEK



NATIONAL MOTORSPORT WEEK

POWERED BY  motorsport uk

This is the month when all eyes are on some of the UK biggest motorsport events – the British Grand Prix and the Goodwood Festival of Speed – and with almost 40 per cent of the nation identifying as ‘motorsport fans’ there’s a huge opportunity to turn that interest into action.

National Motorsport Week was launched by Motorsport UK three years ago as a national participation campaign, with the ongoing ambition of helping clubs across the country recruit new members, retain existing ones and reconnect with those who have drifted away from the sport.

Whether it’s putting on new events, or re-branding existing ones, it’s a ready-made opportunity to be part of something big – and James Shore, at Borough 19 Motor Club, has seen the success it can achieve first hand.

“One of our events falls in the same timeframe as National Motorsport Week, so we use the campaign to amplify what we’re doing,” says Shore. “It adds extra credibility and it displays we’re in sync, working in tandem at both a regional and a national level.

“It works really well because it’s an established event and it’s open to anyone, so it’s great for existing members but also for newcomers – and if you have people on the committee we are happy to reach out and be accessible, it can be a really good opportunity.”

The Borough 19 event – a club-level sprint – is the perfect format to benefit from the campaign and the club maximises its reach by offering a wide variety of different categories, and welcoming in other clubs from further afield.

“We try to make the event relevant to as many competitors as possible – so we open it up to newcomers, but it is also part of 17 different championships,” Shore explains. “They all use it as a part of their overall season – and that really draws people in.”

The club’s committee works hard to deliver a well organised event that sends competitors home with a smile on their face – because whether first-timers, regular members or people returning after a racing break, it’s all about keeping them coming back.

“We’re constantly looking at what we can do to help people, certainly those joining for the first time,” he says. “I’ve done my Motorsport UK Accelerator, for example, which is a course that gives you tools to help get more people of all ages involved in the sport.”



JACOB EBREY





Taster Days are perfect for drawing in new members



The Borough19 sprint event at Lydden Hill is an ideal starting point

“Last year, to support new recruitment, we tried to broaden the options for people to enter the event by introducing new juniors and EV classes. That made it as accessible as possible to more people who wanted to get into the world of sprinting.”

When it comes to retention, it's all about keeping things interesting. The choice of Lydden Hill – a legendary Rallycross venue – is one way of doing that, but so too is making sure it is as relevant and financially appealing to as many competitors as possible.

“We're putting more and more focus on ensuring there's a lot of value in the event,” he says. “We want to make sure people get a good number of runs, it's well organised and runs on time, so everyone walks away having had a good time.

“That's really important to us as a club and we have built up a reputation for that – in fact, we won a Motorsport UK award for Best Run Event the year before last and that's what we strive for, because that's how you get people to return for more.”

The final piece of the jigsaw is encouraging those whose active memberships have lapsed to get more active. That, says Shore, is “a challenging one” but he believes that it is made a whole lot easier when those who stop racing are encouraged to stay connected.

If they remain socially engaged, then when they have a bit more time again. Then, when the kids have grown up, or they no longer need to work as much as they used to, it is all about knowing how to click that switch to get them to come back in.

“It's not just about people returning as racers but also helping out, marshalling,” continues Shore. “We try to

keep everybody up to speed with things through regular communication, newsletters, annual dinners, guest speakers, and that all helps to get people inspired.

“When people do want to come back, things have often changed and they want to know about new regulations, new safety equipment they need, what's involved these days – so we have someone on the committee dedicated to helping with all that, just to make it easy.

“Our events are free to watch, so we always encourage people to come along and we try to show them how straightforward it is to jump back in. It's a combination of all things – keeping the door open, giving them inspiration and showing them how to get back.”

Of course, all of those approaches can be – and often are – applied to other events the club runs through the year – but what makes this one different is that its involvement with National Motorsport Week makes participants feel part of a bigger motorsport family.

MAXIMISE BENEFITS

National Motorsport Week is Motorsport UK's national participation campaign, designed to help clubs build on the momentum of the major summer motorsport events and turn spectator interest into active involvement. By promoting local activities under a shared national banner, clubs can attract newcomers, engage existing members and reconnect with former competitors, officials and volunteers.

It's all about showcasing the sport, as Motorsport UK's Director of Marketing Polly Dedman explains: “Although this



Joint events let clubs share costs, pool resources and reach a wider audience.



Keep it fun, friendly and fair, and people will come back time and time again

country has a large number of motorsport fans, most of them don't realise they could get involved through their local motor club this weekend, often for less than they might expect.

"There's a huge amount of motorsport noise during this time of year and National Motorsport Week is designed to capitalise on just that – last year, it resulted in a 300 per cent increase in social media engagement, a 10-fold increase in web traffic and more than 1,000 new sign-ups."

NEW FOR 2026

The team at Motorsport UK has built this year's campaign on one key message: There's a motorsport for everyone! The aim is to use the period to highlight the diversity of disciplines and roles within motorsport, then help people find the right route into the sport through local clubs, events and volunteering opportunities..

To support this approach, the team will be releasing a 'hero film' which highlights the 14 different disciplines and the Motorsport UK social channels will be running storytelling and discipline spotlights all the way through the National Motorsport Week period.

Dedman adds: "This year's campaign shows how the 'retain, recruit, renew' approach can be brought to life at club level. National Motorsport Week gives clubs a platform to welcome new people into the sport, strengthen relationships with existing members and reconnect with those who may have stepped away. Our hope is that clubs will embrace the campaign through their own activities and encourage people by telling them: 'start anywhere, find your place and be part of it.'"

HOW TO ENGAGE

Many pre-prepared digital assets are available on the National Motorsport Week website, meaning clubs can get involved as simply as re-branding an existing event with campaign banners, logos and messaging. The aim is to create a joined-up national campaign while still allowing every club to showcase its own activities and personality.

Importantly, clubs do not need to create a brand-new event to take part. Many will simply use National Motorsport Week branding to amplify existing activities, while others may choose to run taster sessions, open days, social events or beginner-focused experiences aimed at attracting new audiences.

The key is to keep things simple and Dedman concludes: "We developed the master toolkit to make it quick and easy to promote the campaign. You can utilise the provided digital assets – or you can simply re-post or share content from the Motorsport UK campaign.

"It just needs to be welcoming and inclusive: make it easy to understand, easy to get involved and easy to take that first step. Whether someone is completely new to motorsport, returning after time away or already part of the community, National Motorsport Week is about helping them find their place in the sport." 🌀

SHARE YOUR PASSION

James Griffiths and James Howell were the 2025 winners of the Cotswold Historic Road Rally. Now in its sixth year, this rally is hosted by Tavern Motor Club and is a round of the HRCR Clubmans Road Rally Championship and the HRCR Beginners Championship. The 2026 event takes place on Sunday 5th July.



Archie Reeve received the Motorsport UK at the recent Ernest Owen Trial. The Shield, presented here by Mike Ward, Chair of hosts Owen Motoring Club, is awarded to the highest placed Motorsport UK contender with the lowest index score of the day.

PAUL MORRIS



Kevin Frost awaits his run at the Torbay Motor Club Sprint in his KMD 998cc. Alongside him are paramedic Pete Goss from Westcountry Ambulance, Torbay Motor Club marshal Rob Waldron, and Dr Stuart Hatley. Frost took fastest time of the day.



SS7, Drws-y-Nant 2: Geraint Williams and Ifan Rowlands enjoyed a trouble-free Plains Rally and claimed a strong second place in class W0 in the Pirelli Welsh Rally Championship.



PAUL LAWRENCE



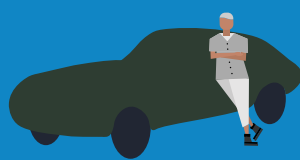
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Will Macintyre was racing in GB3 until his career was derailed by an XLP1 diagnosis



JEP

WILL MACINTYRE

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MISSION FOR ALL
THE MOTORSPORT
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TO SUPPORT





In 2025 Will Macintyre was well on the way to an international racing career; a successful graduation from karts yielded runner-up positions in Ginetta Junior and the F4 British Championship in successive seasons.

Moving to GB3 Will placed fifth in his first season but, despite a win in the opening rounds at Silverstone, he was not making the progress expected in his second year. Instead, Will was struggling with health issues, in particular extreme headaches, vomiting and fatigue. Shortly after his 18th Birthday Will sought medical help and just hours later, with his adult life and professional racing career just beginning, faced a devastating diagnosis of lung and brain cancer.

For anyone this would be an overwhelming situation, but Macintyre's initial course of chemotherapy was, if anything, making the situation worse. Further tests suggested vasculitis, an autoimmune condition where healthy blood cells become swollen and narrow but the treatment for this wasn't helping either.

Following many more tests and biopsies, he has now been diagnosed with XLP1, a rare genetic disorder that affects around one in every million males. Those with the condition are especially susceptible to the Epstein-Barr virus that causes glandular fever as their immune system cannot

regulate an important type of white blood cell in response to the infection.

Although there is the relief of an accurate diagnosis, presently the only cure for Macintyre's condition is stem cell therapy but a donor for this needs to be found. In the meantime, he is having to receive regular antiviral medications, steroids, and immunoglobulin therapies to manage his symptoms.

Anyone between the ages of 16 and 30 [can become a stem cell donor](#). Just a simple registration process and swab sample is required to be placed on the register. Once a suitable recipient is found, donation is made via a straightforward medical procedure.

MOTORSPORT SUPPORT

Prof. Peter Hutchinson is the leading surgeon at the neuroscience facility in Cambridge University and is treating Will, following a referral from Chief Executive of MSV, Dr Jonathan Palmer. 'Hutch' also happens to lead the medical team at the British GP.



Please donate to support the future treatment of rare brain diseases



Donations for the proposed iMRI facility can be made via Intra-operative MRI | Support Cambridge.

Dr Jonathan Palmer, alongside Sian Macintyre and Professor Peter Hutchinson



Hutch is currently campaigning for an intra-operative MRI in Cambridge, which would transform the research and treatment of brain tumours and neurodegenerative diseases such as Will's condition. The facility – for which £6M is needed through donations alone – will benefit patients of all ages; from epilepsy, cerebral palsy and brain cancer in the young to spine and brain injuries, and neurological conditions such as Parkinson's, Huntington's and Alzheimer's. It is estimated that over 600,000 people each year in the UK are diagnosed with a neurodegenerative disease or genetic condition that affects brain function.

"The provision of an iMRI in Cambridge will be a quantum leap for the management of patients with diseases affecting the brain," Prof. Hutchinson says. "It will build on the strong partnership between the University of Cambridge and Addenbrooke's Hospital to improve the treatment of patients and facilitate research projects investigating novel therapies for a wide range of neurological conditions across all ages." 🌀





STEVE JACKMAN



NOAH'S TEST OF ENDURANCE

WHEN NOAH COSBY SUFFERED A LIFE-CHANGING ACCIDENT AT THE AGE OF 16, FOUR-WHEELED MOTORSPORT RESTORED HIS NEED FOR SPEED AND NOW HE IS FOCUSING ON RACING AT LE MANS

Like many of his contemporaries, 21-year-old Noah Cosby has his sights set on competing in the 24 Hours of Le Mans. It's a realistic option for many young drivers, but Cosby began racing in his late teens and only then after recovering from a life-changing motocross accident that robbed him of any feeling below his ribcage.

Cosby has always been involved in motorised sport, riding motorcycles since the age of four and competing in freestyle motocross until a Covid-enforced hiatus. "I hadn't been on the bike for a while, and I went back to continue training after we'd had some time off," he says. "I was trying to be safe; the distance of the jump was 75 feet, and I moved it to 50 feet for my first jump, just to get my head back in the game. I just went slightly too far

and broke my back. I was 16 and in hospital for 21 weeks."

Paralysed from the chest down and adjusting to life in a wheelchair, Cosby sat his A-levels; attaining 100 per cent in art, he has since started creating motorsport-related Pointillism works and commissions. Then he found inspiration from Aaron Morgan, who had moved to racing following a similar motocross accident. Finding sponsorship, Cosby began competing in the Citroën C1 Cup, however his introduction to endurance racing was quite the baptism of fire. "I never competitively raced before my accident," he explains. "My dad raced when I was little and my grandad, too, so I was used to the scene, but it was terrifying."

Cosby soon acclimatised and, following Aaron's path, stepped up into GT racing through Team BRIT, →

Above: Noah Cosby at Donington racing in the Britcar Endurance Championship

which specialises in competing with adapted cars. This, and a lack of prior driving experience helped fast-track his progress. "It was very intuitive," he says. "I wasn't in the habit of using my feet for pedals, so I never had to get my head over that hurdle. It was second nature from the beginning, using the throttle on the paddle of my right hand and braking with the left paddle is all I've known. That gave me a head start."

Currently competing in the Britcar Endurance Championship, this season is only Cosby's fourth in competition and second in GT machinery. Last year he began with a previous-generation GT4 but given that car was a McLaren 570S GT4, it's been a mighty step up. "Now this year it's the BMW M4 GT4, which is front engine, rather than mid-engine, and it's a completely different car," he says. "It's been a very steep learning curve which is incredible development for myself."

The chassis differences mean the balance of the car is transformed, which presents a much bigger challenge for Cosby's personal requirements. "My injury is at T6, just under where my rib is finished, and from there down the feeling is either not there or very patchy. Getting used to feeling the car underneath me, through my shoulders, is a challenge; it's strengthened my driving abilities in other areas, visually being aware of the car and physically feeling it move in other places, where able-bodied drivers wouldn't have to. The McLaren and BMW are such polar opposite cars; that's been really interesting to uncover."

Another challenge has been pitstops, with extra consideration and preparation required. Not just for movement in and out of the car, but controls suitable for each driver's often unique requirements. "All of our cars are set up and adapted to have

STEVE JACKMAN



Cosby's intricate helmet design is inspired by the Japanese tradition of Kintsugi

PAUL CHERRY



Cosby typically drives the first stint as getting him in the car is more complicated than exiting



“WHAT YOU HAVE AFTER IS ALMOST MORE BEAUTIFUL AND STRONGER THAN WHAT YOU HAD BEFORE, IT’S A WAY OF REBIRTH IN JAPANESE CULTURE”

Noah Cosby and Asha Silva are currently running 12th in the Britcar Endurance Championship



CHRIS VALENTINE



almost anyone be able to drive,” Cosby explains. “I don’t use pedals, whereas my co-driver does and drives the car as it is, so the pedals and hand controls all work [together], that’s the joy of it.”

“When we do driver swaps, I’ll start the race because it’ll give us a little bit more time to get me in the car at the beginning, and then jumping out of the car is far quicker than getting in.”

It’s a well-considered process but the rewards for Cosby are worth all of the efforts. “It feels like once you’re in the car, the door’s closed and you’re off, you’ve left your disability behind you,” he says. “It makes me feel like the person that I was before my accident; being on that playing field with able-bodied drivers in this sport is such an empowering feeling. It really shows that once you’ve had an accident or any sort of disability, it’s not the be-all and end-all.”

Cosby now combines his racing with his fledgling art career, the two worlds meeting in the intricate design of his crash helmet. It’s inspired by the Japanese tradition of Kintsugi, where broken pottery is fixed with gold dust and is a fitting metaphor for his new life. “What you have after is almost more beautiful and stronger than what you had before, it’s a way of rebirth in Japanese culture,” he says.

As Cosby continues on his journey to La Sarthe, he reflects on the considerable progress he has made so far, offering advice that applies to everyone, regardless of circumstances: “Don’t be disheartened by the big challenges that potentially seem out of reach. You need to push and push to get to the point that you need to be at. Yes, you’ll have more failures than you will success, but once you get to that success and you’ve pushed through, that’s what will make you.”

We look forward to following Noah Cosby’s motorsport career as he progresses towards Le Mans. 🌀



& INCLUSION STRATEGY

FOR 2026-2030





NEW EQUALITY, DIVERSITY



HOW OUR NEW STRATEGY WILL GROW OUR COMMUNITY AND INCREASE AWARENESS OF OUR SPORT

JTC PHOTOGRAPHY

Every motorsport fan can remember the person who helped them get involved, whether it was a parent who took you to your first event, a volunteer who encouraged you to enter your first autotest, or perhaps someone who shared their enthusiasm or simply made you feel welcome.

Whether you're a competitor, volunteer, official, club member or spectator, motorsport creates lasting communities, but if we're honest, getting started in motorsport isn't always easy.

For someone discovering the sport for the first time, it can feel complicated. They may have found it

for themselves and not know where to begin, or think that it is too expensive, or simply an activity for other people. Many try motorsport once but never return because they struggle to find the next step in their journey.

As motorsport continues to grow in visibility, Motorsport UK wants to ensure participation grows too. Under our Vision 2030 ambition of getting more people enjoying motorsport, more often, we have launched our new Equality, Diversity and Inclusion (EDI) Strategy, marking a significant milestone in our ongoing commitment to making our sport safe, fair and accessible for everyone.

We are building on the foundations →

of our earlier strategy. Through initiatives such as Girls on Track UK, Race for Diversity, the Disabled Driver Scholarship, Race With Respect and the Inclusion Hub, tens of thousands of people have been introduced to motorsport in new ways. Young people have discovered careers and volunteering opportunities, women and girls have found pathways into competition, disabled competitors have been supported to race, and clubs have been given new tools to create welcoming environments.

The impact of these has been encouraging but we've also learned some important lessons. If we want motorsport to continue growing, we need to think about the entire journey people take through the sport: How do they discover motorsport? How do they get started? What encourages them to stay? And how do we ensure they feel that they belong?

This new strategy will mark a shift from programme-led activity to a more systemic, participation-focused approach that aims to deliver long-term, sustainable change across the entire motorsport ecosystem.

The strategy also strengthens our commitment to embedding inclusion across governance, events, clubs, and pathways, using data-driven decision making and strong partnerships to



Tens of thousands of people have been introduced to motorsport, and the future focus will be on encouraging them to continue this journey

maximise impact. Over the next five years our work will focus on three simple ideas; Inspire, Nurture and Belong:

Inspire is about helping people take their first steps into motorsport. That means creating clearer entry points, supporting taster events, promoting opportunities and sharing the stories of people who already enjoy our sport. We want more people to understand that motorsport can be accessible, exciting and achievable.

Nurture is about helping people continue their journey. Whether someone wants to become a competitor, volunteer, official or club organiser, we want pathways that are easier to understand and follow. We also want to support people who may have stepped away from the sport and are looking for a route back.

Belong is about creating positive experiences for everyone involved. Most clubs already do a fantastic job of welcoming newcomers, but consistency matters. We want every participant to experience motorsport as safe, fair,

respectful and enjoyable, wherever they compete, volunteer or spectate.

Success won't be measured by the number of initiatives we run, instead, we'll measure this by the impact we make. Not just growth from new members and renewals but from clubs, volunteers feeling supported, and participants feeling welcomed and valued. A sport that reflects modern Britain.

You may wonder what role you can play in this. The answer is a very important one:

The future of motorsport will not be shaped by Motorsport UK alone. It will be shaped by clubs, volunteers, officials, competitors and enthusiasts across the country. Every time someone welcomes a newcomer, answers a question, encourages a first event entry, supports a volunteer or shares their experience, they help strengthen the future of the sport.

This EDI strategy is not about changing what makes motorsport great but ensuring more people can discover this as every one of us was a newcomer once. Our challenge now is to make sure that door remains open for the next generation of competitors, volunteers, officials and fans – and ensure that UK motorsport continues to lead the world. 🌐



ECO-R



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**TWO DAY EVENT
1-2 AUGUST**

WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS

British Hillclimb Championship

4th-5th July Harewood, W Yorks
 24th July, Bouley Bay, Jersey
 18th July, Val Des Terres, Guernsey
 25th-26th July, Wiscombe Park, Devon

A hectic month for the British Hillclimb Championship contenders with action almost every weekend. First up is a trip to the open sweeps of Yorkshire's Harewood, the longest course in mainland UK. This is followed by two weekends of the closed public roads of the Channel Islands, first at Jersey's Bouley Bay, then Guernsey's Val Des Terres. Then it's a trip back across the English Channel to Devon's tight and twisty Wiscombe Park.

[Click Here](#)



ADAM GUMBS

Wera Tools British Kart Championship

10th-12th July, Kimbolton, Cambridgeshire, 24th-26th July, Rowrah, Cumbria

The Rotax and KZ2 championships head to the high-speed sweeps of Cambridgeshire's Kimbolton track in mid-July, while the KZ2 competitors are joined by their IAME counterparts for a long-awaited return to Cumbria's fast and technical Rowrah circuit. Competitors from as young as six years to 15 and over will contest the various categories.

[Click Here](#)



JOY RICHINGS



CALLUM PUIDGE / SANTA POD

British Drag Racing Championship

10th-12th July, 24th-26th July, Santa Pod, Bedfordshire

The British Drag Racing Championship holds two rounds in July at the only Motorsport UK drag racing venue. The Summer Nationals features a huge variety of race cars, bikes, and a Jet Car, while late July's Bug Jam is a VW-themed festival event with live music, stunt shows, family entertainment and much more.

[Click Here](#)



British Sprint Championship

11th July, Lydden Hill, Kent

The Borough 19 Motor Club sprint at Lydden Hill near Dover offers a challenging layout for the drivers as they tackle the compact track with its fast bowl section and tight hairpin loop. The uphill cresting Paddock corner favours the brave.

[Click Here](#)



CHRIS BENNETT

GRAHAM HOLBON



British Truck Racing Championship

11th-12th July, Snetterton, Norfolk

The flat-out straights and technical infield section of the Snetterton 300 layout will challenge the drivers as their season enters the halfway stage. Former champion David Jenkins has had a strong start to a season expected to be dominated by the battle for a record 11th title between Ryan Smith and Stuart Oliver. With five races to be contested expect plenty of entertainment and drama.

[Click Here](#)



JEP

Wera Tools F4 British Championship

11th-12th July Zandvoort, NL
25th-26th July, Thruxton, Hampshire

A busy month for the Wera Tools F4 British Championship contenders begins with the annual 'away day' round taking place among the sand dunes of the Zandvoort circuit, followed by a return to the TOCA calendar for the flat-out blast of Thruxton. Britain's Lewis Wherrell and Belgian Dries Van Langendonck are currently contending for overall honours, will they be topping the 34-strong driver table by August?

[Click Here](#)



JEREMY HALSE

British Rallycross Championship

25th July, Lydden Hill, Kent

The British Rallycross Championship returns to its spiritual home for the second of three events in the calendar but this time for the two-wheel-drive classes only. Expect dazzling displays of car control and spectacular entertainment as the drivers tackle the fast and furious Kent bowl, a favourite among spectators.

[Click Here](#)



Kwik Fit British Touring Car Championship

25th-26th July, Thruxton, Hampshire

The Kwik Fit British Touring Car Championship (BTCC) returns south to the fastest track on the calendar. Ash Sutton is still on track for a record-breaking fifth title, but reigning champion Tom Ingram remains determined to chase down his rival's lead, with Dan Cammish and Charles Rainford close behind.

[Click Here](#)

**Motorsport UK
Events Locator**

Motorsport in your everyday road car



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

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

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

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



Autotest



Trials and Cross Country



Rally



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

RESULTS

LATEST RESULTS ACROSS THE DIFFERENT TYPES OF MOTORSPORT GOVERNED BY MOTORSPORT UK

Protyre Motorsport UK Asphalt Rally Championship



Latest Championship Standings

1st	Aled Wyn Morgans	95 points
2nd	Brad Cole	79 points
3rd	Lee Edwards	74 points

Motorsport UK British Car Trial Championship



Latest Championship Standings

1st=	Charlie Dovey	36 points
1st=	Tim Dovey	36 points
3rd	Trevor Moffatt	21 points

Motorsport UK English Rally Championship



KEVIN MONEY

Latest Championship Standings

DRIVERS

1st=	Elliot Payne	50 points
1st=	Russ Thompson	50 points
3rd	Daniel Sigurdarsson	45 points

CO-DRIVERS

1st=	Patrick Walsh	50 points
1st=	Steve Link	50 points
3rd	Asta Sigurdardottir	45 points

Motorsport UK Pirelli Welsh Rally Championship



Latest Championship Standings

DRIVERS

1st	Liam Clark	80 points
2nd	Dan O'Brien	72 points
3rd	Bob Morgan	60 points

CO-DRIVERS

1st	Michael Gilbey	82 points
2nd	Adrian Williams	68 points
3rd	Elgan Davies	61 points

National Championships

British Hill Climb Championship



Latest Championship Standings

1st=	Will Hall	106 points
1st=	Matthew Ryder	106 points
3rd	Wallace Menzies	100 points

British Truck Racing Championship



Latest Championship Standings

DIVISION 1

1st	David Jenkins	238 points
2nd	Stuart Oliver	220 points
3rd	Steven Powell	174 points

DIVISION 2

1st	Jake Evans	294 points
2nd	John Powell	211 points
3rd	Callum Eason	200 points

Wera Tools F4 British Championship certified by FIA



Latest Championship Standings

1st	Lewis Wherrell	132 points
2nd	Dries Van Langendonck	123 points
3rd	Ethan Jeff-Hall	95 points

British GT Championship



Latest Championship Standings

GT3

1st	Alex Martin / Jarrod Waberski	80 points
2nd	Morgan Tillbrook / Ben Barnicoat	68.5 points
3rd	Jonathon Beeson / Charles Clark	59.5 points

GT4

1st	Thomas Holland / Hadley Simpson	79.5 points
2nd	Will Orton / Jessica Hawkins	78 points
3rd	Jack Collins / Branden Templeton	73 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



GRAHAM HOLBON

Latest Championship Standings

1st	Ethan Faulkner	443 points
2nd	Stephen Miles	396 points
3rd	John Loudon	383 points

Asset Alliance Scottish Rally Championship



AF MOTORSPORT MEDIA

Latest Championship Standings

DRIVERS

1st	Mark McCulloch	98 points
2nd	Scott MacBeth	91 points
3rd	Garry Pearson	90 points

CO-DRIVERS

1st	Michael Hendry	102 points
2nd	Andrew Falconer	91 points
3rd	Clare Fraser	83 points

Kwik Fit British Touring Car Championship



JEP

Latest Championship Standings

1st	Ashley Sutton	220 points
2nd	Tom Ingram	172 points
3rd	Dan Cammish	160 points

Motorsport UK British Autotest Championship



JAMES ROBERTS

Latest Championship Standings

1st	Alastair Moffatt	88 points
2nd=	Peter Grimes	83 points
2nd=	Christopher Chapman	83 points

Wera Tools British Kart Championships



ADAM GUMBS

Latest Championship Standings

Junior Rotax

1st Charlie Woolfitt 257 points

Senior Rotax

1st Mattie Hingeley 251 points

Micro Max

1st Albert Pharoah 249 points

Mini Max 950

1st Austin Oman 246 points

E10 Cadet

1st Ansel Murray 130 points

Junior X30

1st Jorge Edgar 499 points

Senior X30

1st Harrison Whitticombe 496 points

Water Swift [R]

1st Arthur Bowers 490 points

Water Swift

1st Mayson Hibbert 491 points

KZ2

1st Noah Wolfe 377 points

Honda Cadet

1st= Archie Loveridge 495 points

1st= Sawyer Henderson 495 points

M1 Bambino

1st George Miller 246 points



ADAM GUMBS



British Cross Country Championship



Latest Championship Standings

1st Steve Hill 162 points

2nd Ian Gregg 156 points

3rd Sean Haran 155 points

Fuchs Lubricants British Historic Rally Championship



RUSS OTWAY

Latest Championship Standings

DRIVERS

Category 2

1st Ben Smith 160 points

Category 3

1st Damien Tourish 157 points

Category 4

1st Marty McCormack 126 points

Category 5

1st James Lepley 1 point

Rally 2

1st Tony Williams 1 point

CO-DRIVERS

Category 2

1st Steven Smith 160 points

Category 3

1st Kevin Duggan 157 points

Category 4

1st Barney Mitchell 126 points

Category 5

1st - -

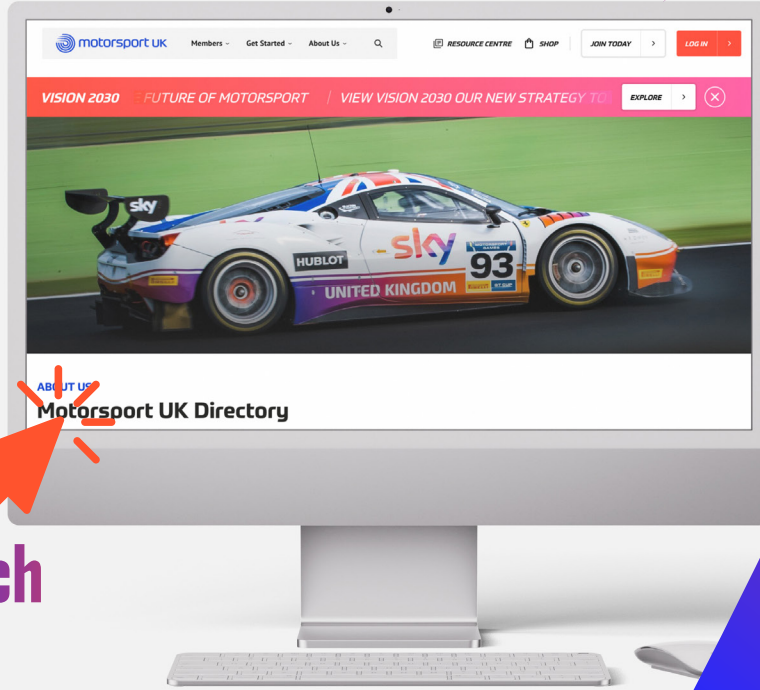
Rally 2

1st Andrew Millington 1 point



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Revolution

YOUR MEMBERSHIP MAGAZINE



MAY



APRIL



MARCH



FEBRUARY

Click the covers to read the previous issues

THE PARTING SHOT

Get it out the garage

Double BTRDA Gold Star champion Ricky Evans will return to the Nicky Grist Stages in July in the very same Peugeot 205 GTI that carried him to successive championship titles in 1994 and 1995.

The 66-year-old driver from Tamworth last drove the car on the event – which was then called the Quinton Stages Rally – back in 1995. Seeded at car number one, Ricky won both the BTRDA Gold Star category and Class A7 that day and finished 11th overall.

Having converted the 1.9-litre Peugeot to full Group A spec in the early 1990s, Ricky restored the Peugeot to its former glory for the 2021 Roger Albert Clark Rally and has competed on selected events ever since.

Good luck in Wales Ricky!

