

SEPTEMBER 2026
ISSUE 90

Revolution

THE OFFICIAL MAGAZINE OF  motorsport UK

GROWTH GRANT SCHEME

New funding
programme
for clubs

INTRODUCING CLUBSPORT

Growing
grassroots
participation



INSIDE!

NATIONAL COURT
+ SHARE YOUR
PASSION
+ RESULTS...



VOLUNTEERS *IN MOTORSPORT*

RECOGNITION. APPRECIATION. ADMIRATION.

My month in Motorsport

HUGH CHAMBERS
CEO, MOTORSPORT UK



Elfyn Evans and Josh McErlean joined the WRC Scotland team for the brand launch in Glasgow



Earlier this year I wrote about the excitement surrounding the return of the World Rally Championship to the UK in 2027, and since then a huge amount of work has been going on behind the scenes to turn that ambition into reality. I am delighted that we have now been able to announce another very significant piece of the jigsaw, with the BBC securing the rights to broadcast the FIA World Rally Championship in the UK from 2027.

This is a three-year agreement covering every round of the WRC, with five live stages plus the Power Stage from each rally, a 60-minute highlights programme from every round and, importantly, extensive live



coverage across all four days of Rally Scotland. All of this will be available through BBC iPlayer, supported by digital content across the BBC's other platforms.

For those of us who remember rallying on the BBC through the 1980s and 1990s, there is something rather fitting about the WRC returning to the Corporation. *Rally Report* first appeared on BBC2 in 1984 and for many years the RAC Rally became something of a fixture in the television schedules. William Woollard presented from rally headquarters, with Sue Baker, Barrie Gill and later Tony Mason out on the stages, and the coverage included everything from previews and live stages to regular reports as the rally

made its way around the country.

Then, of course, came Colin McRae.

I was fortunate enough to experience those extraordinary years at close quarters with Prodrive and the Subaru World Rally Team, and it is difficult today to overstate the impact Colin had on the national awareness of rallying. His spectacular driving style, combined with that iconic blue and yellow Subaru Impreza, captured people's imagination in a way that transcended the traditional motorsport audience. When Colin and Derek Ringer won the RAC →



Hugh and Minister of Sport, Maree Todd, reflect on how far Rally Scotland has come since their initial conversation more than two years ago



Rally in 1995 to secure the World Rally Championship, rallying wasn't confined to the specialist or even the sports pages; it was front-page news.

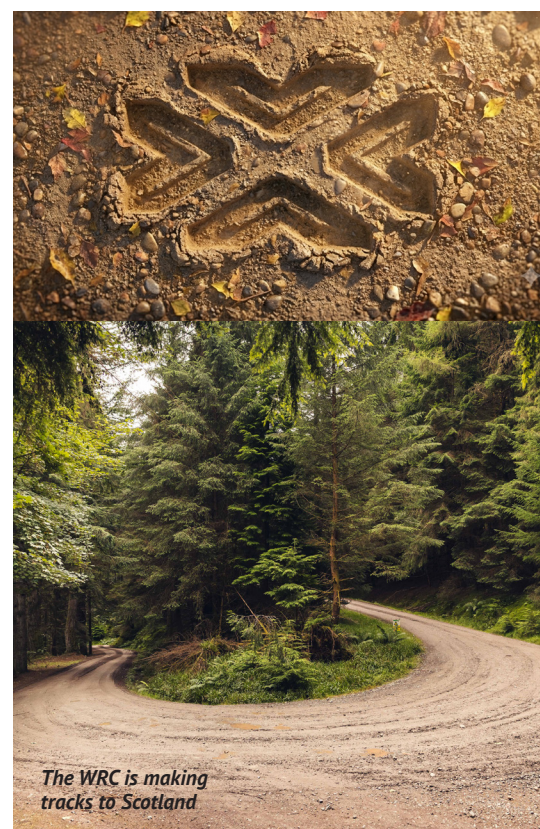
What followed became known as 'McRae Mania'. Huge crowds came into the forests, television audiences followed the championship, and a generation of youngsters discovered rallying, subsequently reinforced by the enormous success of the Colin McRae Rally computer games. Richard Burns' emergence and his own World Championship success in 2001 continued an extraordinary period when British drivers and teams were at the very centre of world rallying.

So I think there is a pleasing symmetry that, as we prepare to bring the World Rally Championship back to the UK, the BBC will once again be part of that story.

But this agreement is about much more than nostalgia. The media

landscape has changed beyond recognition since the days of *Rally Report* and today's audiences consume sport in very different ways. Having live stages from every WRC round, extensive coverage of Rally Scotland and digital content available across the BBC's platforms gives us an opportunity to put rallying in front of people who perhaps have never encountered the sport before.

That is hugely important. Bringing the WRC back to the UK was never simply about staging four days of world championship competition in Scotland. It is an opportunity to use the visibility of the world's best drivers and cars to shine a light on the whole of our sport, from the international stage right through to the hundreds of motor clubs and thousands of volunteers who make rallying happen every weekend across the country.





The new identity gives WRC Scotland a clear and distinct look of its own, drawing on the country's colours, symbols and rallying heritage



"I THINK THERE IS A PLEASING SYMMETRY THAT, AS WE PREPARE TO BRING THE WORLD RALLY CHAMPIONSHIP BACK TO THE UK, THE BBC WILL ONCE AGAIN BE PART OF THAT STORY."

The launch was also an opportunity for some of the key stakeholders in Scotland to come together on a brisk morning on the banks of the Clyde. I was delighted to see Maree Todd, Minister for Mental Wellbeing, Public Health, Sport, Alcohol and Drugs, who was the first person we met in Holyrood all the way back in January 2024. Maree is a keen motorcyclist and lives up in the Highlands and immediately saw the opportunity for shining a spotlight on the country with the activation of a world class event. As they say, one thing led to another and shortly we will have the date confirmed for that to be a reality in 2027.

A key part of creating awareness and engagement for any event is the look and feel – otherwise known as the brand world. I take a particular interest in this aspect as I began my career with twelve years

in advertising, working for global agencies such as Saatchi & Saatchi with huge clients like American Express, P&G and Ford. Of course, then I was managing budgets in the millions for production and media. Now we have somewhat less to package Rally Scotland and reach new audiences. So, I was delighted to see the culmination of nine months' work on the brand identity of Rally Scotland manifesting itself across the front terraces of the BBC building. It is an impactful visual trompe l'oeil born out of the tread pattern of a gravel rally tyre, married to the almost essential inclusion of the Saltire. This simple branding element can make the difference between merchandise that flies off the shelves or falls flat. I am sure the fans are going to love it.

There is still a great deal of work ahead before the first car heads onto a Scottish stage next autumn, but

with the BBC agreement now in place another very important part of the Rally Scotland story has come together.

We were grateful to Elfyn Evans and Josh McErlean for taking the time to help with the launch and give some thrilling rides to our VIP guests, having come directly from Chile. Chatting to Elfyn he is certainly more focused than ever on what he needs to do at the start of October in Sardinia. With a 17-point lead and 35 points available, nothing is certain, but no-one deserves it more than Elfyn and we wish him the very best of luck to become the WRC champion.

Wishing you a safe and enjoyable month of motorsport ahead.

Hugh Chambers
CEO, Motorsport UK

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demon tweeks

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OF
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*Dawn Butcher left and
Sue Jeffery, right*



VOLUNTEERING GETS YOU ACCESS TO A WIDE VARIETY OF MOTORSPORT EVENTS – BEYOND THOSE OF A DRIVER

There is currently one volunteer for every 4.5 Competitors in the UK. Each one plays a vital role in getting motorsport moving – and in return, they get a level of inside access to events that even VIPs cannot experience.

They are in the paddock, checking the cars and sending them out, or standing trackside, getting a closer view of the action than anyone else. They are also in the back rooms, talking to the drivers and engineers, controlling communications, managing events and responding to incidents.

Dawn Butcher, a competitor who also volunteers as a marshal and as Rescue Crew, puts it simply: “Volunteers are essential, obviously; no marshals or officials means no racing.” ➔



Sue Jeffrey began her motorsport journey in minicross and progressed to racing this rallycross Porsche 911. She was the first woman to compete in Supercars in 1998.

Their presence, Butcher points out, makes the racetrack one of the safest places you can drive. "When a serious incident happens, they instantly stop the racing and people are with you in about 20 or 30 seconds, a doctor soon after," she says. "On the public roads, there's no team of helpers waiting around the next corner!"

Volunteers don't just do it to help, though, they also do it for the unforgettable experiences and friendships it offers. "You're within inches of the racing and you are part of it all," she adds. "There's also amazing camaraderie as well. You will make lots of friends, and everyone welcomes you."

Sue Jeffrey is a former racer who has spent the last 15 years as a scrutineer. For her, it's the combination of purpose, excitement and belonging that makes volunteering such a valuable experience.

"It's about getting out there, doing something worthwhile and having some fun at the same time," she says. "I've never known a motorsport volunteer – even when it's chucking it down with rain – not having come in and said, 'oh, that was a good day, wasn't it?'"

Volunteering does require a time commitment – but that can be at any level, from helping on a single race event or rally stage, to spending every available weekend at a different location. ➔



Dawn races in the BRSCC's Classic VW Cup

"I'VE NEVER KNOWN A MOTORSPORT VOLUNTEER – EVEN WHEN IT'S CHUCKING IT DOWN WITH RAIN – NOT HAVING COME IN AND SAID, 'OH, THAT WAS A GOOD DAY, WASN'T IT?'"

Motorsport Volunteers



Zyklop Mini 2



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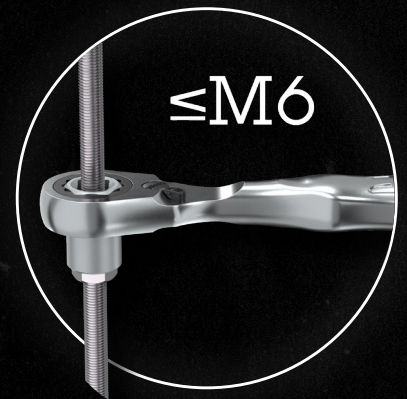


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mechanism, small
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Dawn races in her orange livery and carries the British Motorsport Marshals Club crest on her car



Scrutineering helps keep racing safe, fun and fair

The availability of time is often seen as one of the biggest barriers to volunteering, particularly for competitors who already spend lots of days at events, but that is not necessarily the case. Butcher explains: "I just do more motorsport! Family comes first, of course. Followed by racing, then for me it's instructing, followed by Rescue Crew and marshalling.

"Most people can't afford to fill all their weekends racing, so if you love motorsport, you might as well be out there and volunteer and get involved in a different way."

Butcher first discovered marshalling, quite literally, by accident. After her and her car were extracted from the circuit at Brands Hatch several times, she began recognising the same marshals at the post. Eventually, curiosity got the better of her.

"I would say, 'hello again' and at one point I asked, 'how did you get into this?' so they told me to come along and find out," she recalls. She had

never marshalled before but quickly discovered how much was involved – and now her advice to fellow racers is simple: "Everyone should do at least a day's marshalling, just to know what the other side of the Armco feels like."

Butcher now seamlessly mixes on-track competition – where she drives a bright orange car, built by her husband at TheShop.WS to promote the British Motorsport Marshals Club (BMMC) – with volunteering. As a result, she has experienced how important marshals can be first-hand – from both outside and inside the car.

At Pembrey, brake pad knock-off sent her careering into the barriers and she recalls: "When I opened my eyes, the first thing I saw was hay all over the place and a marshal staring at me from the front of the car. That orange suit was a very reassuring sight!"

Butcher has taken her volunteering journey beyond marshalling, getting involved with Rescue Crew, where the responsibilities can be more demanding. Over time, she details, the incidents she has helped with include a major Touring Car crash at Thruxton, a Porsche stuck in a tree at Brands Hatch, and a Hill Climb crash where she had to perform CPR. ➔



Medical and Recovery crews are vital to ensure the safety of all the participants

Motorsport Volunteers



Dawn joined the Rescue Crew after a few racing incidents of her own

“Talk about being in among it and going in at the deep end,” she adds. “And that was all just within my two or three years of training...!”

However, volunteering does not have to mean taking on that level of responsibility. Many stay on the bank, or work in the pits, or gradually take their training further as their confidence develops.

Ultimately, Butcher says, it offers competitors something their normal racing may not: variety. A driver might spend several years competing in the same championship, whereas a volunteer can experience different disciplines and venues.

“You can volunteer for anything,” she explains “You can do rallying, drag racing, circuit racing, hill climbs, cross country – you name it. You can even do F1 once you’ve built up a few years of experience.”

WHEN THE RACING STOPS

For some competitors, volunteering becomes important for a different reason. There comes a point when competing is no longer practical, affordable, or loses its appeal. But stopping racing does not necessarily mean stopping motorsport.

Sue Jeffery is a perfect example. Motorsport had been part of her life since childhood. Her father competed in rallycross and stock cars, and her earliest memories include going to events and helping with the machinery. Later, she and her sister bought an 850 Mini and, alongside their father, worked on it in the garage, rebuilding engines and getting it running.

She progressed through minicross and rallycross, eventually competing in a Porsche 911 as well as racing in the Fun Cup as part of an all-female crew. Eventually, however, the practicalities of racing became too much.

“The cost became prohibitive for me to afford to run a car, I couldn’t find somewhere to store it because I lived in a flat, I didn’t have a car that could tow it,” she recalls. “Everything was stacking up on me against it, so I thought: what else can I do?”

It took a couple of years to decide, and she initially helped on the dummy grid and start line at rallycross events but, being “a driver’s person”, she decided to take up scrutineering as that involved working closely with cars and people.

The route in was easy and she recalls: “As soon as you get your trainee licence, you go out there as a volunteer and ➔

“YOU CAN DO RALLYING, DRAG RACING, CIRCUIT RACING, HILL CLIMBS, CROSS COUNTRY – YOU NAME IT.”



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OUT
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MY TIME AS A MARSHALL

Motorsport UK Chairman David Richards recently tried his hand at marshalling for the first time at the Grampian Forest Rally – and he now wishes he had done it far sooner.

“During my early days competing in Rallying, I used to organise local club events,” says Richards, “but I never did any marshalling. Looking back, that is something I feel rather remiss about.

“My time with the marshals at the Grampian reinforced to me what a great body of volunteers we have in the sport. They are the unsung heroes, and it’s so easily taken for granted. We need to applaud and recognise them more – and competitors should always be reminded of that.

“I was welcomed warmly, attended the briefing and then got stuck straight into my role on the start line. I was very much kept in the junior level – checking car numbers against the stage starting order – but marshalling is all about a sequence of often simple tasks which collectively support safe participation for our competitors.

“There was great camaraderie and banter, but behind it all was a serious, well-trained body of people who take their roles very seriously. What struck me most was how professional it all was: the methodical approach, the

use of technology and the clear communications.

“I had a lovely experience with a junior who was waiting to get his novice license on his birthday. He was so excited. He didn’t aspire to be an F1 or WRC driver, he aspired to be like his father, a marshal, on the event, getting in around the cars, and being part of the excitement.

“We need a lot of volunteers to run motorsport properly but there’s a role for everybody and they can come from all walks of life – people who have been marshals before, people local to events who want to get involved, and competitors, who I strongly believe should do at least one event per year to give something back, but also to understand the amazing work that goes on behind the scenes.”



*Timekeepers
are an essential
part of racing*

*“IT’S A BIG
COMMITMENT, BUT I
LOVE IT, IT’S GREAT
TO GIVE SOMETHING
BACK... AND WE ALL
HAVE SUCH A
GOOD LAUGH!”*



do your training hands-on at events, supported by the experience of your qualified colleagues and learning from them all the time.”

Perhaps most importantly, her experience as a competitor has given her an understanding of what drivers are going through. She explains: “An instructor once told me: ‘just remember, we’re here to facilitate them racing safely’ and that’s always stuck with me. I will do everything I can to work out a way of getting someone out, as long as they’re going to race safely.”

The role has taken her from club events to some of the biggest stages in motorsport. She has worked across truck racing, revivals, touring cars and at the British Grand Prix – where a highlight was scrutineering Lewis Hamilton’s Mercedes when he won at Silverstone.

However, one of the greatest rewards is helping people who are experiencing motorsport for the first time. Earlier this year, she helped a young woman through her first sprint and later, the competitor returned with a grin to say:

‘I’m having so much fun, everyone’s been brilliant.’

That sums up what volunteering can offer – and for those who fancy giving it a try, the message is simple: volunteering can open doors that a competition licence alone cannot.

Sue Jeffery’s advice is to experiment. “You can start off with marshalling, scrutineering, clerking, timekeeping,” she says. “There are so many different volunteering roles you can easily get involved with, and there are then lots of qualifications you can do to move forward if you want to.”

Previous competition experience is not essential. Enthusiasm, an interest in cars and a willingness to learn can be just as valuable. However, Jeffery says there is a surprising number of former, or current competitors, that are now playing their part in marshalling.

“The other weekend, for example, I was at Brands Hatch with the Time Attack Championship and at least three out of the five of us in the scrutineering team had raced before,” she says. “If you have an understanding of racing,

wherever you get that from, it does make it a more enjoyable.”

Whatever the role, volunteering offers competitors the chance to discover what happens beyond the cockpit, builds respect for the people keeping races safe, and introduces an entirely new range of motorsport experiences. For former competitors, it can turn years of knowledge into something valuable, while also helping to extend the enjoyment of being involved.

Motorsport UK offers structured pathways and training for many official roles and Clubs can also provide opportunities to gain practical experience. Jeffery now plans her holidays and weekends all around motorsport. “It’s a big commitment, but I love it,” she concludes. “It’s great to give something back... and we all have such a good laugh!”

● It’s free to register as a volunteer with Motorsport UK, and joining the governing body gives you access to free training and insurance cover while on events.



Motorsport can broaden your horizons and widen your social circle

INVESTING IN CLUBS & COMMUNITIES

ANNOUNCING THE BIGGEST EVER
ANNUAL FUNDING PROGRAMME
FOR MOTORSPORT UK CLUBS



Motorsport UK has announced a major new annual investment into the future of clubs and communities, with a commitment to fund up to £250,000 each year in projects that will help the sport grow and develop.

The Motorsport UK Growth Grant Scheme represents the biggest ever ongoing investment from the governing body, powering progress for the people, organisations and ideas that drive the sport at a grassroots and national level.

Hugh Chambers, CEO of Motorsport UK, said: "This is an important moment for our sport as it represents a significant commitment from the governing body to invest directly in ideas and projects that can create meaningful progress.

"Our clubs and volunteers know their communities better than anyone. They understand the opportunities, the challenges and where investment could make the greatest difference – and we are looking forward to seeing clubs come forward with their plans."





Main pic: The new Growth Grant Scheme will reach further and support more club activity

Left: What project will you and your club develop for your application?



Above: Working in partnership with the motorsport community to deliver more motorsport, for more people, more often

POWERING PROGRESS

The Growth Grant Scheme recognises that the future of motorsport must be shaped in partnership with its community – a dedicated and driven body of people who are brought together around the shared passion of motorsport.

Every week, clubs and volunteers across the country create opportunities for people to compete, volunteer and become part of the sport. They understand their local communities, the barriers to progress and where the right investment could unlock new opportunities.

The Grant Scheme will combine that knowledge and ambition with significant financial support from Motorsport UK – turning strong ideas into deliverable projects. It will offer regular opportunities to apply for grants, which could include initiatives that:

- **Attract new participants and help existing members do more**
- **Recruit, train and develop volunteers and officials**
- **Improve club or community facilities**
- **Introduce new technology or more effective ways of working**
- **Create more accessible, sustainable or inclusive opportunities**
- **Deliver innovation with the potential to benefit the wider sport**

Hugh Chambers added: “Through this fund, we are powering progress in motorsport. It enables us to work alongside our members, combining their ideas and expertise with our investment to deliver real and lasting impact.

“Vision 2030 is all about getting more people doing more motorsport, more often. This is an ambition we share with our members across the country – and this grant scheme is about turning that ambition into actions that will do exactly that.”

FUND FLEXIBILITY

The Growth Grant Scheme introduces a new and more flexible model for community grant funding. Instead of one annual application period, there will be regular opportunities to apply throughout the year.

Clubs and eligible organisations can come forward when they have a strong, properly developed project ready to deliver, and Motorsport UK will normally contribute up to 75 per cent of eligible project costs.

This partnership model will allow the annual investment to reach further, support more activity and ensure that Motorsport UK and each applicant share a commitment to the project's success.

Funding will be focused on quality, impact and deliverability. The £250,000 is not simply a pot to be distributed; it is an investment in projects capable of creating tangible benefits for motorsport and its communities. 🌐



APPLY NOW!

The first application window for The Growth Grant Scheme is now open and will close on 19th October.



Applicants should read the full guidance before applying, including information about eligibility, supported expenditure and the assessment process.

WINNERS PARADE

British Champions 2026 so far...



As the 2026 season heads into its final months, Motorsport UK is proud to announce the first group of British Champions to be crowned this year:

1 After a brilliant, closely fought battle with Alastair Moffatt throughout the year, **Peter Grimes is the 2026 British Autotest Champion**, successfully defending his 2025 title!

2 23-year-old **Ethan Faulkner** from Northern Ireland sealed the **2026 Woodford Trailers Motorsport UK British Sprint Championship** at Knockhill, with four rounds remaining. And he did it in style, taking Fastest Time of the Day and setting a new class record.

3 **Matthew Ryder** took the **2026 British Hillclimb Championship** title at Prescott after a three-way shoot out with Wallace Menzies and Will Hall. Records tumbled, and just three points separated the top three after an exhilarating season of competition.

4 The Wera Tools British Kart Championship 2026 Champions so far... including **Presley Knight, Arthur Bowers, Alfie Davidson, Jorge Edgar and Freddie Lloyd**, who can now call themselves IAME class winners, with the Honda Championship going in favour of **Sawyer Henderson**.

5 **Charlie Dovey** has retained the **2026 Production Car Trials British Champion** title.



INTERNATIONAL VICTORY

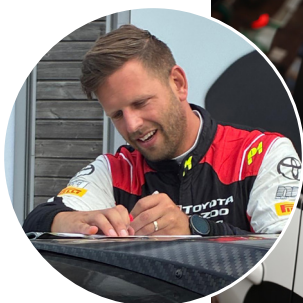
Chris Bird wins Rally De Cimes

Welsh driver Chris Bird won 70th edition of the Rallye des Cimes – Europe's oldest off-road rally – earlier this month, only the second ever British winner since Pat Willis in 1983.



PROTYRE ASPHALT RALLY

Pritchard crowned champion



Jason Pritchard is the 2026 Protyre Motorsport UK Asphalt Rally Champion after a thrilling battle on the Hills Ford Stages. Co-driven by Phil Clarke, Jason used all his championship-

winning experience to ensure a maximum points finish to clinch the title on the final round.



INDUSTRY SHOW

The Motorsport Engineering and Technology Show



Motorsport UK members are invited to visit MIA CTS - The Motorsport Engineering and Technology Show at the Silverstone Wing, on 14th-15th October, and see first-hand the latest innovations from the motorsport industry.

This event provides a fantastic opportunity to connect, collaborate and discover the latest advancements in motorsport and high-

performance engineering. Free-to-attend, this trade only event is the UK's leading Motorsport Show, delivered by the Motorsport Industry Association.

Book your FREE ticket today and unlock access to top-tier exhibitors, the latest innovations, and insider knowledge.



SEMINAR DATES

Save the Date: 2027 Official's Seminars

Motorsport UK's Official's Seminars return in early 2027, with events taking place across the UK and Channel Islands throughout January and February.

Designed for Clerks, Stewards and Scrutineers, the seminars provide an opportunity to prepare for the season ahead, hear the latest updates and guidance, refresh knowledge and connect with fellow officials.

January

- 9th - Surrey
- 16th - Chester
- 17th - York
- 23rd - East Midlands
- 24th - Bristol

February

- 6th - Northern Ireland
- 13th - Scotland
- 20th - Guernsey

■ Registrations will open in late October, when further information on the seminars and how to book will be shared.

For now, save the date for your nearest seminar and look out for registration details from Motorsport UK.

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WRC SCOTLAND

New look and TV coverage

Rally Scotland has revealed its new logo and event identity as preparations build for the FIA World Rally Championship's return to the UK in 2027.

The new identity gives Scotland's first full WRC round a clear and distinct look of its own, drawing on the country's colours, symbols and rallying heritage. At its centre is a graphic device that connects the Scottish Saltire with the tread pattern of a World Rally Car tyre, bringing together national identity and the sport's defining surface: gravel.

The identity was revealed on the same day that the BBC announced a major new three-year agreement to broadcast the FIA World Rally Championship across the UK from 2027 to 2029.



EDUCATION

New Education Hub launched

Motosport UK is calling on universities, colleges and educational institutions across the UK to join its new Education Hub, a dedicated platform designed to connect students with educational pathways and career opportunities in motorsport.

The Motorsport UK Inclusion Hub has been expanded to include a dedicated Education Hub, providing prospective students with insight into the many education and career pathways available in the UK motorsport industry.

The new Education

Hub brings together course information, student opportunities, industry links and career resources to help learners explore their options and understand how education can support their future ambitions in motorsport.



JOY RICHINGS



SUSTAINABILITY

FIA 3 Star Environmental Accreditation renewed

Motosport UK has underlined its commitment to sustainability, environmental management and continual improvement by successfully renewing its FIA 3 Star Environmental Accreditation for the third time since October 2022.

The FIA's Accreditation Programme is designed to enable motorsport

organisations to measure and enhance their environmental performance, and the prestigious 3 Star rating is reserved for those demonstrating best practice and a commitment to continual improvement.





INCLUSION

Accessible Sim Racing Conference



A new UK conference dedicated to disability, accessibility and opportunity in sim racing will take place at Oxford Brookes University on Saturday 28th November 2026, with the support of Motorsport UK.

Delivered by Motorsport UK Inclusion Grant recipient Quatermass Motorsport, DRiVE 2026 will bring together disabled and neurodivergent people, sim racers, teams, educators, accessibility specialists, technology providers and motorsport professionals for a day of practical guidance, discussion and networking.

Quatermass Motorsport was awarded funding through the Motorsport UK Inclusion Grant to support Disability Racing in Virtual Esports (DRiVE), a project championing accessibility in motorsport through adaptive technologies.

The conference will help disabled and neurodivergent people understand the opportunities available within sim racing, from getting started and choosing suitable equipment and adaptations to finding communities, competitions and development opportunities.



Revolution Magazine

MOTORSPORT SAFETY

Sid Watkins Lecture 2026

The Sid Watkins Lecture returns for a special evening exploring safety in motorsport.

Led by Sir Ron Dennis CBE, as leading motorsport figures discuss the progress, challenges and innovation that have shaped safety across the sport.

During 37 years at the helm of McLaren, Sir Ron oversaw an era of extraordinary Formula One success alongside continual advances in technology and safety.

Today, that commitment extends beyond motorsport. Sir Ron is Founder and Chairman of Podium Analytics, a charity using science and data to reduce the incidence and impact of injury in sport at every

level, with a particular focus on youth and grassroots sport. In partnership with the University of Oxford, The Podium Institute for Sports Medicine and Technology was launched in 2021 and is undertaking groundbreaking research into brain, cardiovascular and musculoskeletal health.

The evening will raise funds for the British Motorsport Trust, supporting its work to advance safety innovation across UK motorsport.

■ To register your interest in attending, email hello@motorsportuk.org



Sir Ron Dennis, CBE

RENEWALS

Sign-up for 2027 today

Volunteer renewals are now open for the 2027 season, inviting marshals and officials across the country to return and help make motorsport happen, together.

Volunteers play a vital role in ensuring motorsport happens safely, fairly and successfully across the UK. Whether supporting one event or many throughout the season, every marshal and official brings their time, knowledge and enthusiasm to the sport.

Beyond the important roles they carry out,

volunteering brings people together through a shared passion for motorsport. It's an opportunity to build friendships, develop skills and enjoy experiences that extend well beyond an event weekend.

Those renewing for 2027 will continue to have access to support and resources through Motorsport UK, including insurance, training and development, safeguarding support, member rewards, and the Motorsport UK Knowledge Hub.



Tribute

MOTORSPORT UK PAYS TRIBUTE TO MEMBERS WHO HAVE SADLY PASSED AWAY

Pat Connelly



Motorsport UK is sad to share the news from Trent Valley Kart Club (TVKC) that Pat Connelly, who was involved with the Club from its very beginning, has died.

The Club was established in 1994, and Pat was its first Competition Secretary, playing an important

role in helping the club become successful. Pat remained involved with TVKC and karting for more than 15 years, alongside her husband John, who was the resident Clerk of the Course during this time. The Connelly family's involvement with karting

has continued through their son Dominic, who was also involved with karting as one of Paul Fletcher's drivers.

Pat's contribution to Trent Valley Kart Club, and to karting more widely, was significant and will be remembered with great appreciation. Her dedication,

support and involvement over so many years helped shape TVKC in its early days, and she will be sadly missed by all who knew her.

Motorsport UK sends condolences to everyone at Trent Valley Kart Club and Pat's family and friends at this very sad time.



CLERKS AND STEWARDS

Induction day planned

If you're a new Race Clerk or Steward, this is a great opportunity to develop your knowledge, build your confidence and learn from some of the most experienced officials in the sport.

Join us on Saturday 14th November at Motorsport UK, Bicester, for a full-day interactive development

session. This is the third event of its kind to be held over the last four years, with previous attendees consistently rating the day highly for both its educational value and the chance to connect with fellow officials.



NEW AWARD

Young Volunteer of the Year

As previewed last issue, Motorsport UK has launched a new Young Volunteer of the Year Award for 2026, recognising the hard work, dedication and leadership of volunteers under the age of 35.

From marshals and officials to club volunteers and organisers, young people give their time and enthusiasm across motorsport, playing an important role in helping events run safely and successfully. The new award provides an opportunity to celebrate those contributions and shine a spotlight on young volunteers making an impact across the sport.



WORKSHOP REMINDER

2026 Club Workshops

Motorsport UK has announced the dates and locations for the 2026 Club Workshops and Event Steward / Event Secretary Workshops. These workshops provide an excellent opportunity to connect with fellow clubs and volunteers, share best practice, discuss key developments, and gain valuable insights to support your club and event activities.



The dates for the upcoming workshops are:

Scotland –
Saturday 24th October

Wales –
Saturday 31st October

Gatwick –
Saturday 21st November

Northern Ireland –
Sunday 22nd November

Birmingham –
Saturday 28th November

Leeds –
Sunday 29th November

MEDICAL UPDATE

CQC Registration Advice

Following new legislation, certain medical care provided at sporting events will come within the scope of the Care Quality Commission (CQC).

The CQC registration portal opened on 7th September 2026. However, the new requirements do not take effect until 6th December 2027 and, until then, there is no change to the provision of medical services at Motorsport UK-Permitted Events. Motorsport UK's current guidance is that individuals



and organisations should not submit an individual CQC registration application at this stage.



Member Benefits

MEMBER BENEFIT OF THE MONTH

New iRacing subscription for Esports Members

The FIA and iRacing have joined forces to make sim racing even more accessible. As a result, Motorsport UK can now offer all paying esports members an exclusive 12-month subscription to iRacing (worth over \$100) – PLUS the FIA F4 car. This offer is only available to new iRacing users and does not work as a renewal of an existing subscription. The membership comes with 19 unique vehicles and 25 tracks, including Oulton Park.

Now is the best time to take to the track and test your driving skill against thousands of drivers around the world in race series ranging from IndyCar, FIA F4, Caterham's, GT3's and prototypes.



to sign-up for a paid Motorsport UK esports membership and get your 12-month iRacing subscription today



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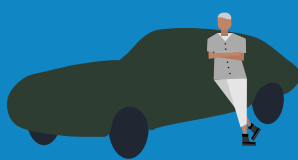
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DOM GIBBONS



GROWING THROUGH GRASS



CLUB-RUN EVENTS ARE WHERE MOTORSPORT'S NEW PARTICIPANTS, OFFICIALS, AND FUTURE CHAMPIONS BEGIN — AND MOTORSPORT UK'S SIMON FOWLER IS HERE TO HELP

*Competitors are
the lifeblood of
motorsport clubs*

R O O T S

Simon Fowler has been working with the governing body for 38 years now. Those years of experience, particularly in the disciplines now defined as Clubsport – Autotests, Trials and 4x4 Cross Country – means there is very little he does not know about how to deliver a safe and successful motorsport event, on every level.

In an evolving world, there has never been a more important time for motorsport clubs to think outside the box and explore different ways to attract the next generation of competitors – and the introduction of

new digital permitting processes, which are now mostly handled by member services, has freed up time for Fowler to focus on this.

Much of his time is now spent supporting events where clubs want to do something a little different and need a helping hand, which typically come under the 'Certificate of Exemption' (CoE) permit, many of which lie under the Clubsport banner.

"There are around 4,000 permits issued each year and of those we have around 60 taster events and probably another 100 demonstrations," he explains. "I enjoy encouraging clubs

to organise events where they might attract more people in, because I think it is essential that clubs run events that bring new blood into the sport."

It is important to recognise that while a club could have 300 members, and look relatively healthy, having people who enter their events and make them viable is most important. Clubs need competitors more than they need members.

"A lot of the Clubsport disciplines are hidden, and you wouldn't know they're going on," adds Fowler. "They're real grassroots – a Cross Country event, for example, might involve 20 people ➔"

Production Car Trials can be tackled in any road-legal vehicle



A demonstration sprint can widen the audience and attract new members



DOM GIBBONS

“WE WORK WITH CLUB MEMBERS, ORGANISERS AND COMPETITORS, TO WORK OUT HOW TO EVOLVE THE SPORT”



turning up at a farm in the middle of nowhere, with ten competitors and five officials. To find new competitors, those kinds of events need to organise demonstration events at shows in the public eye.”

ONE SIZE NEVER FITS ALL

Some of the events that run under Certificate of Exemption (CoE) permits are huge – including demonstrations at the Goodwood Festival of Speed and the annual international Formula Student event. Although these involve competition, they also include many elements not covered by the standard event types in the NCRs and Fowler must develop an arrangement to suit.

It is not too dissimilar for taster or demonstration events, where clubs come to him with an idea and he determines how to make it work. “The National Competition Rules (NCRs) are well defined to make it easy to permit

standard events,” he explains. “Things like holding an event at an agricultural show with demonstrations driving up ramps or passenger ride experiences are a little different.

“About 10 or 15 years ago, we produced a demonstrations and parade guidance document for the clubs to look at, but it’s very difficult to cover it in the rules because they’re all different. We do karting events, speed events, hot laps, and we need to make sure it’s covered under the permit – so the clubs submit the details, and we check it complies with the guidance and ensure the vehicles are scrutinised and drivers have their licenses.”

Fowler also looks after the British Championships for all the Clubsport disciplines – not just top-level British Autotest, Car Trials, and Sporting Trial Championships, but also registering the Clubsport championships that clubs or regions might want to run.

He acts as the Secretariat for the Committees for Autotest, Trials and Cross-Country and explains: “We work with club members, organisers and competitors, to work out how to evolve the sport. We have our strategy, which is attracting more people to the sport and encouraging them to enter more events and championships, and that is what we focus on.”

Currently, however, the challenge is how to entice newcomers while maintaining the extremely high standards that are found in the British Championships. Fowler has experienced this first-hand, and adds: “I compete in Car Trials, and I know it takes 20 years before you start getting good! In my club, there’s lots of people older than me that have been doing it for 50 years and they’re just experts!

“The Autotest Championship is at a very high level and there’s not many people who are at that level. It’s the



Cross country events may take place 'out of sight' so attracting new members needs special consideration

JAMES ROBERTS

same in Car Trials, and in Sporting Trials. It's not something you are going to be able to jump in the car and win. You can drive, but you're not going to win – so we need to see how to make it appeal to all different levels.”

Fowler can cite endless examples of CoE use by different clubs. Recently, he worked with North Devon Motor Club over many months to help celebrate their 80th anniversary with a weekend of Trial, Autotest and Targa demonstrations. A discussion with an Austin Seven Club, meanwhile, led to plans for an Autotest type event to encourage more youngsters to join in.

It's the ability to adapt and explore different ways of doing events that he sees as being crucial for the future, as while the environment around motorsport is changing, the core principles remain the same. “A lot of people say, ‘it's very difficult, it's very expensive’ but people have always said

that” he notes. “Even 30 years ago they were saying that – but people still find a way to do it.

“Things change – there are less Road Rallies now because roads are busy all hours and the general public don't accept it so much – but Autotests and Car Trials are brilliant ways to find new members, and they are easy to set up and run. If clubs register with StreetCar to attract new competitors in road cars, invite other clubs in the area, and make sure it's in the local Association Calendar and on social media, people will come.”

BRINGING CLUBS TOGETHER

Ultimately, the ability to put on events is limited by time and personnel – but that can easily be overcome through club collaborations. Fowler encourages clubs to work together, even when they are involved in different disciplines – such as Car Trials clubs talking to

Cross Country people, or an Autocross organiser speaking to a race or kart track.

“Often two events can run at one venue at the same time, sharing all the facilities and the costs,” he explains. “I remember once speaking to a club and the guy was saying, ‘oh, nobody wants to do our events, I don't know why,’ so I put him in touch with another club that was doing well in promotion and they joined forces.

“They set up an Autotest Championship at a race circuit and it really took off. Lots of people came, it was a real success and both clubs ended up with more competitors – so it goes to show, it only takes one piece of inspiration and things can change around.” 🌀

For further advice and support with Clubsport events email clubsport@motorsportuk.org

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 10th September 2026

Guy Spollon (Chair), David Scott, Kevin Witton

Case No. J2026/32

DISCIPLINARY HEARING – ‘X’ (a minor)

- **Mr. Nick Bamber on behalf of Motorsport UK**
- **X supported by his Team Manager Eddie Ives**

1. X has accrued 12 penalty points on his Competition Licence within a period of 12 months. Accordingly, he has been summoned before the Court for consideration of further penalty pursuant to NCR Ch.2 App.12 Art.1.6.
2. The details of these breaches and penalties are as follows:
 - a) Ginetta Junior Championship, Silverstone Circuit, Race 3, 26th April 2026 (19:05), (Ch.12 App.1 Art.1.13), 6 points.
 - b) Ginetta Junior Championship, Croft Circuit, Race 1 (15:45), (Ch.12 App.8 Art.1.7e/f), 4 points.
 - c) Ginetta Junior Championship, Snetterton, Race 2 (12:08), (Ch.12 App.7 Art.1.8), 2 points.
3. The chronology of events in this case and the context are important.
 - a) X is only just 15 years old. 2026 is his first season of racing cars in the Ginetta Junior Championship.
 - b) The first matters complained of were on 26th April 2026 at Silverstone when X's car made contact with another car at Turn 13 on Race 1 causing the other car to spin. More importantly after the conclusion of the race, while driving down a busy pit lane X overtook several cars by crossing the working line and almost making contact with several volunteer marshals and team members who had to take avoiding action.
- c) X appealed his disqualification and the imposition of 6 penalty points for the above. The Appeal was rejected.
- d) Following a review of the Stewards' reports from the Silverstone event, Cheryl Lynch, Head of Race & Speed for Motorsport UK, wrote on 20th May 2026 to X's Team Manager, Eddie Ives, and requested that X should speak to the Silverstone Clerk of the Course, Paul Levitt, about the concerning events of 26th April 2026.
- e) On 27th June 2026 at Croft X incurred an additional 4 penalty points and another disqualification for making contact with another competitor's car under yellow flags.
- f) On 16th August at Snetterton X incurred a further 2 points and a reprimand after contacting another car due to his own out braking. This decision was unsuccessfully appealed.
4. Mr Bamber submitted to the Court that the circumstances of this matter dictate that there should be the imposition of training and also orders involving the suspension of X's Competition Licence.
5. Mr Eddie Ives addressed the Court on behalf of X and indicated that although there was no dedicated driving instructor in the team, they had tried to help and guide X, particularly after he had incurred the first 10 penalty points.

DECISION

6. The Court concludes that this is a case where both training and the suspension of X's Competition Licence are necessary.
7. X's Competition Licence is suspended with effect from today's date, 10th September 2026 for a period of 9 months until 10th June 2027.

-
8. X is required to complete a minimum of 8 hours of instruction by an independent ARDS grade 'A' or 'S' instructor selected from the Motorsport UK approved list and whose identity must first be notified to those at Motorsport UK.
 9. On completion of that training the instructor shall provide a written report to Motorsport UK's Head of Race detailing X's participation, conduct and perceived improvement in respect of his driving and competence to hold a Competition Licence.
 10. If that report is considered satisfactory X may apply for his Competition Licence to be returned from that date which is not to be before 10th December 2026, namely 3 months from today's date, 10th September 2026.
 11. In the event that his Competition Licence is returned to X, the suspension of his licence from 10th September 2026 to 10th June 2027 shall itself be suspended on condition that he does not incur any further penalty points on during the period to 10th June 2027.
 12. X is ordered to pay a contribution to the costs of these proceedings in the sum of £500.00

Guy Spollon, Chairman
10th September 2026



Sitting on 10th September 2026
Guy Spollon (Chair), David Scott, Kevin Witton

Case No. J2026/33

DISCIPLINARY HEARING – ‘X’ (a minor)

- **Mr Nick Bamber on behalf of Motorsport UK**
- **X accompanied by both his parents**

- **Sarah Franklin, solicitor, representing X**

1. X has accrued more than 12 penalty points on his Competition Licence within a period of 12 months. Accordingly, he has been summoned before the Court for consideration of further penalty pursuant to NCR Ch.2 App.12 Art.1.6.
2. The details of these breaches and penalties are as follows:
 - a) BRSCC Fiesta Junior Championship, Snetterton, Race 9, 18th April 2026 (20:12), (Ch.12 App.7 Art.1.5f), 2 points.
 - b) BRSCC Fiesta Junior Championship, Silverstone Circuit, Race 3, 16th May 2026 (16:07), (Ch.12 App.7 Art.1.8), 3 points.
 - c) BRSCC Fiesta Junior Championship, Anglesey Circuit, Race 8, 14th June 2026 (12:59), (Ch.12 App.7 Art.1.8), 2 points.
 - d) BRSCC Fiesta Junior Championship, Donington Park, Race 5, 18th July 2026 (16:46), (Ch.12 App.7 Art.1.8), 3 points.
 - e) BRSCC Fiesta Junior Championship, Brands Hatch, Race 16, 16th August 2026 (18:21), (Ch.12 App.8 Art.1.7.e/f, 4 points.
3. Mr Bamber helpfully reminded the Court of the particular circumstances of the last offence at the Brands Hatch Indy Circuit on 16th August 2026 when X's car ran wide into turn 1, putting two wheels into the gravel under double waved yellow flags with Marshals track side in attendance to another incident.
4. Although it is not the function of this Court to reconsider the circumstances of each conviction, the Court was nonetheless concerned to note that the safety and wellbeing of marshals had been put at risk.
5. Mr Bamber on behalf of Motorsport UK recommended to this Court that as X is still a novice driver:
 - a) There should be an interim suspension of his licence pending successful completion by him of a minimum of 6 hours' instruction by an independent ARDS grade 'A' or 'S' instructor selected from the Motorsport UK approved list and whose identity must first be notified to those at Motorsport UK.
 - b) The Court should consider what the appropriate period of licence suspension should be.
6. The Court had the advantage of reading detailed statements from:
 - a) David Ellesley, Managing Director of Race Care Consultants, the team which X joined at the beginning of the 2026 season.
 - b) Max Hart, X's manager and coach since November 2025. Max Hart in his statement pointed out:

"X has made significant progress each time he gets into the car. He is still a very young driver and is continuing to learn, but he has demonstrated a strong willingness to listen, learn from his mistakes and improve."
7. Miss Franklin on behalf of 15-year-old X:
 - a) Conceded that he has limited race experience and that 2026 is his first "proper" year as a competition car driver and that accordingly he would benefit from training.
 - b) Indicated that there were 2 further events in the BRSCC Fiesta Junior Championship namely at Silverstone on 19th / 20th September 2026 and at Oulton Park on 17th October 2026 both of which X would like to participate in.

DECISION

8. X's Competition Licence is suspended with effect from today's date, namely 10th September 2026, for a period of 9 months until 10th June 2027.
9. X is required to complete 6 hours' instruction by an independent ARDS grade 'A' or 'S' instructor selected from the Motorsport UK approved list and whose identity must first be notified to those at Motorsport UK.
10. On satisfactory completion of the training, the instructor shall provide a written report to Motorsport UK's Head of Race, detailing X's participation, conduct and perceived improvement in respect of his driving and competence to hold a Competition Licence.
11. If that report is considered satisfactory, X may apply for his Competition Licence to be returned from that date which is not to be before 10th October 2026, namely 30 days from today's date, 10th September 2026.
12. In the event that the licence is returned to X the suspension of his Competition Licence from 10th October 2026 to 10th June 2027 shall itself be suspended on condition that he does not incur any penalty points on his licence during this period. The aforesaid provision should allow X to compete at Oulton Park on 17th October 2026.
13. X is ordered to pay a contribution to the costs of these proceedings in the sum of £250.00.

Guy Spollon, Chairman
10th September 2026



Sitting on 10th September 2026

Guy Spollon (Chair), David Scott, Kevin Witton

Case No. J2026/34

DISCIPLINARY HEARING – ‘X’ (a minor)

- *Sian Woolley and Nick Bamber on behalf of Motorsport UK*
- *X and his father*

These proceedings were conducted via Microsoft Teams.

1. X has accrued more than 12 penalty points on his Competition Licence within a period of 12 months. Accordingly, he has been summoned before the Court for consideration of further penalty pursuant to NCR Ch.2 App.12 Art.1.6.
 2. The details of these breaches and penalties are as follows:
 - a) Wera Tools F4 British Championship, Brands Hatch, Race 1, 9th May 2026 (18:15), (Ch.12 App.7 Art.1.8), 3 points.
 - b) Wera Tools F4 British Championship, Brands Hatch, Race 1, 10th May 2026 (09:25), (Ch.12 App.7 Art.1.5f), 2 points.
 - c) Wera Tools F4 British Championship, Snetterton, Race 1, 23rd May 2026 (18:17), (Ch.12 App.7 Art.1.8), 2 points.
 - d) Wera Tools F4 British Championship, Donington Park, Qualifying, 22nd August 2026 (12:20), (Ch.12 App.7 Art.1.5f), 2 points.
 - e) Wera Tools F4 British Championship, Donington Park, Race 1, 22nd August 2026 (17:10), (Ch.12 App.7 Art.1.8), 3 points.
 - f) Wera Tools F4 British Championship, Donington Park, Race 3, 23rd August 2026 (17:03), (Ch.12 App.7 Art.1.8), 3 points.
 3. Prior to the hearing X's father provided the Court with a most helpful and comprehensive bundle of documentation running to 46 pages. Included therein were statements from X, X's father, Kai Degenhardt (Driving Coach & Race Engineer), and Dr Matthew Cunliffe (HCPC Registered Sport and Exercise Psychologist). Also included were a case summary and detailed submissions as to possible case disposal.
 4. Motorsport UK recommended to this Court that X should undertake 6 hours' instruction and interim suspension of his licence.
 5. On behalf of his son, X's father addressed the Court and highlighted the most relevant and pertinent points in his submissions document. These included:
 - a) X's age, only just 17 years, and his inexperience driving cars rather than karts.
 - b) With the benefit of hindsight, the involvement of a dedicated driving coach which should have commenced much earlier than it had.
 - c) That the penalties incurred at Donington Park could perhaps be explained by the fact that the training / coaching put in place had not had sufficient time to work and that progress with speed and race technique had proceeded faster than that of judgment and the ability to race under increased pressure.
- ### DECISION
6. The Court concluded that the recommendation for training by those at Motorsport UK is both appropriate and constructive, but a period of Competition Licence suspension is necessary.
 7. The Court orders that:
 - a) X is required to complete 6 hours' instruction by an independent ARDS grade 'A' or 'S' instructor selected from the Motorsport UK approved list and whose identity must first be notified to those at Motorsport UK.
 - b) X's Competition Licence is suspended until a written report of satisfactory completion of this instruction by him is received by Motorsport UK's Head of Race.

c) X's Competition Licence is suspended from today's date, 10th September 2026 for a period of 3 months until 10th December 2026 but this licence suspension shall itself be suspended on condition that X does not incur any penalty points during the 3-month period to 10th December 2026.

d) X is to pay a contribution to the costs of these proceedings in the sum of £500.

Guy Spollon, Chairman
10th September 2026



SHARE YOUR PASSION

MICHAEL CALVERT



Jonathan Pope joined the Caterham and Lotus Seven Club for an 'Introduction to Sprinting' at Curborough last month. Despite the damp weather, it was a good day with only a few 'wobbles'.



Ian Bowles is celebrating his 10th year as a marshal in 2026, ranging from his home circuit of Brands Hatch to weekends away at Anglesey or Formula One. For Ian, the attraction is the teamwork and camaraderie. "I enjoy being close to the vehicles and working with drivers and race teams. Everyone works together to make sure the event runs smoothly."



Gold Medal navigator on the LeJog road rally **Emily Anderson** is swapping to stagerallying with a shakedown on Trackrod Rally Yorkshire, followed by a seven-day historic stage event – the Silver Fern Rally in November. "When the New Zealand invitation came with Trackrod Rally Yorkshire as a shakedown, I jumped at the chance. I am excited and nervous in equal measure for the event, especially about the dreaded Dalby Forest at night in Yorkshire."



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Revolution@motorsportuk.org

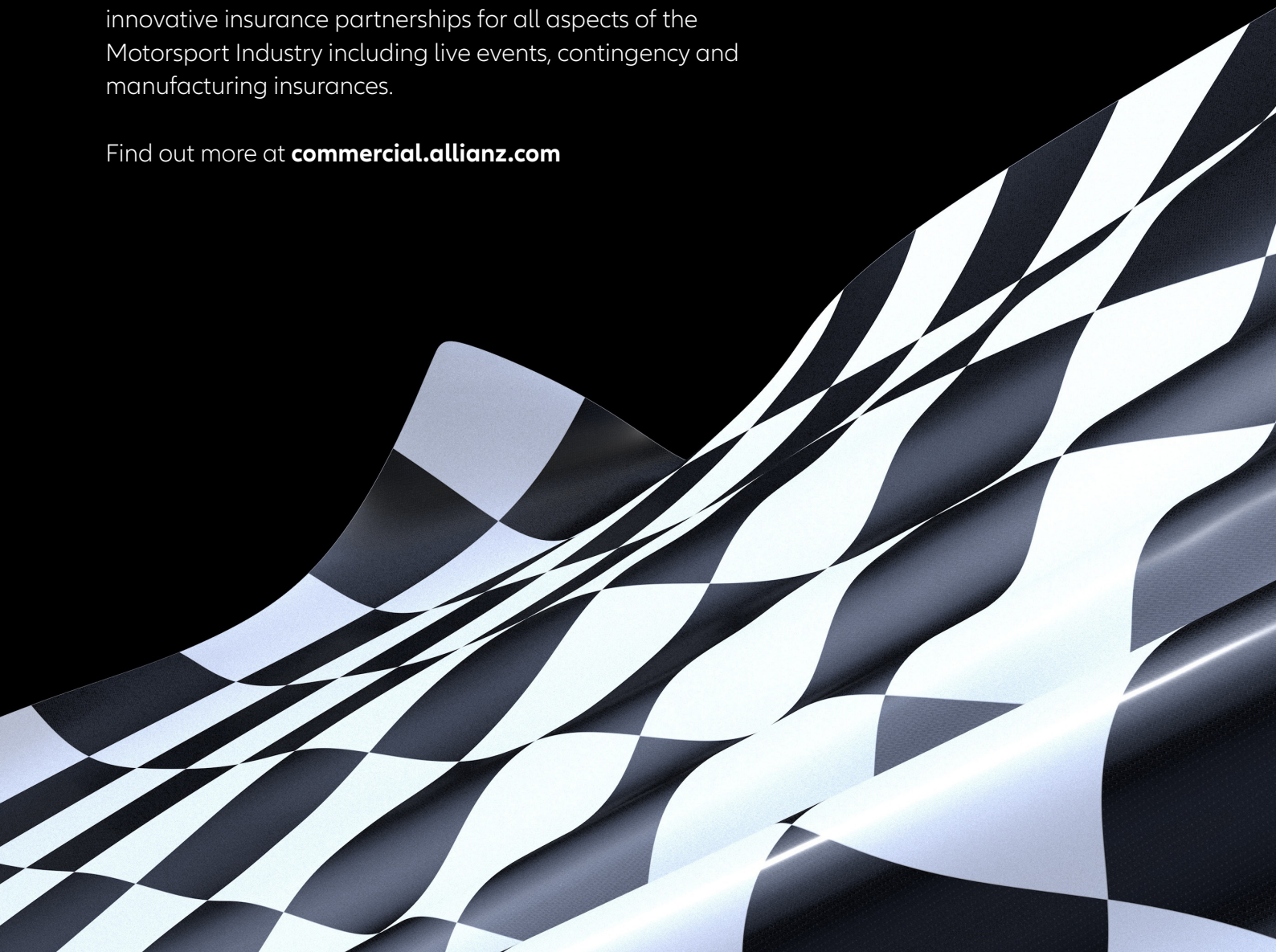


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WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS

RUSS OTWAY/90R181T



TrackRod Rally Yorkshire

26th September, Filey, North Yorkshire

The Trackrod Forest Stages, part of the Rally Yorkshire weekend, offers a unique opportunity for the rallying community from the Clubman upwards, to participate in an event which uses all the classic Yorkshire stages.

Rally Headquarters will be based at Filey's Evron Centre, with scrutineering facilities and the Service Park taking place at Filey Brigg Country Park. The event will start at The Galtres Retreat and Lodge Park in Pickering, and the Ceremonial Finish on Saturday afternoon will be on The Beach, Filey.

[Click Here](#)



British Rallycross Championship

26th-27th September, Pembrey Circuit, Carmarthenshire, SA16 0HZ

The Motorsport UK British Rallycross Championship 5 Nations Trophy descends on South Wales for what promises to be an action-packed two days of blockbuster wheel-to-wheel entertainment. Making its annual trip to Pembrey for a crucial double-header, tarmac and dirt fuse together to create an adrenaline rush like no other – with sideways thrill and spill all-but guaranteed.

[Click Here](#)



24 Heures Camions

26th-27th September, Le Mans Circuit, La Sarthe

The penultimate meeting of the British Truck Racing Championship is a firm favourite both competitors and spectators as it heads to Le Mans in France. Playing its part on what is an epic weekend of truck racing, the BTRC will stage a qualifying session and two races across the Saturday and Sunday. Also competing over the course of the weekend will be the Goodyear FIA European Truck Racing Championship and French Truck Racing Championship.

[Click Here](#)



British GT Championship

26th-27th September, Brands Hatch, Kent

Rob Collard and Hugo Cook are favourites to seal the British GT3 title after claiming their second victories of the season at Donington Park, where Daniel Lavery and Darren Turner became the first champions of 2026 by scoring their fifth GT4 Pro-Am victory of the season. Collard and Cook will hope to join them on this year's roll of honour at Brands Hatch when their #63 Lamborghini starts 15.5 points clear of teammates Alex Martin and Jarrod Waberski.

[Click Here](#)



KIM BROUGHTON



Margaret Malcolm Memorial Sprints

3rd-4th October, Anglesey

The Margaret Malcolm Memorial Sprints take place at Trac Môn, and forms event 17 in the 2026 Woodford Trailers HSA British Sprint Championship. This is also the final race of the season for organisers Longton & District Motor Club. Will rising star Ethan Faulkner be able to secure the championship before the final round at Castle Coombe?

[Click Here](#)



JEP

British Touring Car Championship

11th October, Brands Hatch, Kent

The 2026 British Touring Car Championship (BTCC) reaches its finale at Brands Hatch, with the legendary Grand Prix configuration set to host the closing rounds in October. The historic Kent racetrack has seen some spectacular BTCC entertainment over the many years the championship has been visiting and has been the scene of many a nail-biting finale – most with the crowning of 2025 British Touring Car Champion, Tom Ingram.

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SPACESUIT MEDIA



Cambrian Rally

24th October, Llandudno, North Wales

The British Rally Championship, BTRDA® Rally Series and Pirelli Welsh Rally Championship feature among others at the Cambrian Rally. Organised by North Wales Car Club since 1955, the event offers a real challenge for competitors of all levels, and this year returns to Gwydyr Forest Complex, which has not hosted rally stages since 2019.

The Cambrian has hosted a few WRC winners in recent years, Mikko Hirvonen won in 2000, when he was just 20 years old, and Andreas Mikkelsen won in 2006 when he was just 17 years old. Mads Østberg took the overall win in a Subaru in 2009. Last time out, Max McRae and Cammy Fair topped the podium in a Skoda Fabia Rally2.

[Click Here](#)



MARK HYLANDS

EVT Tweed's Sporting Trial

24th October, Larne, Northern Ireland

The Sporting Trials Car Club returns to Tweed's Farm in Cairncastle to host this two-day event for the English visitors. As this is designated as a Major Event in the Motorsport UK British Sporting Trials Championship calendar, competitors could score double championship points.

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RESULTS

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

Kwik Fit British Touring Car Championship



JEP

Latest Championship Standings

1st	Ashley Sutton	424 points
2nd	Dan Cammish	309 points
3rd	Tom Ingram	301 points

British Hill Climb Championship



JOY BATCHELOR

Latest Championship Standings

1st	Matthew Ryder	192 points
2nd	Wallace Menzies	191 points
3rd	Will Hall	190 points

Protyre Motorsport UK Asphalt Rally Championship



Latest Championship Standings

DRIVERS

1st	Jason Pritchard	148 points
2nd	Brad Cole	133 points
3rd	Aled Wyn Morgans	132 points

CO-DRIVERS

1st	Jack Bowen	134 points
2nd	Chris Lees	131 points
3rd	Rhys Stoneman	126 points

British Rally Championship



SPACESUIT MEDIA

Latest Championship Standings

DRIVERS

1st	Max McRae	103 points
2nd	Meirion Evans	96 points
3rd	Osian Pryce	83 points

CO-DRIVERS

1st	Cameron Fair	103 points
2nd	Dale Furniss	96 points
3rd	James Morgan	83 points

Motorsport UK British Car Trial Championship

GEOFF PICKETT



Latest Championship Standings

1st	Charlie Dovey	47 points
2nd	Tim Dovey	43 points
3rd	Trevor Moffatt	30 points

Motorsport UK Pirelli Welsh Rally Championship

PAUL LAWRENCE



Latest Championship Standings

DRIVERS

1st	Dan O'Brien	97 points
2nd	Matthew Hirst	84 points
3rd	Bob Morgan	81 points

CO-DRIVERS

1st	Michael Gilbey	109 points
2nd	Adrian Williams	93 points
3rd	Ian Jones	72 points

Wera Tools F4 British Championship

JEP



Latest Championship Standings

1st	Dries Van Langendonck	257 points
2nd	Lewis Wherrell	224 points
3rd	Theo Palmer	195.5 points

British GT Championship

SRO/JEP



Latest Championship Standings

GT3

1st	Rob Collard / Hugo Cook	122.5 points
2nd	Alex Martin / Jarrod Waterski	107 points
3rd	Morgan Tillbrook / Ben Barnicoat	105.5 points

GT4

1st=	Thomas Holland / Hadley Simpson	127 points
1st=	Jack Collins / Branden Templeton	127 points
3rd	Will Orton / Jessica Hawkins	121 points

National Championships

FuelTech Motorsport UK British Drag Racing Championship



Latest Championship Standings

1st=	Andy Robinson	322 points
1st=	Jon Webster	322 points
3rd	Jean Dulamon	211 points

SANTAPOD

Woodford Trailers Motorsport UK HSA British Sprint Championship



JOHN STEWART

Latest Championship Standings

1st	Ethan Faulkner	751 points
2nd	John Loudon	645 points
3rd	Stephen Miles	643 points

Motorsport UK British Autotest Championship



DUNCAN LITTLER

Latest Championship Standings

1st	Peter Grimes	240 points
2nd	Alastair Moffatt	232 points
3rd	Christopher Chapman	220 points



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National Championships

Wera Tools British Kart Championships



ADAM GUMBS

Latest Championship Standings

Junior Rotax

1st Charlie Woolfitt 495 points

Senior Rotax

1st Freddie Lloyd 475 points

Micro Max

1st Jayan Prakash 490 points

Mini Max 950

1st Joshua Cooke 490 points

E10 Cadet

1st Ansel Murray 325 points

MICRO E Plate

1st Arthur Rhodes 127 points

MINI E Plate

1st Joshua Cooke 127 points

JUNIOR E Plate

1st Emerson MacAndrew-Uren 124 points

SENIOR E Plate

1st Freddie Lloyd 124 points

Junior X30

1st Jorge Edgar 948 points

Senior X30

1st Freddie Lloyd 926 points

Water Swift [R]

1st Arthur Bowers 937 points

Water Swift

1st Alfie Davidson 942 points

KZ2

1st Noah Wolfe 759 points

Honda Cadet

1st Sawyer Henderson 735 points

M1 Bambino

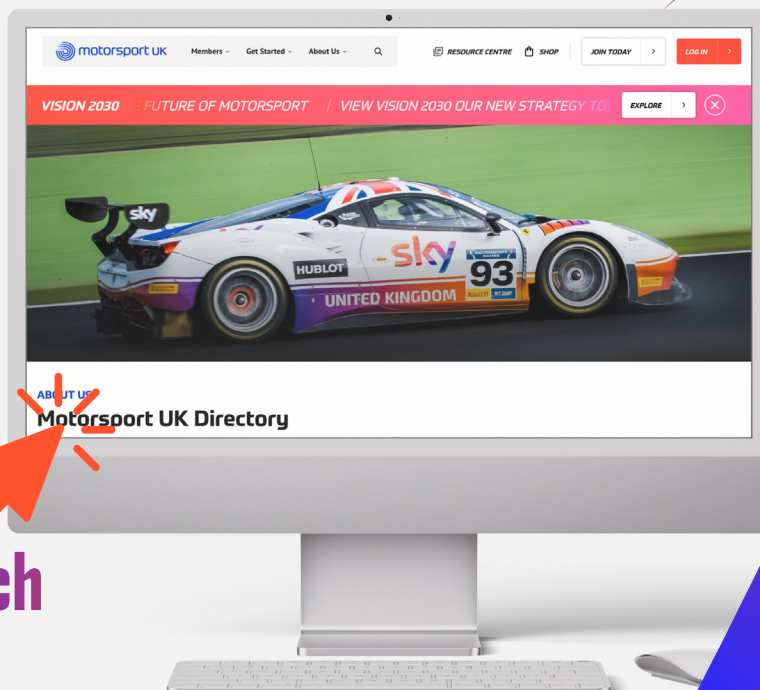
1st Presley Knight 756 points





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THE PARTING SHOT

If things go her way in the British GT Championship finale at Brands Hatch this weekend, Aston Martin GT4 driver Jessica Hawkins will become the second woman to win the British GT GT4 class since Jamie Chadwick in 2015, and the third woman to win a British GT title, after Flick Haigh was crowned overall champion in 2018 – completing a trilogy of titles in an Aston Martin.

PHOTOGRAPHY: JEP

