


# Revolution

THE OFFICIAL MAGAZINE OF  motorsport uk

**INSIDE:**

**DEMYSTIFIED**

Speed disciplines

**METAL HEALTH  
MATTERS**

The power of  
community

# SANTA POD

SIXTY YEARS OF SPEED

SHARE YOUR PASSION ● WHAT'S ON ● CLUB NEWS ● RESULTS & MUCH MORE

## My month in Motorsport

HUGH CHAMBERS  
CEO, MOTORSPORT UK



JEP

It is coming up to 50 years since the RAC MSA (now named Motorsport UK) was incorporated as an independent company, loosening its ties with the Royal Automobile Club, which had established a Motorsport Department in the early 1900s. The reason I mention this is that I imagine that many people are not very familiar with our constitution, which is based on the principles of a membership organisation. In 2019 we undertook a detailed analysis of our governance and constitution and adopted the framework of the Sport England code of sport governance. This led to a change in the role of the Motorsport Council. Until that point the Council held responsibility for the review and approval of rules and regulations that formed the 'Blue Book', which was the bible of the sporting code. Subsequently a newly formed and



constituted board of directors took over this role, acting on the advice of the new Rules Committee, which ensured any changes had been carefully considered for their broader implications. I think it is fair to say that this system has stood the test of time, and some eight years later works very effectively, but it may beg the question what is the role of the Council today?

According to our memorandum and articles, the role of the Council is defined as 'an advisory body, to develop strategic thinking and provide a conduit of information from the full spectrum of UK motorsport, giving advice and guidance to the board in relation to key issues'. The initial chair of this newly formed body was Tom Purves, who many of you will know as a highly respected leader in the automotive industry, his career culminating as the chair of Rolls-Royce, as well as the chair of the Royal

Automobile Club. On Tom's retirement he passed the baton to Christopher Tate who has ensured that the debates at the Council are rich and varied.

To illustrate this, in our April Council meeting we covered a wide array of subjects including a fascinating insight into the work being done by guest speaker Justina Williams, whose company EXCELR8, is one of the leading teams in British motorsport. It has now scored more than 50 championship titles since its formation, including winning the British Touring Car Championship Drivers' Championship in 2022 and then again in 2025, and it also lifted the Manufacturers' / Constructors' crown. As a team, EXCELR8 prides itself on being one of the most inclusive race teams in UK motorsport. Several female members of staff now hold key positions within the EXCELR8 →

**EXCELR8 Team owner Justina Williams has teams running in BTCC, MINI CHALLENGE and the MINI CHALLENGE Trophy**





*Motorsport UK  
Council Chair,  
Christopher Tate*

team, including hands-on roles that have helped the team to reach the very top. With a consistent commitment to bring more women into the sport and provide them with the opportunity to shine, Motorsport UK has done a great deal to level up the gender gap, but it remains frustratingly wide, and it is only with people like Justina on the ground that we will make further headway.

The members of the Council were also briefed on the work being conducted by the executive team on the 'pathways into the sport' for new participants across race, rally, karting and hill climbs. Motorsport UK has been conducting a review to ensure the journey is clearer, more consistent and better aligned with how people can get involved. It is at the centre of our new goal to get more people enjoying motorsport more often. Our consultation with the industry has been insightful and we are now at the point of aggregating many hours of focus groups, digital surveys and one-to-one interviews into new ideas for the motorsport schools. Several concerns emerged and, in particular, the lack of clarity for new competitors of where to start, the options available, and how to select the best route. There is an opportunity for improved transparency, defined expectation setting, and improved upfront guidance. The delivery mechanisms need to be modernised and have greater consistency across all access points. Instructors and schools are the pivotal point in delivering these pathways, with Motorsport UK becoming the central connected consumer shop window and communications portal. We are in the process of working with the schools and will be briefing the Board in a few weeks.

### **SPECIALIST SKILLS**

One of the benefits of the Council is having sector-specific experts as members who can provide their knowledge and advice. I'm sure everyone agrees that insurance is at the very heart of keeping our sport viable and affordable. We have benefited immensely from one of our Council members, Jeremy Cooke, who comes from a lifetime of working at the most senior level in the insurance industry, and globally with Marsh, which also happens to be Motorsport UK's main insurance broker. It is precisely this type of advice and the development of ideas that the Council contributes and adds value to the Board's decision making.

Insurance in motorsport is an extremely complex subject area, one that relies on a jigsaw puzzle of different partners. This coordinated by Marsh, which not only serve as



*Impact Data Recorders (IDRs) are one of several safety and technology initiatives*



*New insurance updates include third-party RTA cover on public highway sections of events*

brokers, but also as advisors and claim handlers, overseeing a suite of corporate policies including cyber-crime, motor fleet, and coaching cover. Our core £100m public liability master insurance policy is held by Allianz, giving us a world leading level of cover. Aviva cover all our travel and personal accident policies, while one of the newest innovations is working with Kingfisher, which is providing third-party Road Traffic Accident (RTA) cover for events on the public highway, as well as accidental damage to owners' vehicles on public roads, on track or stage. This is a complex subject area and one that we value the views of the Council in keeping our cover both comprehensive and correctly focused.

Also discussed at the Council was a raft of safety and technology initiatives that we have been developing. We are committed to driving innovation, improving efficiencies, and

gaining better insight through the digitalisation of data collection from incidents and accidents. With over 3,500 permits or 120,000 individual competition starts annually there is much to be learned. There are more than a dozen innovation projects being developed, but one that is at the centre of many of these is a digital database for competition vehicles. There is a real opportunity to link low-cost impact data recorders and an improved level of reporting from events to build a much more comprehensive picture of the risks and thus the interventions that are needed to improve safety across the board. This will in time allow us to build a database of vehicle records enhancing the information about things such as the lifeing of PPE and recording any advisories that have been picked up in scrutineering for subsequent competitions.

I hope this gives you some insight into the workings of the Council

and the ways in which it serves the interests of the sport and develops themes for board discussion. For anyone reading this who wants to be more deeply involved with the development of the sport and securing our long-term future I would encourage you to consider getting involved. In just a couple of months we will be reaching out to the community inviting applications for committees, as well as various expert panels, so do look out for these.

The next month holds a feast of key motorsport events, leading up to the British Grand Prix at the start of July, with our five British drivers well placed to capture the headlines and hopefully podium positions.

*Wishing you a safe and enjoyable month of motorsport ahead*

Hugh Chambers  
**CEO, Motorsport UK**

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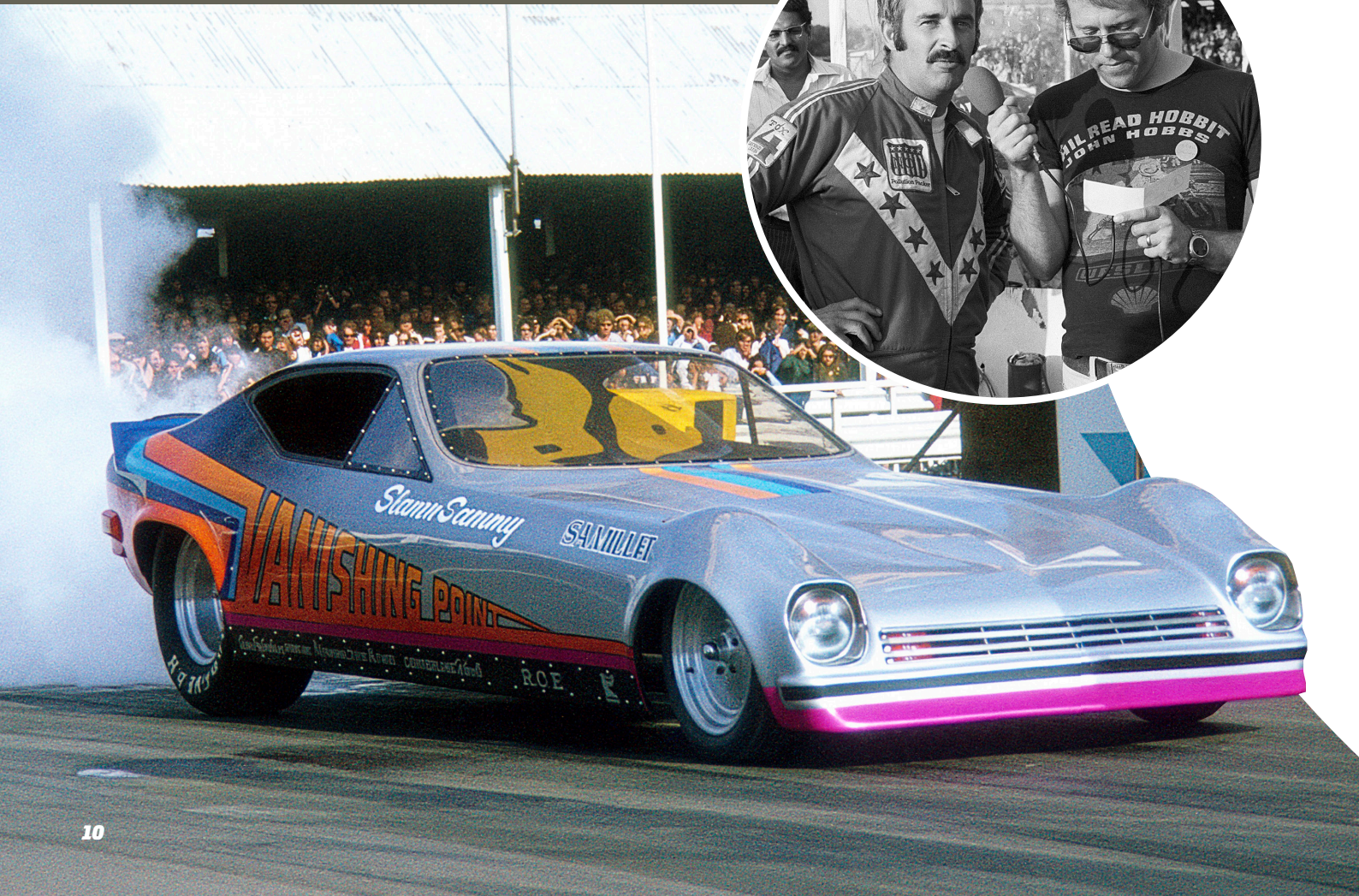
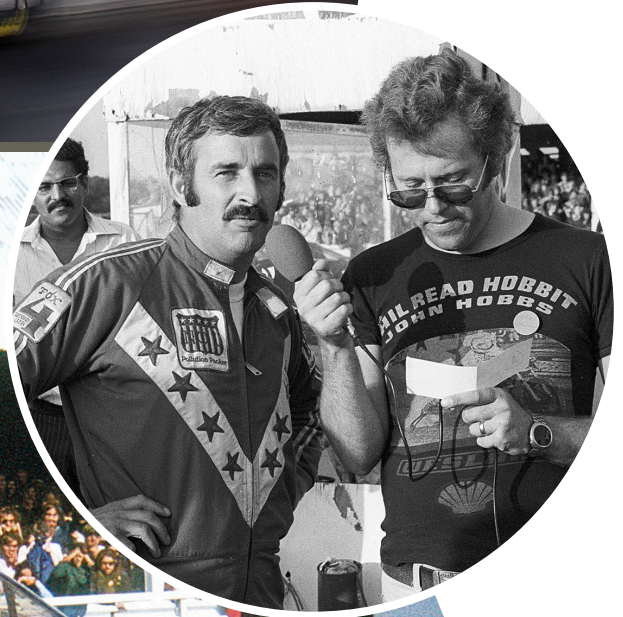
# MAGIC

FROM THE FASTEST FORM OF MOTORSPORT

# Cover Feature



Drag racing features many female drivers. Susanne Callin is the current European Top Fuel Champion





*“STANDING ON THE BANK OVERLOOKING THE TWO PARALLEL CONCRETE STRIPS, THE LIGHTS GO OUT AND THE ROAR HITS YOU BEFORE YOU CAN BLINK”*

**A** visit to Santa Pod offers an experience like no other in the UK – especially when the Top Fuel dragsters come to town. Standing on the bank overlooking the two parallel concrete strips, the lights go out and the roar hits you before you can blink. Two cars, head-to-head, accelerating at mind-blowing pace. In less than four seconds, the action is over. Parachutes pop, the air goes silent and everyone takes a sharp intake of breath.

When the first event ran at Santa Pod Raceway on Easter Monday sixty years ago, it didn't just mark the opening of the UK's first permanent drag racing venue, it heralded the arrival of a whole new motorsport culture. Tucked away in a peaceful corner near the Bedfordshire-Northamptonshire border, where thousands of Americans had lived in US air bases during the war, it was launched with one premise: to bring the buzz of US drag racing to UK soil.

*Sammy Miller and his rocket car 'Vanishing Point' running at Santa Pod in 1979*



*Don Garlits and Peter Crane line up to race in 1976*

ROGER GORRINGE

The venue was formed at the former US air base of Podington and its chosen name echoed California's original Santa Ana venue. On the opening weekend, visiting pros mixed with enthusiastic locals who brought home-built specials to test out along the run – and it has built a distinctly British drag scene, shaped by home-built ingenuity and enthusiasm.

The current owner, Keith Bartlett, attended his first event at Santa Pod just two years after it opened and got involved as a hobbyist participant in 1972. In 1996, he bought the venue on its 30-year anniversary and has turned it into a globally recognised brand, regarded as the largest and most successful drag racing venue outside the USA. ➔

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Ada Cassisi, a contemporary junior drag racer gets set for their run

## QUARTER MILE MEMORIES

**THE FOUNDER:**  
*Roy Phelps, who set up Santa Pod with his father, Bob.*

*"I remember the first event well, the rain and inclement weather – was it going to happen as hoped? The most memorable thing was being told by a spectator on the day: 'You're wasting your time. This won't last.' Well, let time be the judge of that!"*

**THE AMERICAN:**  
*Carl Olson, a Top Fuel star of the 1960s & 70s and founding President of the FIA Drag Racing Commission*

*"My enduring memories of Santa Pod will always be the hundreds of wonderful staff, racers and spectators I met and spent time with them. My favorite times were spent on the mound near the finish line – where the always fascinating 'hard core' fans hang out."*

**THE PR GUY:**  
*Robin Jackson, who first visited Santa Pod in 1967 and joined the team in 2007.*

*"Don Garlits is the greatest drag racer who ever lived – and when he raced at Santa Pod in 1976, the Daily Mail made him back-page news and spectators' cars were parked nose-to-tail for more than two miles (entry works better now!) Peter Crane beat him in round one with the first five-second time outside America – but Garlits returned a year later... and beat everyone."*

**THE RACER:**  
*Leah Kellett, six-time UK national Super Comp champion*

*"I was eight when I first visited with my parents. We joined the 'racing family' when my brother Joe entered Junior Dragsters in 2004 and at one point, he and I*

*won different classes in the same car. That was special. In 2024, I was diagnosed with breast cancer and being strapped into the car provided such a release. I raised £7,300 for charity selling t-shirts at the track – and I also won the championship after 10 months' treatment. Happy 60 years, Santa Pod. You truly are more than just a dragstrip."*

**THE JOURNALIST:**  
*Ed Foster, writer and presenter who had a passenger ride in 2010*

*"It's hard to explain the explosive acceleration. I had driven many racing cars before, but nothing prepared me for the sensory assault of the two-seater dragster. I couldn't breathe for three seconds, then laughed uncontrollably for the remaining 4.9 – a standing quarter-mile in 7.9s. It's a feeling I'll take to my grave."*

■ **For the full story of how Roy Phelps and others developed Santa Pod, the British Drag Racing Historians plan to release their own publication later this year.**

Santa Pod maintains a perfect balance, offering 'Run what ya' brung' sessions where anyone can turn up and drive; themed events like the Bug Jam VW festival and Dragstalgia (the drag racing equivalent of Goodwood Revival); and Top Fuel weekends, where the fastest cars on the continent – including the Motorsport UK British Drag Racing Championship ProMod cars and the showpiece full-throttle jet car demonstrators – rock into town to rattle the eardrums.

### A PLACE FOR THE SENSES

Since opening its gates in 1966, Santa Pod Raceway has had just three owners. The Phelps family was the first, and they built it on a foundation of pure drag racing. In the 1970s, they introduced American drivers to the UK, often purchasing race cars from the US and contracting the drivers to race them at Santa Pod as part of the deal. That helped to define the international character of the venue and elevated European drag racing onto a global stage.

The rise of governing bodies such as the British Drag Racing Association helped to build the sport further, but when the raceway passed into the hands of a small property group in 1989, it struggled owing to the owners' lack of connection with the sport. During the early 1990s, however, current owner Bartlett



*Santa Pod owner Keith Bartlett has plans to create a global Drag Racing championship*



*Classic and vintage dragsters gather at Dragstalgia, Santa Pod's annual historic race meeting*

was President of the European Top Fuel Association, and he kept things busy by bringing in two rounds of the European Top Fuel Challenge Series, prior to the inauguration of the FIA / FIM European Drag Racing Championships.

When Bartlett bought the venue in the mid-90s, his vision was a community focused on a shared passion for drag racing and live motorsport. The calendar has grown from around eight events per season to approximately 65 gatherings across the year – including the European Drag Racing Championships, the Motorsport UK British Drag Racing Championship for Pro Modified and the National Drag Racing Championship for all Sportsman classes.

The technology development at the top level has been astonishing, with the modern nitro-burning Top Fuel dragsters producing around 12,000 horsepower each. Two of those on the startline is the equivalent of an entire grid of 22 F1 cars, unleashed at once. They accelerate from 0-100 in 0.8 seconds, reach 250mph in just 2.5 seconds and top out at 320mph – and despite running in a straight line, they must be driven with absolute precision.

The high-profile events are just one part of the success. A wide range of lifestyle, modified car and festival events have been added to the calendar to expand the use and popularity of the venue. Two of these have grown into major fixtures – with

Bug Jam in July and Ultimate Street Car (USC) in August each attracting crowds of over 30,000 spectators. There are also regular Monster Truck shows and drifting events.

Over the past decade, Santa Pod has evolved at a pace even faster than the ten years before it, with a dual aim of maintaining its long-standing drag racing supporters and actively welcoming a new, younger generation into the sport. Drag racing is perfectly suited to the modern world, with races decided in seconds and winners defined almost instantly and the venue has embraced new media, with live-streamed broadcasts attracting large audiences and social media channels delivering highlights and behind-the-scenes content.

As it reaches its 60th anniversary, Bartlett is far from finished building Santa Pod – and his key ambition is now to help create a true World Drag Racing Championship. He is working with partners across the USA, Europe, the Middle East, Australia and Asia to turn that vision

into reality in the coming years – and if he achieves it, another part of Santa Pod's rich history will be written. 🌐

## **THE GREAT LEVELLER**

Drag racing has a higher-than-average female contingent, from grass roots right up to the top level – and Swedish racer Susanne Callin is the current reigning European Top Fuel Champion. “Once you do it, you are hooked,” Callin explains. “I went up through the classes but having reached Top Fuel, I had a long time away raising my family before making a comeback. There have always been a lot of females in drag racing. Gender really doesn't matter – it's more about who you are as a person and whether you have the feeling and reactions for the sport.”





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# **DEMYSTIFYING SPEED DISCIPLINES**

LOOKING TO COMPETE ON A CIRCUIT  
WITHOUT THE EXPENSE OF RACING?  
HEAD OF RACE AND SPEED **CHERYL LYNCH**  
DEMYSTIFIES THE DISCIPLINES

JAMES ROBERTS





**T**here's more to driving fast than just circuit racing; much of the skill of competition is the challenge of matching the car to the track. Whether perfecting a launch off the line, making the perfect apex or finding the most efficient acceleration and braking techniques, competing against the clock brings out a competitive urge that appeals to both novices and experienced racers. There are four speed disciplines, all of which are easy to get into but fiendishly addictive. ➔

# 01

## HILL CLIMB

Minimum competition licence required: RS Interclub (£85)

Hill climb generates a lot of interest, the venues are very picturesque, and the challenge of the hill is intoxicating. To drive participation Motorsport UK is planning to permit some non-competitive events: imagine driving a trackday on a hill – it's a great way into the discipline.

Minimum requirement is an RS Interclub license to compete in a production car – it costs £85 and you can simply apply without needing to pass an exam or test. However, if you're just looking to try out the hill climb and sprint disciplines, some event organisers may also run an intro class for RS Clubman licence holders. This licence is free of charge to obtain and is a great way to start competing.

Standard Car covers most unmodified saloon and sports cars up to 2-litres manufactured this century, making it very easy to compete in your everyday road car. If you've done track days and want to compete, this is the ideal way to start because with timing comes the competitive urge.

Older cars, those with larger engines or limited production can run in the Road Car categories, for which protective overalls are also mandatory. Then, with a licence and safety upgrade there are the Modified, Sports Libre, and Racing Car categories for those that wish to progress. The regulations also cover junior competitors - with additional safety requirements - and electric cars; with the relatively short distances involved in hill climb events there's no need to recharge between timed runs.



The challenge of the hill can be intoxicating, even in a standard road car



JAMES ROBERTS

## Hill climb & sprint entry requirements

Categories	Licence	Minimum Safety Equipment Requirement
Standard Car	RS Interclub	Helmet, arms and legs covered
Road Car	RS Interclub	Helmet, overalls, rollover protection (for specialist production cars)
Modified	RS Interclub	Helmet, overalls, gloves, balaclava, frontal head restraint, rollover protection, 4-point harness
Sports Libre	RS National / Race National*	Helmet, overalls, gloves, balaclava, frontal head restraint, rollover protection, 5-point harness
Racing Cars	RS National / Race National*	Helmet, overalls, gloves, balaclava, frontal head restraint, rollover protection, 5-point harness



## 02

### **SPRINT**

*Minimum competition licence required: RS Interclub (£85)*

Sprinting is a great way to start your competitive journey on the circuits or for those wishing to take a step back from racing. Not many professional sporting arenas allow amateurs to perform on the playing field, but you could conceivably participate in a sprint at a former Grand Prix venue.

The beauty of hill climb and sprint events is that they have the same basic categories. You can compete at Prescott one week and Goodwood the next, and there are many smaller sprint venues around the UK such as Curborough. Some of the sprint circuit layouts will also be very familiar to trackday or racing drivers.

Sprinting also has a friendly community which is really welcoming to new competitors and ready to chat and share advice. If you've never seen a sprint – or hill climb – before, my recommendation would always be to find out where your local event is. Use the Motorsport UK event locator on Sport80, go have a look and speak to the competitors, everyone's accessible.

Wherever you go, don't just consider the competitive side of it, speak to the volunteers too and find out about officiating, timekeeping or marshalling for example. It's a great way to see how the event works, and you'll learn more if you then decide to compete. →

*With similar safety equipment and licensing requirements, sprints and hill climbs offer speed competitors multiple options*



# Speed Disciplines



# 03

## HOT LAP CHALLENGE

**Minimum competition licence required: RS Clubman (free)**  
**Minimum safety equipment: Helmet, overalls, boots, gloves and balaclava**

An alternative to Sprint is Hot Lap Challenge. Imagine a qualifying session in circuit racing, that's the simplest way to describe this discipline.

Again, you are competing against the clock, but you'll have all your competitors on track at the same time. Once you're ready to perform a hot lap, you put your lights on and everyone who isn't, must get out of your way.

Licence requirements depend on the experience of the driver and level of vehicle involved but where the organiser provides an Intro-Class (an opportunity to experience competitive motorsport on an event-by-event basis) the requirement is the free-of-charge RS Clubman licence, while the Club-Class requires an RS Interclub licence and the Pro-Class a Race Club licence.

Hot lap challenge is currently run by **Club Time Attack** and **Super Lap Scotland**; both are really nice environments and very popular. If you're looking for sponsorship to reduce costs, it's worth noting that a Time Attack event will attract over 5,000 spectators because the event is part of a bigger show such as Modified Live and often will also have racing on track during the day.

The cars in Hot Lap Challenge are a little bit different as they are usually modified. As a result, we have changed our aerodynamic regulations for sprints and hill climbs so that some of the cars from Hot Lap Challenge are eligible in the higher classes following competitor interest, which shows there is an appetite to compete in different disciplines.



# 04

## DRAG RACING

**Minimum competition licence required: RS Interclub (£85)**  
**Minimum safety equipment: Helmet, overalls and frontal head restraint**

As profiled in the cover feature, drag racing gives the added dimension of another competitor to race against but fundamentally you are still performing against the clock.

This discipline is covered in our NCRs but is also governed by the White Book, which is produced by Santa Pod, currently the only Motorsport UK drag racing venue in the UK.

I would recommend everyone to experience drag racing, it attracts thousands of spectators and Santa Pod hosts the opening and closing rounds of the FIA European Drag Racing Championship. It's another friendly environment with competitors happy to speak to spectators and make everyone welcome.

The fastest cars are very specialised, but Santa Pod operates a category called 'run what ya brung'. This isn't covered by a Motorsport UK permit but is very popular and is covered by Santa Pod's own insurance – as the name suggests, competitors race their own road car on the strip.

The categories are all defined by the White Book and the entry level just requires an RS Interclub licence, moving up to National and International licences for the faster categories, including the popular Funny Car and Top Fuel dragsters that are synonymous with the discipline. The speeds involved mean that you'll need to wear a crash helmet, fireproof overalls and frontal head restraint. You've also got junior categories starting from eight years of age; imagine a Top Fuel car and then shrink it. It's a popular category and well-supported. 🌀

## SAFETY FIRST

### Rally Competitor PPE Reminder

Motorsport UK is continuing to hear of competitors arriving at Arrival Time Controls with PPE worn or fitted incorrectly. To help keep everyone safe, competitors must arrive at controls fully prepared to start the Special Stage, in line with the National Competition Rules.

Your helmet, FHR device, race suit, balaclava and other PPE are there to protect you if the unexpected happens. Please take the time to make sure all equipment is fitted and worn correctly before arriving at the control.



## MOTORSPORT FOR ALL

### Nic Hamilton's BTCC Breakthrough

Nic Hamilton claimed the British Touring Car Championship Jack Sears Trophy at Snetterton in Norfolk, part of a championship for drivers who are yet to achieve an overall podium. He achieved this on the same day that his brother Lewis also stood on the podium after claiming second in Canada – his best finish yet for Ferrari.

Lewis, of course, is no stranger to the podium. But for Nic, who has cerebral palsy, it was a deeply emotional and historic moment. Having outscored all those eligible for the award across the weekend, Nic thoroughly deserved his first trophy in his seventh season competing in the British Touring Car Championship – and there was barely a dry eye at the circuit.

JEP



GETTY IMAGES

## ACADEMY SUCCESS

### Rowland masters Monaco

Motorsport UK Academy graduate and Britain's reigning Formula E World Champion, Oliver Rowland, strengthened his bid for back-to-back titles with a superb victory at the Monaco E-Prix after producing one of the drives of the season on the famous streets of Monte Carlo.

In a dramatic and tactical race

around the iconic harbourside circuit, the Nissan driver climbed from eighth on the grid to claim a hard-fought win, expertly balancing pace, energy management and race strategy in typically challenging Formula E conditions.



## ACADEMY SUCCESS

### Double in Montreal

Motorsport UK Academy member Alisha Palmowski will return home for the next rounds of the F1 Academy season with a commanding championship lead following her record-breaking performance in Montreal, Canada.

The 19-year-old Red Bull Racing-backed driver became the first competitor to win two rounds in this year's championship. Her second victory, achieved in treacherous wet conditions, also saw her break her own record for the largest winning margin in F1 Academy history.



GETTY IMAGES / RED BULL CONTENT POOL

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## MOTORSPORT RESOURCES

### Taster and promotional events

Updated guidance has been issued to support clubs delivering taster sessions and promotional events. The resources are designed to help organisers introduce new audiences to motorsport safely and effectively. The initiative forms part of Motorsport UK's wider participation strategy, supporting accessible entry points into grassroots competition and club activity. We encourage all clubs to run taster events during National Motorsport Week this July.



## COMMUNITY GUIDANCE

### Safeguarding Updates

Motorsport UK has published safeguarding updates for clubs and officials, including guidance on adult safeguarding awareness and support processes. The updates are designed to improve understanding and confidence across the sport, reinforcing Motorsport UK's commitment to creating safe and supportive environments for all participants.



## INTERNATIONAL SUPPORT

### Non UK cars on public highway events

Updated guidance has been issued regarding the use of non-UK registered cars at events taking place on the public highway. The clarification supports organisers and competitors in understanding legal and operational requirements, helping ensure events are delivered safely and consistently.



## GOVERNANCE

### Regional Committee

The first Regional Committee of the year highlighted progress across digital systems, customer service improvements and grassroots participation initiatives. Discussions also covered sustainability, safeguarding, venue support and insurance, alongside continued work to reduce barriers to entry and strengthen club activity across the UK.



## CLUB TOUR


### Kidderminster Motor Car Club pays tribute to Dave Lucas

Members of the Kidderminster Motor Car Club gathered for a tour from the Piston Club near Stratford-upon-Avon to Shelsley Walsh by car and steam train to honour the memory of former club President and Motorsport UK Long Service Award recipient, Dave Lucas.



With 40 historic and cherished cars covering the last 70 years of motoring taking part in the tour, over £700 was raised for Mary Stevens Hospice, which provided care for Dave and his family.

# NATIONAL MOTORSPORT WEEK

POWERED BY  motorsport uk



MAND H PHOTOGRAPHY

## CLUB RESOURCES

# National Motorsport Week Campaign

A new hub has been created with all the resources you need for embracing National Motorsport Week, celebrating with your communities and promoting our sport to new audiences.

The hub contains key campaign assets, including:

- Logo and brand guidelines
- Social media graphics
- Digital media graphics
- Additional assets including banner and flag templates



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## MEDICAL LICENCES

### Doctor on the scene

Motorsport UK has issued a reminder of licensing requirements for medical personnel working at authorised events. As part of ongoing work to ensure consistency and the highest standards across the sport, this requirement now explicitly includes doctors, alongside paramedics and other medical professionals.



## TECHNICAL UPDATES

### Scrutineering Guides

#### Vehicle Passport Checks

All Scrutineers are reminded of their role ensuring every competing vehicle presents a valid Vehicle Passport where required. For ease of reference, links to the vehicle passport application forms have been collated.



#### Counterfeit homologation labels

A clarification of homologation labels has been issued following the recent discovery of a counterfeit seat homologation label.



#### Sealing bags

Updated guidelines on sourcing and using sealing bags, as the official Motorsport UK product is no longer available.



## CHARITY FOCUS

### New Chair for British Motorsport Trust

Jim Morris has been appointed as the new Chair of the British Motorsport Trust. The Trust is an established UK Registered Charity formed to improve safety and officials training for Motorsport UK-regulated competition. Morris has a lifetime of experience in motorsport, most prominently in his role as Managing Director of Lifeline Fire & Safety Systems Ltd.



#### Flame Resistant Balaclavas

From this year Flame Resistant balaclavas have become a mandatory item of PPE in all Circuit Racing, and in the Modified Cars, Sport Libre and Racing Car categories in Sprint and Hill Climb.



#### Kart Scrutineering – FHR anchorages

During 2025, the NCR was updated to mandate that helmets used for karting must have FIA 8858-2010 FHR anchorages removed.

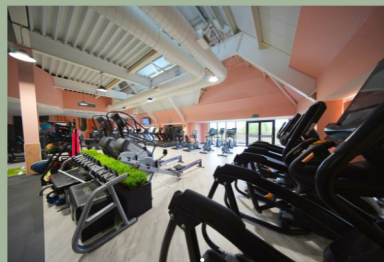




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Whether you're looking to push yourself in our fully equipped gyms, unwind with a soothing spa treatment, or enjoy a relaxed round on our picturesque 9-hole golf course, you'll find the perfect way to spend your time with us. Head to our restaurant and enjoy anything from casual dining to our much-loved Sunday Lunch or make it a true escape with an overnight stay in one of our luxury bedrooms. From unforgettable weddings to important meetings and special celebrations, our versatile event spaces provide a beautiful backdrop for every occasion.

## FUNDING SUPPORT

# Inclusion Grants awarded to four organisations



GreenPower motorsport at Goodwood

SPACESUIT MEDIA

Motorsport UK has announced the first recipients of its Inclusion Grant, awarding funding to four organisations helping to make motorsport more accessible – and enabling more people to enjoy the sport, more often.

Removing barriers to entry is central to Motorsport UK's ambition to grow and diversify its community, and the Inclusion Grant is a key part of that commitment, supporting projects that make participation more achievable for underrepresented groups.

With funding ranging from £100 to £10,000, the inaugural grant supports initiatives that deliver meaningful, lasting impact.

Each successful project demonstrated clear objectives, strong accountability, and alignment with Motorsport UK's inclusion priorities. Grants have been awarded to:



BRITISH WOMEN RACING DRIVERS CLUB



M&H PHOTOGRAPHY

## TOP-UP INSURANCE

# New road section insurance policy

Motorsport UK has agreed a new Master Road Section Top-Up Insurance Policy, which will help ensure participants have access to the minimum third-party cover legally required for vehicles using the public highway.

The new policy ensures this cover will be available to all Motorsport UK-permitted events using the open public highway, whether as a whole or partially – for example the road section of a stage rally. The new arrangement has been developed in response to changes in the insurance landscape which has presented challenges to the availability and

affordability of cover, and has been affecting grassroots motorsport events, including road rallying, as well as trials and multi-venue autotests.

This development represents an important step in ensuring the continued accessibility and long-term future of road rallying and other grassroots motorsport in the UK, while maintaining appropriate standards of safety and compliance.



## MOTORSPORT FOR ALL

# Accessibility Initiatives

Motorsport UK is proud to launch two initiatives aimed at increasing accessibility within our sport.

The Accessible Circuit Guidelines document is designed as a practical reference resource bringing together current best practice in one place to make it easier for organisers, clubs, and venues to access and apply relevant guidance.

The new Motorsport UK Accessible Simulator is designed to offer as many adaptations as possible in one device and could also be used to test and standardise adaptations that could be transferred over to real-world race cars.



## Tribute

**MOTORSPORT UK SHARES ITS APPRECIATION OF A MEMBER WHO SADLY DIED RECENTLY**

### *James Stronach*

A former member of SMMC and the Rescue Team, passed away last month. Many will know James through his dedicated service to Scottish motorsport, particularly with Lothian Car Club and the Doune Hillclimb. He was awarded Runner-up in the Motorsport UK Volunteer of the Year Award at the end of 2025.



## MEMBER BENEFIT OF THE MONTH

# MAG Rally Sport

The Bell Racing MAG family includes the MAG Rally Sport and the MAG-10 Rally Pro, two ideal options that combine the highest safety standards - certified to FIA 8859-2024 homologation - with comfort, reliability, and excellent value for money for drivers and co-drivers.

Both models feature a fibreglass composite shell and come standard with HANS anchors and an adjustable peak with an anti-glare sunscreen. All Bell Racing rally helmets

are fully integrated with Zeronoise electronics, high-power speakers, and an efficient noise-cancelling microphone.

Bell Racing helmets are trusted at every level of motorsport, including the World Rally Championship, where they are used by drivers such as Thierry Neuville, the 2024 title winner, Adrien Fourmaux, and the M-Sport Ford World Rally Team.



Motosport UK members can get a 10 per cent discount on the MAG Rally Sport helmet when purchased via a local dealer in the UK.



## THE NEW WAY FOR DRIVERS & TEAMS TO CONNECT



**GridConnect** is a global platform where drivers can find drives, and teams can discover the right talent — matched by budget, category, and availability

 @gridconnect.app

 [www.gridconnect.app](http://www.gridconnect.app)



### SMART OPPORTUNITY SEARCH

Drivers can instantly find drives by:

- Budget
- Location
- Category (GT, Formula, Karting, Rally, etc.)
- Availability

No more scrolling through dozens of websites or random posts.



### DIRECT DRIVER-TEAM CONNECTIONS

Teams can post drives; drivers can apply directly. Messaging, applications, and replies happen in one place — not spread across DMs, emails, and WhatsApp.



### PROFESSIONAL DRIVER & TEAM PROFILES

Clean, structured profiles showing:

- Experience & results
- Budget range
- Preferred disciplines
- Media/photos
- Team requirements or driver availability

Makes it easy for both sides to evaluate each other quickly.



### GLOBAL MARKETPLACE VISIBILITY

Drivers can be discovered by teams worldwide. Teams gain access to a much larger, more diverse talent pool. No more relying only on contacts or local networks — **GridConnect** makes the sport global.

# SHARE YOUR PASSION



The Caterham and Lotus Seven Club held its annual 'Fish and Chip Run' touring assembly from Chepstow to Aberdyfi, with around 300 cars making the trip, some traveling from Europe and beyond to participate.



**Suzanna Marchese** was at Brands Hatch for the TCR UK season opener, supporting Brad Hutchison Racing MPH Racing with 'Ella' – Brad's newly liveried and upgraded car. He had a good start to the season, rounding off Sunday with a second-place finish.



**Harrison Morrow** on the grid at Oulton Park. Harrison races a Classic Formula Ford with Shaws Motorsport, and is supported by his father Richard. Their motorsport journey began at a TeamSport taster day eight years ago.

JAMES ROBERTS



**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](mailto:Revolution@motorsportuk.org)



## From permits to protection: A guide to motor club insurance

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

### ● WHAT INSURANCE COVER IS PROVIDED?

The Motorsport UK policy extends its coverage to Registered Clubs and organisation's operating within the United Kingdom, provided they are operating in accordance with the National Competition Rules and that a Motorsport UK permit or certificate of exemption is issued. The coverage period lasts for 12 months, starting from 1st January each year, and includes £100,000,000 public and products liability, £15,000,000 medical malpractice, and £1,000,000 professional indemnity insurance. It is important to note that a policy excess applies to members for each claim, except for claims related to third-party injuries.

### ● BENEFITS OF THE COVER

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

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





*The Motorsport UK insurance policy provides a safety net to Registered Clubs*

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

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

## ● IMPORTANT EXCLUSIONS

Given the breadth and diversity of Registered Clubs activities it is difficult to accommodate all requirements in a master insurance policy, so understandably there are notable policy exclusions that clubs should be aware of, including, but not limited to:

**Employers' liability insurance:** This is not included in the Motorsport UK insurance offering. All volunteers, committee members, or working club members could be considered employees of the motor club they volunteer for, from a legal liability

perspective regardless of whether they are paid. For example if any club members are injured while working on behalf of the club (outside of a permitted event), the club may be liable for any claims arising from negligence.

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

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

The Motorsport UK public liability programme excludes any form of Road Traffic Act liability. All club officials, volunteers and participants are responsible for ensuring they have adequate RTA cover for travelling to and from, as well as during, any part of the event that is on the public highway with Motorsport UK recently announcing its plans to support those who require on-event top-up cover.

## ● ENHANCING YOUR INSURANCE COVER

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

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

## ● PRIORITISING PROACTIVITY

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

For further information or to discuss your insurance needs, please contact Marsh Sport at

[www.marshsport.co.uk/motorsportuk](http://www.marshsport.co.uk/motorsportuk)



JEP

# **MENTAL HEALTH:**

*THE POWER  
OF COMMUNITY*

*Double BTCC champion Jason Plato has become a vocal advocate for mental health, as has F1 champion Lando Norris (inset)*



**THE PATHWAY TO DEALING WITH MENTAL STRESS AND LIFE PRESSURES IS COMPLEX. MOTORSPORT CAN HELP**

GETTY IMAGES / RED BULL CONTENT POOL

**W**hen people think of motorsport, they often picture speed and competition powered by motors. What they do not always see is the community behind it – the friendships formed in paddocks, the volunteers standing trackside in all weathers, and the conversations in service parks, clubhouses and pit garages that quietly hold people together.

At every level of the sport, motorsport is powered by people, and that sense of belonging can become far more important than results or trophies, particularly when it comes to mental health. The subject is increasingly becoming an open conversation across sport, with athletes speaking out about the pressures that come with competition, identity and life away from the spotlight.

Last year's Formula 1 title fight between Lando Norris, Oscar Piastri and Max Verstappen was a case study in psychology. Norris, who overcame early setbacks in his title-winning season, has been particularly open about his mental health journey. In a recent interview with the Guardian's Donald McRae, he said: "When I was younger, I never knew I'd have the platform to speak about [mental health]. So, I realise the amount I can help people is special. In the longer term that means more than winning a world championship."

The current World Champion has built a strong team around him, but the importance of community and support extends far beyond Formula 1. Across British motorsport, drivers, volunteers and competitors are increasingly sharing how the people around them helped them through difficult periods in their lives.

Most recently British Touring Car Championship star Jason Plato spoke very candidly about the struggles he faced after his retirement from active competition was followed by the loss of TV work and the breakdown of his marriage. ➔



Above: Jason Plato has shared his mental health challenges and the support he received from his motorsport community

Right: Being part of a paddock crew or officials team can open up new social networks





Endurance racer Charlie Martin loves the thrill of driving but really misses the paddock community

“In my racing career there were pitfalls every week, so I thought I was pretty resilient,” he says. “I completely underestimated the effect that retirement – a choice I had made – would have. I was in a spiral dive, and I didn’t want to speak to anybody because I felt ashamed that on my watch, everything had gone bang.”

Jason’s situation deteriorated to the point that he attempted to end his life before eventually seeking professional help and reconnecting with those around him. Through motorsport friends including Penny Mallory, Deborah Tee and Ross Brawn, he became a keynote speaker and found the process of talking about his mental health journey removed the stigma. “I wasn’t ashamed of any of it anymore. I viewed it as part of my story,” he says.

“What I’ve realised is that you have to let people in. I’ve had the most amazing response. It’s okay to be wonky, but it’s not okay not to do anything about it.”

For racing driver Charlie Martin, visibility and openness are vital. She has spoken publicly about her ambition to become the first transgender competitor at the 24 Hours of Le Mans and believes hearing other people’s experiences can make a huge difference.

Charlie has often used social media to connect but agrees that there is no substitute for human interaction. “One of the toughest things with mental health is that we can spend so much time on our own,” she says. “The best thing we can do is be with people and be able to open up.”

**“LET YOUR FRIENDS IN AND DON’T BE ASHAMED. IT’S OKAY TO BE WONKY, BUT IT’S NOT OKAY NOT TO DO ANYTHING ABOUT IT”**

Like many competitors, Charlie says one of the hardest parts of time away from racing is missing the community that comes with it. “As much as I love driving and adrenaline, it’s also about the people you share those experiences with.”

That sense of shared experience can be incredibly powerful, and it isn’t limited to those that compete in the sport. Corryn Banham built her own community as she addressed the challenges of ADHD diagnosis and negotiating the myriad combinations of medication.

“Girls Across The Grid gave me a support network,” Corryn says. “Four years on I’ve got my best friends through it. A couple of the girls I’ve known while I’ve been through the whole diagnosis route and they’re just →



[SERIOUS HEAD PROTECTION]



I LOVE IT BECAUSE  
YOU GET REALLY  
INVOLVED.





*Charlie Martin has encouraged others to talk about the challenges they are facing*

MATTEO SEGATO

so supportive. And we all connected over the shared love of motorsport.

“Mental health can feel quite isolating because you feel misunderstood,” she explains. “Hearing other people’s stories makes your feelings feel validated and encourages more people to talk.”

Having support within the community matters; whether it is from team-mates, marshals, club members or lifelong paddock friends, it can provide confidence, purpose and connection at moments when people need it most.

That’s one reason why volunteering continues to play such an important role within British motorsport. It helps people feel part of something bigger than themselves and can significantly boost mental health by reducing stress and anxiety, increasing social connections, and boosting confidence. The positive experiences felt by Lando, Jason and Charlie are shared every day among the wider community.

Around 11,000 volunteers help power British motorsport every year. From the marshals signalling danger trackside, the officials keeping events running to schedule, the rescue crews responding to incidents and the club members organising events behind the scenes, a shared passion ensures that the →



*Girls Across The Grid founder Corryn Banham was able to find her social support network through motorsport*

*“HEARING OTHER PEOPLE’S STORIES MAKES YOUR FEELINGS FEEL VALIDATED AND ENCOURAGES MORE PEOPLE TO TALK”*

## Volunteer Roles



*There are six core roles in volunteering, each offers the opportunity to learn new skills that also benefit you in your life and career, while also opening the door to a close community.*

### ■ Marshal (above)

This gets you close to the action and helps you to build practical skills, with clear progression through the ranks. Situated trackside or stage side, Marshals signal danger using flags or lights, control communications, clear debris and assist drivers.

### ■ Club Volunteer

Getting involved in club organisation can be rewarding, sociable and educational. You can develop expertise in a range of roles including Treasurer, Competition Secretary, Membership Secretary, Press Officer and Safeguarding Officer.



### ■ Scrutineer

This is for those who like the technical side of the sport as it involves checking cars to ensure fairness, safety and regulatory compliance. It also involves working with competitors, requiring meticulous attention to detail and people skills.





### ■ Timekeeper

Timekeepers are responsible for recording the critical fine margins in competition. The role involves attention to detail dealing with systems technology, plus organisational and social skills.

### ■ Rescue & Recovery

This is not for the faint-hearted and requires a blend of teamwork, physical effort and expert knowledge. It involves medical assistance, extracting drivers and removing stranded vehicles, so it's high speed and high pressure, but also highly rewarding.



JAMES ROBERTS

### ■ Clerk of the Course

The coordinating authority of an event, this is an experienced-level role that involves managing officials, running schedules, making decisions, overseeing safety and ensuring all permits are in place. It requires strong leadership, decision-making and responsibility.

## Find out more about volunteering



*“THERE’S AN ADRENALINE RUSH EVERY TIME, AND THERE’S NO BETTER FEELING THAN GETTING A CAR GOING AGAIN”*

show goes on. In return, they also experience motorsport at the heart of the action, closer than any spectator could.

For young volunteer Coralie Braddock, who followed her father into rescue and recovery, it is the feeling of being part of the action that keeps her coming back. “I love it because you get really involved,” she says. “There’s an adrenaline rush every time, and there’s no better feeling than getting a car going again.”

Volunteering also creates friendships that can last a lifetime. It is accessible to families and newcomers alike, with opportunities for children as young as 11 to become cadet marshals and learn valuable life skills from an early age.

For Gaynor Heath, volunteering was a way to distract from the anxiety of watching her children’s karting exploits. Now a timekeeper, scrutineer and club volunteer, she says: “I love working with a team to keep events running to schedule. My biggest fear was the technology, but there is always someone to help you and it really is a case of teamwork making the dream work.”

It’s become part of family life, with her husband Paul also getting involved. “It’s taken me to many interesting places in the UK and abroad, and I really enjoy the interaction with competitors, teams and officials, as well as the social side,” he says. “When I started, I could not →





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Find out more at [commercial.allianz.com](https://commercial.allianz.com)



# WHAT'S ON

## A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS



### Scottish Summer Hill Rally

5th-7th June Lauder, Scottish Borders

The British Cross Country Championship's opening rounds take place at Lauder in the Scottish Borders as the sport celebrates its 30th anniversary year. Taking place over three days, it features 104 stage miles on a variety of terrain, including upland tracks, gravel paths, rocky terrain and technical off-road sections.

[Click Here](#)

### British Hillclimb Championship

6th-7th June Shelsley Walsh, 20th-21st June, Doune

The first of two British Hillclimb Championship events to the legendary Worcestershire venue. A win at Shelsley Walsh is on every hill climb competitor's wish list and completing the 1000-yard course with gradients of up to 1:7 at speeds up to 140mph is one of the most breathtakingly visceral thrills in motorsport. The championship then heads to Scotland as the drivers tackle the fast and flowing 'King of the Hills' Doune.



[Click Here](#)



### Kwik Fit British Touring Car Championship

6th-7th June, Oulton Park, Cheshire

The Kwik Fit British Touring Car Championship (BTCC) heads to the picturesque Oulton Park Island Circuit for rounds 10-12 with Ash Sutton looking to build upon a strong start to his bid to become the first five-time BTCC champion. Present incumbent Tom Ingram heads the chase at the Cheshire venue popular with drivers and fans alike.

[Click Here](#)



### Wera Tools British Kart Championship

12th-14th June, Larkhall, Scotland

The IAME and Honda Championships continue at the Larkhall circuit in South Lanarkshire, with the drivers attacking the long straights and technical corners of the 1140m international circuit. A range of categories begin with the M1 Bambino karts for children aged from six years through to the Water Swift restricted and unrestricted categories, and the Junior and Senior X30s for drivers aged 15 and over.

[Click Here](#)



### **Woodford Trailers Motorsport UK British Sprint Championship**

*20th-21st June, Mallory Park, Leicester*

Held by the Sheffield & Hallamshire Motor Club, the fifth event on the British Sprint Championship calendar visits Leicestershire's Mallory Park circuit. The fast circuit's sweeping but challenging curves are as much a test of nerve as car setup added to the tight and technical Shaw's Hairpin.

[Click Here](#)

### **British GT Championship**

*20th-21st June, Spa-Francorchamps*

The British GT Championship's annual continental excursion takes place between 24-hour races at Le Mans and the majestic Ardennes circuit. With many drivers likely to be competing in all three events, the two-hour race will have a more frenetic feel as the grid of GT3 and GT4 cars tackles the revered Belgian Grand Prix venue.



[Click Here](#)



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GRAHAM HOLBON

### **British Truck Racing Championship**

*20th-21st June, Pembrey, Wales*

Fresh from the flat-out blast of Thruxton, the leviathans of British motorsport make their annual trip across the Severn Bridge to Pembrey as Stuart Oliver and Ryan Smith continue their battle to be the first 11-time champion. Expect spectacular action as the drivers tackle the heavy braking zones into the technical infield section. The venue's family-themed Convoy Cymru event also features show truck displays, live music, Monster Truck rides and a fairground.

[Click Here](#)



### **Dragstalgia**

*26th-28th June, Santa Pod, Bedfordshire*

If our Santa Pod cover feature has left you curious to sample drag racing, then the Northamptonshire venue's Dragstalgia event is the perfect way to celebrate 60 years of the sport in Britain. Covering vintage drag racing and hot rod culture, the weekend features a variety of classic drag racers on the strip, while off-track entertainment includes a show & shine competition, historic car displays, live music, and a vintage fair.

[Click Here](#)



# VBOX MOTORSPORT



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**Darren Burke**  
Racing Driver and Coach

[vboxmotorsport.co.uk](http://vboxmotorsport.co.uk)

## RESULTS

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

### Protyre Motorsport UK Asphalt Rally Championship



#### Latest Championship Standings

1st	Lee Edwards	74 points
2nd	Aled Wyn Morgans	68 points
3rd	Sam Touzel	60 points

### Asset Alliance Group Scottish Rally Championship



#### Latest Championship Standings

##### DRIVERS

1st	Stephen Petch	71 points
2nd	Daniel Sigurdarson	70 points
3rd	Mark McCulloch	68 points

##### CO-DRIVERS

1st	Michael Hendry	72 points
2nd	Michael Wilkinson	72 points
3rd	Peter Carstairs	65 points

### British Hill Climb Championship



#### Latest Championship Standings

1st	Will Hall	75 points
2nd	Matthew Ryder	71 points
3rd	Wallace Menzies	67 points

### Fuchs Lubricants British Historic Rally Championship



#### Latest Championship Standings

##### DRIVERS

Category 2	Ben Smith	130 points
Category 3	Damien Tourish	92 points
Category 4	Martin McCormack	96 points
Category 5	James Lepley	1 point
Rally 2	Tony Williams	1 point

##### CO-DRIVERS

Category 2	Steven Smith	130 points
Category 3	Dave Price	102 points
Category 4	Barny Mitchell	96 points
Category 5	-	
Rally 2	Andrew Millington	1 point

# National Championships

## Wera Tools F4 British Championship certified by FIA



### Latest Championship Standings

1st	Dries Van Langendonck	116 points
2nd	Lewis Wherrell	87 points
3rd	Scott Kin Lindblom	78 points

## Kwik Fit British Touring Car Championship



### Latest Championship Standings

1st	Ashley Sutton	174 points
2nd	Tom Ingram	117 points
3rd	Charles Rainford	106 points

## British Truck Racing Championship



### Latest Championship Standings

#### DIVISION 1

1st	David Jenkins	158 points
2nd	Ryan Smith	152 points
3rd	Stuart Oliver	151 points

#### DIVISION 2

1st	Jake Evans	193 points
2nd	John Powell	134 points
3rd	Bradley Harvey	121 points

## British GT Championship



### Latest Championship Standings

#### GT3

1st	Andrew Howard / Ross Gunn	54 points
2nd	Jonathon Beeson / Charles Clark	47.5 points
3rd	Morgan Tillbrook / Ben Barnicoat	46 points

#### GT4

1st	Thomas Holland / Hadley Simpson	67.5 points
2nd	Will Orton / Jessica Hawkins	63 points
3rd	Jack Collins / Branden Templeton	55 points

## Woodford Trailers Motorsport UK HSA British Sprint Championship

JOHN FOX



### Latest Championship Standings

1st	Ethan Faulkner	261 points
2nd	Stephen Miles	222 points
3rd	John Loudon	216 points

## Motorsport UK British Car Trial Championship



### Latest Championship Standings

#### ALL COMPETITORS

1st	Thomas Bricknell	193 points
2nd	Simon Kingsley	140 points
3rd	Stuart Beare	132 points

#### LIVE AXLE

1st	Alan Carr	133 points
2nd	David Simmons	96 points
3rd	Stephen Barnes	87 points

## 5 Nations British Rally Cross Championship

MATT BRISTOW



### Latest Championship Standings

1st	Derek Tohill	80 points
3rd=	Julian Godfrey	60 points
3rd=	John McCluskey	60 points

## Probite British Rally Championship



### Latest Championship Standings

#### DRIVERS

1st	Osian Pryce	40 points
2nd	Max McRae	37 points
3rd	Meirion Evans	36 points

#### CO-DRIVERS

1st	James Morgan	40 points
2nd	Cameron Fair	37 points
3rd	Dale Furniss	36 points

# National Championships

## Wera Tools British Kart Championships

### Latest Championship Standings

#### Water Swift [R]

1st=	Arthur Bowers	240 points
1st=	Benjamin Sljivar	240 points

#### Water Swift

1st=	Mayson Hibbert	240 points
1st=	Alfie Davidson	240 points

#### Junior X30

1st	Aaron Richardson	257 points
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#### Senior X30

1st	Harrison Whitticombe	248 points
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#### KZ2

1st	Noah Wolfe	377 points
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#### Honda Cadet

1st	Luca Bicchì	242 points
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ADAM GUMBS

## FuelTech Motorsport UK British Drag Racing Championship



### Latest Championship Standings

1st	Andy Robinson	176 points
2nd	Jon Webster	131 points
3rd	Andres Arover	113 points

# Motorsport in your everyday road car



motor  
sport  
UK

StreetCar

**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

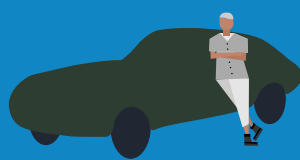


Scan the QR code to head to Motorsport UK's StreetCar website, join the Facebook community and start your journey today!

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15% off  
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Classic Cars



Motorsport



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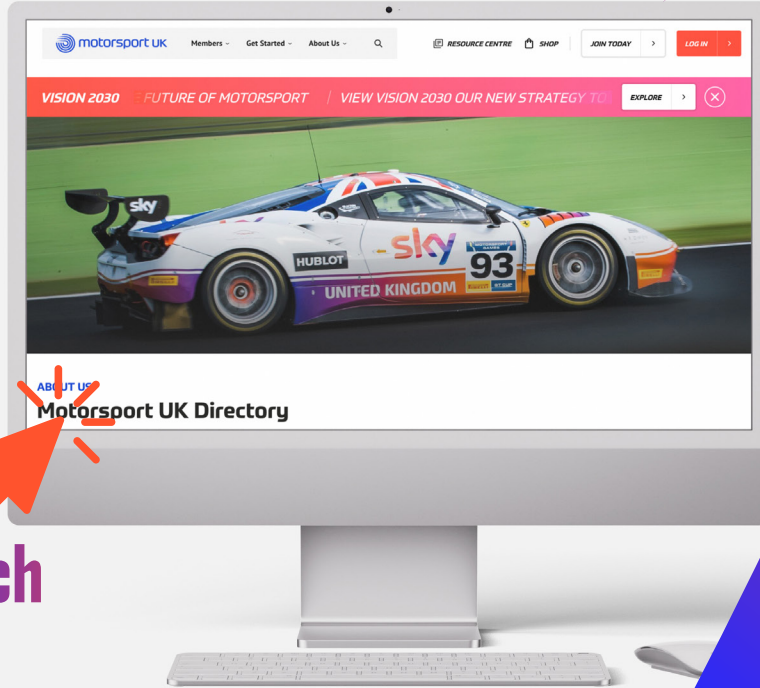
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# motorsport UK

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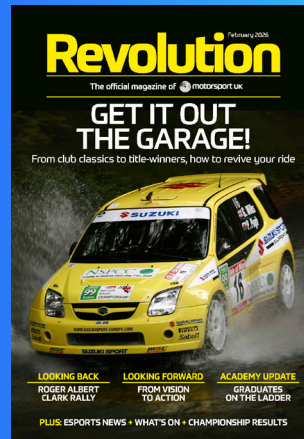
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## **THE PARTING SHOT**

### **A very special podium**

Nic Hamilton won his first British Touring Car Championship (BTCC) trophy at Snetterton this month. Gordon Shedden, Ash Sutton and Tom Ingram welcomed Nic onto a very emotional podium to celebrate his win in the Jack Sears Trophy, a championship for BTCC drivers who have yet to stand on the overall rostrum. Previous winners of the trophy include Dan Cammish, Josh Cook, Dan Rowbottom and Sutton.