

Revolution

January 2025

The official magazine of  motorsport uk

THE CHAIR'S EDITION

Progressing towards a successful and sustainable future



12-CAR RALLIES

THE ADVENTURES OF
12-CAR RALLYING

MEMBERSHIP AWARDS

2024 WINNERS AND
RUNNERS-UP

GET STARTED

HOW TO BECOME
A RACE MARSHAL

PLUS: ASI SHOW REPORT + ESPORTS NEWS + NEW RLOs APPOINTED

The Chair's Edition: Motorsport UK Chair **David Richards** shares is comprehensive view on the sport. The 2024 Club Awards and Long Service Awards – congratulations to everyone nominated. In **12-Car Challenge** Will Gray explores the joys of taking part and organising these novice-friendly, yet exciting events. **Get Started as a Race Marshal** has all the info you need to lift your motorsport experience to the highest levels, plus there are Sustainability Stats with **In Numbers**, some early season events to try in **What's On**, and more...





Latest News: Autosport International report, Armed Forces Karting, BXCC Awards, Dunkeswell Raceway, Inclusion Hub, F4 Challenge Cup, new RLOs, and more...



2024 C Club Awards & Long Service Awards



What's new on Motorsport UK TV



The adventures of 12-Car Rallying



Get started in Race Marshalling



What's On

A new motorsport future

Motorsport UK Chair **David Richards CBE** reflects on the successes and highlights of 2024 and explains how digital, and sustainability changes have put UK motorsport on solid ground

The past year saw significant progress made towards our long-term goals of delivering a more inclusive, accessible and sustainable future for UK motorsport. We enjoyed some impressive success on the track – with no less than 21 champions within the Motorsport UK Academy – and we saw countless exceptional events run by our many member Clubs, but equally importantly, we put in place some major keystones to ensure our sport moves into 2025 with strong foundations for the future.

Anyone with a competition licence will have seen we have now digitised the application process through the roll-out of the motorsport management platform, powered by Sport:80. I have already had quite a few people tell me how much more straightforward they have found it all this year. We will continue to establish and support members with its roll-out into

this year, while also moving on to overhauling our existing website and further improving how members digitally engage with the organisation.

The roll-out of the new National Competition Rules (NCR) was another major achievement, the result of a very big consultative process. Over the last 20 years, I've been involved in two or three attempts to rewrite these, so to see it finally achieved – with several trial runs last year ahead of a full implementation this season – was very satisfying! Rationalising all the rules across all the different disciplines and cross referencing everything has been an extraordinary process, and I applaud the team who have so methodically gone about it.

I was lucky to enjoy a wide range of different British motorsport this year, from taking part in the Land's End Trial – a fantastic experience until we failed to get up the very last hill! – to promoting Motorsport UK and our industry to everyone I met at the British Grand Prix. The underlying element to every event I attended or participated in was not the competitors or the cars, it was the people behind it all. The camaraderie we have in UK motorsport is extraordinary and it showcases the real depth we have in our culture.

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The new National Competition Rules are live for 2025



"The past year saw significant progress made towards our long-term goals"



British motorsport excellence at the FIA Karting World Championship

I was particularly pleased to attend the FIA Karting World Championship on its return to the UK for the first time since 2017. The calibre of talent and professionalism was extraordinary to see. Again, the organisation is what stood out and everyone spoke so highly of the way it was run. Likewise, the Rali Ceredigion in mid-Wales, where a team of people who wanted to do something for the local community put on an event that would be a credit to any country anywhere in Europe.

Opening the Door

There is no doubting motorsport's popularity in the UK – last year there was close to 4,000 Motorsport UK-Permitted Events around the country – but as any Club organiser will know, putting on events and growing participation in a world with an increasing number of distractions can be a major challenge. This is where the relationship between Motorsport UK and its members plays a vital role, and in this coming year, we will be working on ways to further improve our engagement with the community and the support we can offer.

Ultimately, we are here to serve the interests of the Clubs and our licence holders, and to do so in the best way possible we encourage constructive feedback. Myself, our CEO Hugh Chambers, and many others throughout the team,

regularly participate or attend UK events and that on-the-ground experience – talking to members – is a vital part of our responsibility. Since I took over, I would like to think we have become a far more responsive organisation, and one that is proactive in the support, which is a fundamental part of our duty.

In the current environment, everyone is very cost conscious and we are cautious not to add additional burdens and costs to participating on motorsport. Getting the entry level of motorsport as affordable as possible is key to its future, and the StreetCar initiative has been a great starting point for this. It is showing people you don't need to have huge amounts of gear to compete – you can actually do it in the car you commute in every day – and all you need is a free RS Clubman licence, plus an entry that costs less than a tank of fuel.

The number of those events is building year on year, participation is growing, and I'd like to thank the 75 Clubs that have taken this on so far, because they are broadening the base of the pyramid and reaching out to far more people than we have ever done before. Beyond this, I also encourage Clubs to open their doors and look at events that might not be considered 'true' motorsport events, such as general car gatherings, as this can also broaden the appeal and encourage more participation from a wider spectrum of people.

The more people we reach out to, the more we will improve diversity within the motorsport community and we have put in a lot of work into encouraging this in recent years. Last year, for example, almost 1,500 people were involved in Girls on Track while the F1 Academy's Discover your Drive Karting programme saw a 400 per cent increase in girls taking part in karting at TeamSport venues. This year we have just launched our Inclusion Hub, bringing together complementary organisations to improve racial diversity, while IntoSpeed, operated by the British Women Racing Drivers Club, will open the door to low-cost motorsport for women.

It would be great to see 50/50 male/female fields and a wide range of minority groups in motorsport but we can't change society overnight. It's going to be generational and it starts at the youngest of age groups. In the playground, for example, until girls and boys are out there playing football together, there will not be full equality in that sport. It's the same in racing, but my granddaughter is four years old now and with the progress that is being made, I like to think she will be racing on an equal basis with boys when she is 18 years old.

It's a step-by-step process. Anyone who ever thought things were going to change radically in the next 12 months or even five years is mistaken, but we're doing far more today

than we've ever done in the past and we'll continue to do that because we are, once again, setting the example on a worldwide stage in this area. Everybody is looking at us to see the progress we have been making, complimenting us and following our lead, and we will continue to work hard in this area to accelerate that change.

One of the great innovations for diversity in the last few years has been the creation of the British Indoor Kart Championship, which now stands as the biggest motorsport championship in the world, with more than 5,500 participants. It takes motorsport to 35 towns and cities nationwide, opening it up to people who had never ever thought that they could ever compete. It is democratising participation, and it is seeing an increasingly diverse participation.

The other route to reaching a broader church is through flagship international events that are run in the UK, because they raise awareness and build a profile for motorsport. The British Grand Prix attracted a record crowd of nearly half a million fans last year, who were able to witness a top-three lock-out of British drivers on the grid and the first Lewis Hamilton victory since 2021. Again, a fantastic demonstration of the talent we have in this country.

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The 2024 StreetCar Festival successfully promoted the affordable motorsport ethos



F1 Academy's Discover your Drive Karting programme saw a 400 per cent increase in girls taking part



For me, it was a vital event to promote the work of Motorsport UK and I spent a lot of time speaking to local and national politicians and key stakeholders about the sport and the industry it supports. I would very much like to see more of these world-class events coming to the UK – a return of the World Endurance Championship to Silverstone, for example, and, of course, the World Rally Championship coming back to the UK. I could never treat that as anything less than a big priority and we're exploring different avenues to do so.

We have got to be clear, though, that all these big events must be commercially viable. We are a not-for-profit organisation, and it would be inappropriate for a governing body to spend a disproportionate amount of its funds on one particular category of the sport. When it comes to the higher levels, events have to stand on their own two feet. We can put efforts in to get them to happen, but our main priority is to build the grassroots and to develop the sport at that level, to give the opportunity for as many people as possible to participate.

Supporting Future Stars

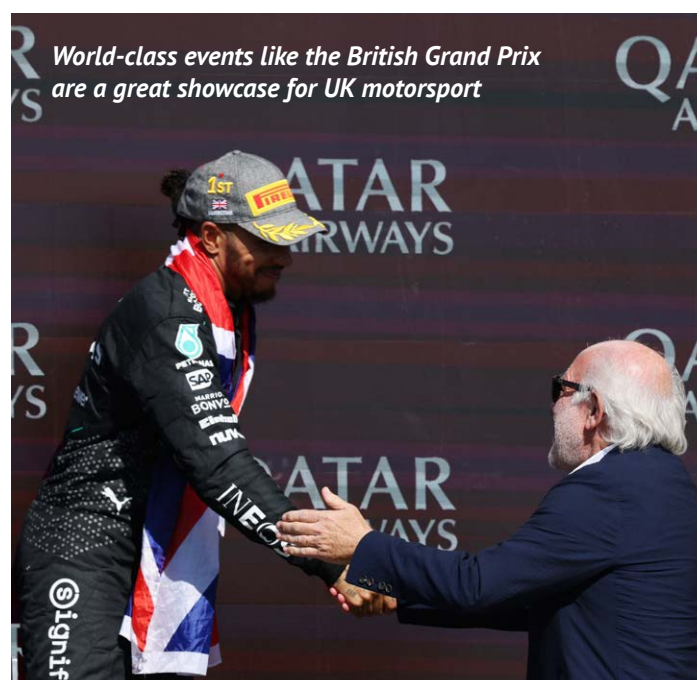
As part of our continuing drive to find ways to build awareness, we saw the launch of the National Motorsport Week initiative last year, and what an amazing success it was. During the elongated week, we had more than 130 events taking place across the UK, ranging from the high-profile Goodwood Festival of Speed and London's Formula E decider, to rounds of the British Hillclimb and Autotest Championships, putting a focused spotlight on the sport.

The event is a great initiative to reach out to the communities we would not normally talk to, and to engage with people who perhaps see motorsport as unattainable, who watch F1 but don't know how to get involved. After

seeing so many high-profile events and Clubs getting involved in the first edition, we want to engage even more Clubs for the second, which takes place on 10-20 July, and to turn that awareness into active participation.

The more people we get involved in motorsport, the more opportunities there will be to create future stars – and that is something the Motorsport UK Academy has done to record-breaking levels this year. The last edition of this magazine had a list of Academy Champions and when I went through it to see how many I had met I think it was only about half of them, which that gives an idea of the range of disciplines involved, and just how successful it has been in helping people get on those first rungs of the ladder.

➤➤➤➤



World-class events like the British Grand Prix are a great showcase for UK motorsport

Don Gibbons

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"I was lucky to enjoy a wide range of different British motorsport this year, from taking part in the Land's End Trial – a fantastic experience until we failed to get up the very last hill!"

David Richards competing on the Land's End Trial



Motorsport is far more professional at all levels these days, so the Academy, and the support we give to young drivers outside of that, is another important part of our role. If you turn the clock back to my era of participation, we just jumped in a car and off we went. We never gave much thought to the fitness, discipline and all the other aspects involved. Those are the things we work hard to support with for all young drivers, because competing at any level now is not easy.

We have actively sought experience and knowledge from outside of motorsport and incorporated it into this support network. Some of the trainers we use in the Academy, for example, have been brought up in other sports and have introduced new techniques. Hugh himself was part of the British Olympic Association before he joined us as CEO, and he has seen how motorsport, and our organisation, can benefit from the experience of other disciplines.

We saw some landmark successes in the British Championships last year across a wide range of disciplines, with Alastair Moffatt clinching his tenth Autotest title, Andy Robinson sealing his ninth British Drag Racing crown and Chris Ingram adding his name alongside legends like Colin McRae, Richard Burns and Elfyn Evans on the British Rally Championship trophy. Off-road, we also saw the successful return of the British Cross-Country Championship and in single-seaters Abbi Pulling became the first woman driver to win a British F4 race, while Deagan Fairclough took record-breaking 14 wins on his way to the title.

The diverse range of talent in British motorsport was demonstrated on an international stage at the FIA Motorsport Games – motorsport's version of the Olympics or World Cup. The event saw 82 different nations compete in 26 different categories and the 24 members of Team UK represented our biggest representation to date. To come home with a medal haul of two gold, three silver and two bronze was an impressive feat, and one that cemented UK motorsport's place on the world stage.

I like to think that a lot of the success we are currently having in British motorsport is due to the Motor Club network we have in this country, the infrastructure and, hopefully, the support and professionalism that Motorsport UK brings to that as well. One of the things that perhaps many Club members don't realise is how much the UK is looked at by other governing bodies around the world as the benchmark on which to mirror themselves.

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The British Cross Country Championship blasted back into action in 2024



Autotest Champion Alastair Moffatt



Abbi Pulling winning in British F4

I speak to so many people at different international meetings who follow everything we are doing and do their best to copy the ways we go about supporting the sport in our country, be that copying our NCR for applying the regulations to different activities or looking at how we start up in karting and other categories of the sport. I take that with a great amount of pride, as should all our Clubs in this country, and we should never forget that.

Seeking a Sustainable Future

As important as it is to be a benchmark in participation and organisation, I also see it as equally vital for us to lead the way when it comes to the environment and sustainable racing. This is another area that has taken significant focus in the past year and as we move forward into an increasingly climate-conscious world, I cannot overstate how important sustainability is for the future of all motorsport in the UK and beyond.

I do not want to be alarmist, but if we don't take this seriously, if we don't look at every aspect of our sport to see how we can give sustainability the importance it deserves, we have the potential to end up like fox hunting. One of the most stand-out elements I saw at the Rali Ceredigion

was the importance the organisers placed on developing strong underlying environmental credentials, making that the mainstay of the entire platform for their event, and I encourage other events to take that as a lead.

We are working hard to help Clubs implement sustainability aspects in simple and cost-effective ways and we will be coming up with lots of ideas and guidance over the next 12 months – but let's not think for one minute that we are the only party that develop these suggestions. In fact, a lot of great ideas come from Clubs themselves and many are way ahead of the game on this. I hope this year we can share knowledge and show how relatively straightforward so many of these quick wins are to implement.

You might not think it is necessary today, but when you come to be challenged it will make a difference. More than likely it will be your children or grandchildren asking whether you are behaving appropriately, whether you are doing the right thing. We must do whatever we can to do that – whether it is making sure the environment we use is looked after properly, supporting local community initiatives, or driving with sustainable fuels to reduce our carbon footprint. All these elements are vitally important for the future of our sport.

Drag racing Champion Andy Robinson



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FINAL

MEDAL TABLE

1		SPAIN	6	6	6
2		GERMANY	3	2	2
3		ITALY	3	0	0
4		UNITED KINGDOM	2	3	2
5		TÜRKIYE	2	3	0
6		BRAZIL	2	1	2
7		BELGIUM	2	0	0
8		SLOVAKIA	1	1	0
=9		FRANCE	1	0	1
=9		LITHUANIA	1	0	1

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The 2024 FIA Motorsport Games in Valencia, Spain



This past year, for example, we launched our sustainable fuels consultation, seeking feedback on proposals for all specialist racing fuels to contain a minimum of 50 per cent sustainable content by 2026, with a roadmap to 100 per cent fossil-free racing fuels by 2030. This is not something we have just dictated – even though I and all the executive team and the board passionately believe in it. It would be wrong of us to mandate this automatically, which is why it went out to Clubs and members for consultation so we could obtain their valuable feedback.

Sustainable fuels are available right now from a bio source and in the longer term we will see more e-fuels – fuels that are synthetically made using captured carbon dioxide and water – coming into the system as well. Right now, these fuels are expensive, and there is no getting away from that, but they are no more expensive than some of the expensive fossil-based racing fuels people have been using – and they are a far more sensible alternative.

Last year, sustainable fuels were used in the UK in the Race of Remembrance, the British Touring Car Championship, the Goodwood Revival, and Formula Student – to name just a few events – and I believe that soon many categories will become fast adopters. After all, our sport is a place for innovation and adaptation. In reality, fuel is a relatively low part of the costs for many events, so I hope this will be embraced as an obvious step in the right direction and that, again, the UK can lead the way.

Ultimately, sustainable fuels are just the tip of the iceberg. The consultation is a recognition of how important it is for us to treat all aspects of the environment as one of our biggest priorities across the entire motorsport spectrum. We have developed toolkits to support this and I encourage clubs to use our Carbon Calculator tool to understand your impact and how you can reduce it and to strive to attain our Sustainability Accreditation.

We have got to do as much as we possibly can to defend our right to continue to go motor racing, and if that requires making compromises in certain areas, putting in some extra



Motorsport UK has conducted a sustainable fuels consultation

effort or managing marginal cost increases, that's a very small price to pay. Personally, I have burned an awful lot of fossil fuels in my life, and I want to make sure that from here on in, I repair everything I do. At the end of the day, I don't want my granddaughter to be challenging me that I haven't done the best I could.

I measure success by the broad range of activities that go on in this country, the following they have and the innovation taking place across the organisation. I am particularly proud of how we embraced a wide-ranging series of karting championships into a very robust and over-subscribed British Championship and, equally, by how the British Formula 4 Championship has become one of the top series in Europe since we took it over. Along with StreetCar, which is providing a cost-effective route into the sport, I hope that this pathway will ultimately encourage great participation at all levels of racing in the future.

As we enter the next quarter of a century, I cannot emphasise how important the grassroots level is to our future. I am looking forward to getting back out there to as many events as I can this season, but in a year where there is a general pressure on the cost of living in the UK, and participation in motorsport is often a discretionary spend, we need to do all we can to make it as easy and affordable as we can to participate. After all, only then will we ensure UK motorsport can continue to fly the flag for the next quarter century and beyond. 🌀

David Richards CBE

Chair, Motorsport UK





New Year, new opportunities

The Autosport International Show kickstarts 2025

Members of our Motorsport UK team were on hand at stand A24 in the main hall, alongside a display of cars, with visits from British motorsport champions and personalities, and staff offering helpful advice on licences, roles within the motorsport community, and the different disciplines that make up UK motorsport landscape.

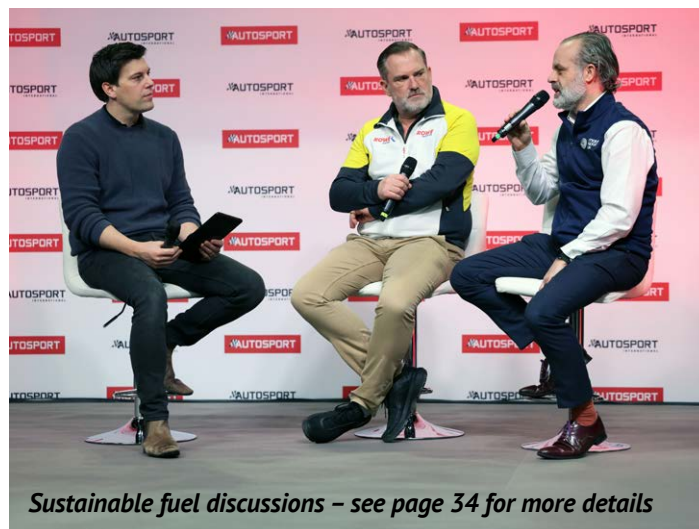
Motorsport UK's theme at the show was "arrive-and-drive," and promoting the low-cost options available to competitors looking to get into or continuing enjoying motorsport without owning a vehicle. The Motorsport UK stand featured a 1.6 super-charged MINI Rally. This small but mighty machine is eligible for stage rallies, track days, testing, and other disciplines, boasting a six speed getrag gearbox and equipped with a SW Motorsport roll cage.



The Arrive and Drive cars come in many shapes and sizes

Alongside the MINI was a Fun Cup powered by a 130bhp VW/Audi petrol engine, mated to a Sadev sequential gearbox using a paddleshift system. These race cars offer a central driving position and a space frame tubular chassis – with standard races lasting from four to 25 hours in duration!

The HERO-ERA 1961 MG A Coupe wears the works BMC colours from the Abingdon days, this near 100mph 1860cc 1961 MGA is conscious of its heritage. Offering 105bhp, and a four-speed gearbox with a fully strengthened axle and professionally built suspension, all contained within the elegant and slippery MGA body work.



Sustainable fuel discussions – see page 34 for more details

JEP

Competition winner Ben Bielby with Ollie Bearman



Jennie Gow dropped by to share her new book



Motorsport UK staff were available to help with licence and membership enquiries

All these vehicles, plus the Champions of the Future karts and a Suzuki Swift Rallycross car, are all 'arrive-and-drive' options for aspiring drivers to consider.

"We've seen a growth of demand for this style of motorsport in recent years," noted Giles Groombridge, 750 Motor Club Managing Director. "People don't necessarily have the space to store trailers and tow vehicles, so it's becoming

Motorsport UK British Champions of the Future Academy Programme

Motorsport UK in conjunction with RGMMC, a global promoter of karting events, have launched a new global concept for drivers to showcase their talent using supplied equipment – The 2026 Motorsport UK British Champions of the Future Academy Programme.

This innovation opens doors for aspiring drivers and expands karting to those who may not own their own equipment, making the sport more accessible to drivers and families. In 2024, The Champions of the Future Academy Programme, organised by RGMMC, ran a series of events in the Middle East and Europe, with the series now set to come to the UK in 2026.

The 2026 Academy Programme will take place at four UK locations. Drivers will be able to compete in three classes

- Mini 60. Ages 8-12 (chassis – Parolin powered by TM)
- OK-N Junior. Ages 12-14 (chassis – Kart Republic powered by IAME)
- OK-N Senior. Ages 15+ (chassis – Kart Republic powered by IAME)

All karts and engines are drawn by lottery for each event.

The new series also acknowledges the growing number of drivers joining the sport from Motorsport UK's "Arrive and Drive" Championships and forms another critical step in the Karting Pathway, which was established in 2020.

As part of the introduction of this new programme, Motorsport UK will also launch a dedicated Motorsport UK Academy for karting, which will include a programme specifically for female drivers. In 2025, female drivers are set to make up over 30 per cent of the Champions of the Future (COTF) programme, a foundation we aim to build upon when the Academy Championship launches in the UK in 2026.

For more information and updates, see www.championskartingacademy.com



JEP

>>>>>



The esports competition proved very popular – see page 32 for more details

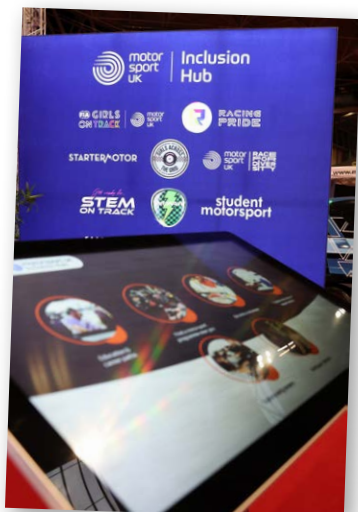
increasingly popular. Whenever we get enquiries, we can put people in touch with teams depending on the car that they are looking to race and their budget, from entry-level affordable options up to more premium services. We've got something for everyone."

750 Motor Club currently runs around 25 different championships in the UK, several of which have teams of preparers within each offering pure 'arrive-and-drive' services.

Visitors on Thursday were also able to explore the future of motorsport, and how hydrogen technologies are shaping international Championships on the main stage, with presentations from Oscar McEntee, Founder McEntee Racing Ltd and Mark Grain, Technical Director, Extreme H and Serge Grisin, Motorsport Director, Symbio respectively.

Motorsport UK also officially launched the Inclusion Hub with representatives gathering at the dedicated Inclusion Hub space. The Hub is initially for those aged 14-24, their guardians and teachers to support them in navigating opportunities within the motorsport industry available to them and is part of the organisation's ongoing commitment to inclusivity and diversity in motorsport, addressing underrepresentation and promoting STEAM education.

See page 30 for more details. 



The new Inclusion Hub was launched at the show

Get Your 2025 Licence

Didn't get your 2025 licence sorted at ASI this year...? Don't worry. You can still apply online today.

With a Motorsport UK competition licence, you have the exhilarating world of UK motorsport at your fingertips. It allows you to enter sanctioned events at licensed venues, with trained volunteers and officials on hand, to keep the sport safe, fair and fun. Competing with Motorsport UK means you are covered should an accident happen. Through our partnership with Marsh Sport, we provide Personal Accident Insurance for all competitors, with International competitors also benefitting from medical expenses and repatriation cover while participating in events permitted by an FIA ASN. This is in addition to the peace of mind that all Motorsport UK permitted events you enter hold our gold standard £100M public liability cover.

Through your Motorsport UK licence fee, you are also supporting the future growth and governance of our sport. This includes **Club Support, Sport Development, Sustainability, Equality, Diversion and Inclusion** programmes, **Race With Respect**, and the other less visible efforts that keep motorsport in the UK running.

In 2024 Motorsport UK has launched the first stage of its completely new motorsport management platform, powered by Sport:80. For the first time ever, all licence renewals (and new applications) can be done online. For many, we know the traditional paper renewal form is still preferred, so this remains an option, but we also encourage you to embrace the digital offering to maximise your membership. Members will still receive a physical licence card through the post after renewal, but now can download a digital licence into your Apple or Google wallet, so you'll never be without it. Further information is available on www.motorsportuk.org/sport80

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2024 Clubs of the Year announced

Winners and runners-up confirmed in the 2024 Membership Awards

Motorsport UK is delighted to announce Ulster Automobile Club (UAC) as the winner of the 2024 Club of the Year, with Darlington & District Motor Club taking the Runner Up spot. UAC wins a £1,000 prize and Motorsport UK Trophy, which will be awarded at next month's Night of Champions celebration while the latter also wins a Motorsport UK Trophy plus a £500 prize.

Volunteer of the Year

Maurice Bennington

The graceful and thoughtful efforts of Maurice Bennington have been recognised with the Motorsport UK Volunteer of the Year Award, a richly deserved accolade presented annually at the Night of Champions, together with a trophy and cheque for £500.

Maurice Bennington has dedicated so much to motorsport in his long career, in fact he is something of a lynchpin of the marshalling community, so much so, not many people can remember him starting around 56 years ago.

He has spread his service across several racetracks, and regularly works at Brand Hatch and Silverstone, in addition to his home track Snetterton. He has an affinity with the drivers who pass through the assembly area, getting to know several generations of the same racing family.

His strong moral compass, and sense of right and wrong has helped many young people in their formative years. Long before 'safeguarding' was a word, Maurice was doing just that with all the youngsters that had started out at Snetterton. Many have gone on to greater things within the sport, and some have cause to thank him for starting their working careers in motorsport.

Maurice is renowned for being a walking, talking, encyclopaedia of people and events throughout his personal motorsport experience. He is a well-respected and committed individual and a true Volunteer of the Year.

"I am extremely honoured and grateful to receive this award," said a thrilled Maurice, "I would imagine the feeling is on a par with winning a championship and would like to thank all those who have nominated me for the award."



Runner Up Iain McLeary

The efforts of Iain McLeary have also been acknowledged. He has been named by Motorsport UK as Runner Up for Volunteer of the Year, having been an invaluable member of the Scottish Association of Motor Sports Clubs. He receives a trophy plus a cheque for £250.

Club of The Year

Ulster Automobile Club

Ulster Automobile Club has been in existence for over 100 years and is recognised for its inclusive and innovative approach to motorsport, celebrating current club members and providing opportunities for those interested in getting involved in Northern Ireland. The club is the only club in Northern Ireland to run events in the Irish Tarmac Rally and British Hill Climb Championships, and in the Northern Ireland Autotest, Hill Climb and Sprint Championships.

The club is particularly well known for its expertise in Hill Climb, Rally and Autotest and contributing to motorsport across Northern Ireland and beyond, following its organisation of the Circuit of Ireland Rally, a round of the Irish Tarmac Rally Championship in April, and a round of the Northern Ireland Autotest Championship in March.

“The Ulster Automobile Club are delighted to have been chosen as Motorsport UK’s Club of the year for 2024”, said Wilson Carson, club Chair. “Our members give up their time for the Club and it is great to see this being rewarded.



“Thank you to all our volunteers, members and committee members who give of their time freely, without them none of our events would take place. 2025 is an incredibly special year for the Ulster Automobile Club as we celebrate our 100th Anniversary.”

Runner Up Darlington & District Motor Club

The Darlington & District Motor Club prides itself on offering its 175 members a variety of events and opportunities, with its family atmosphere welcoming competitors from a variety of experiences, aged from 19-years-old to a couple of members in their 70's.

The club has a long history of running Rally Cross, having worked with BTRDA for many years, thanks to its dedicated group of marshals and regular training days at Croft Circuit – ideal for those looking to try out marshalling for themselves. The club currently has members marshalling with experience of marshalling at the British Grand Prix, the British Touring Car Championship and other Circuit, Rally, Hillclimb and Rallycross events throughout the country.

“Darlington & District Motor Club are so grateful to have been chosen to be the runner up in the club of the year in 2024”, noted Lesley Starkey, Chair. “This gives us the inspiration to continue and push on even harder to make the club and motorsport more successful in the coming years.

“We are all committed to keep bringing the best of amateur motorsport to our competitors, marshals, officials and of course the public in 2025 and many more years ahead. We as a club feel very honoured to receive this special award from Motorsport UK, especially with so many clubs around the country.”



Sustainable Club of the Year

Knockhill Motor Sports Club



Chairman of the Knockhill Motor Sports Club Stuart Gray was thrilled to receive the award on behalf of the KMSC and Knockhill Racing Circuit.

In a joint long-term strategy, the Club is pushing forward with plans to offset all its racing championships by 200 per cent by 2026, starting with the Scottish Legends Championship, and working with Carbon Positive Motorsport. The Circuit has also connected with

Cataclean as its sustainability partner and has engaged in a wide variety of green investments including installing solar panels, converting to greener fuel sources and embarking on a tree planting programme with Akre, a local tree nursery.

Pictured is Gray with a Scottish Legends championship car which has had its emissions offset by 200 per cent in 2024.





Organising Team of the Year

VSCC 90th Anniversary Team

The Vintage Sports-Car Club's (VSCC) Organising Team went above and beyond to deliver an unforgettable celebration of the club's 90th anniversary year. Through their exceptional teamwork, dedication, and creativity, the team, led by David Knight, orchestrated nearly a dozen permitted events in just one week, blending motorsport action with engaging evening social events.

One of the team's crowning achievements was the Gala Day, a flagship event designed to bring together both Club members and the local community. Their efforts celebrated the rich history of the VSCC, while also engaging with the wider community, sparking greater interest and appreciation for historic motorsport.

Collaborating with clubs like CycleKart and charities such as StarterMotor and Spinal Track, the club added a fresh energy to the events and fostering inclusivity, with community engagement at the heart of every decision. The dedication of Club staff and volunteers was second to none, with each member contributing to the seamless execution of a packed and varied programme.

The pop-up Hill Climb at the historic Impney Estate was a successful tribute to the legendary Chateau Impney Hill

Climb. This event allowed participants to experience the thrill of driving their vintage cars at this iconic venue, and it was a shining example of the team's ability to rise to a challenge.

"This award is a testament to the incredible teamwork and passion that define the Vintage Sports-Car Club," noted Simon Blakeney-Edwards, Chair of VSCC. "In our 90th year, we delivered an extraordinary week of events with a team of staff and volunteers. We navigated tight timelines, challenging logistics, and multiple events, creating an unforgettable week for all involved. We dedicate this award to everyone who played a part, large or small, in making this milestone celebration such a resounding success. Here's to the next ninety years!"



Long Service Recognition 2024

Long Service Recognition Certificates are issued throughout the year and are selected based on nominations by a club, region or an event. Nominees must have supported the motorsport community for at least 40 years.

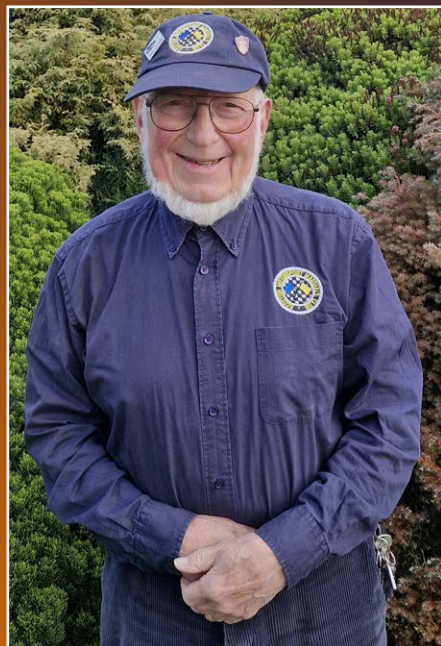


Nick Clarke

Nick Clarke began his motorsport marshalling career in 1971 with the Scottish Motor Racing Club (SMRC) flag marshalling team, which he continues to participate in 53 years later. In late 1980s he became SMRC's Chief Marshal, a role he held until 2012, and served as a director from 1989 to 2012, including a period as Chairman.

In 1980, he joined the Scottish Motorsport Marshals Club and was appointed as a director in 2014. He served as Chairman from 2018 to 2020 which gave him an Honorary Membership. His dedication earned him the SMRC Geoff Waugh Medal and SMMC's Jim Clark Marshalling Award.

In the 1990s, he became a Motorsport UK National Race Clerk of the Course and officiated at events such as the British Grand Prix, the British Touring Car Championship, and the British GT and F3 Championships. Since 2013, he has been a National Kart Clerk and an Inter Club Speed Clerk of the Course. Nick has also contributed to Motorsport UK's Marshals Working Group and serves on the Race Marshals Upgrading Panel.



Ian Douglas

Ian Douglas is a founding member of the Scottish Motorsport Marshals Club (SMMC) which formed in 1973 and has dedicated decades to enhancing motorsport safety. Starting as Chief Track Marshal, his contributions extended to the Lombard Esso RSAC International Scottish Rally in the late 1970s as a Pilot Car crew member.

In the 1980s, Ian involved his wife Sheila, son Grahame, and daughter Corinne, in Stage Commander duties, pioneering stage post numbering.

Ian and Sheila later became a respected and highly efficient radio crew.

Ian is multi-skilled and when Motorsport Radio Group were looking to convert an old Rescue Unit into a mobile Communications Unit there was only one person who could do it. He not only converted the vehicles but then stored them, making sure they got regular runs between events.

Ian has trained new radio crews, maintained his skills through regular training, and has been a steadfast marshal at sprints and hill climbs, particularly at Doune. Recognised for his service, Ian received the Jim Clark Marshalling Award in 2004 for significant contributions to marshalling.

Now in his late 80s, Ian continues to marshal at Doune and perform radio duties at events across Scotland, including multi-day rallies like the Jim Clark Rally.



Andrew Main

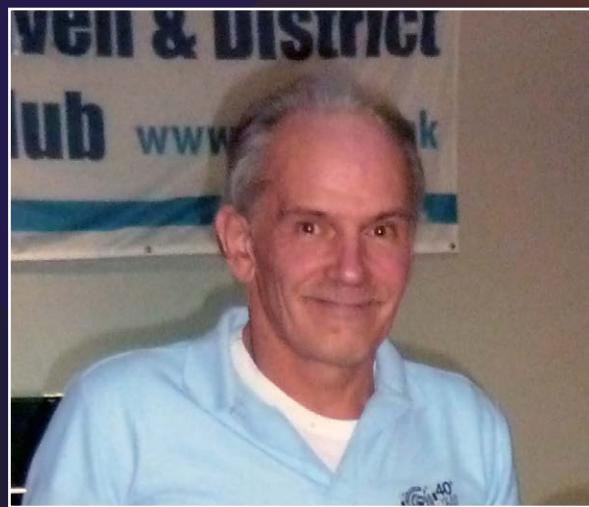
Andrew Main is the 21st member of the Scottish Motorsport Marshals Club (SMMC) which began its activities in 1973 and has been a dedicated figure in motorsport. As a committed Rescue Crew member, he has attended events across the UK, including the Channel Islands, and several British Grand Prix, recording 913 attendances by the time he retired his Rescue Licence in 2014 after the Roger Albert Clark rally.

Andrew has supported the Club by maintaining its fleet of Rescue Units, addressing repairs, conducting servicing, and managing insurance renewals. Serving as a director since 1991, he was rewarded with an Honorary Membership in 2023.



Gordon Ritchie

Gordon Ritchie's involvement with the Stonehaven & District Motor Club began when he became Club Treasurer in 1981. He held this position up to 2022 and has recently been made an Honorary President of the club. As a keen competitor throughout the years, he also assisted as Event Secretary and Treasurer for the Durriss Hill Climb, and the Grampian Forest Rally. Gordon has been a stalwart for the club, keeping it on a stable financial footing throughout his years in office and he continues to be a very active member for the club.



Gordon Reid

Gordon Reid's dedication to Stonehaven & District Motor Club has spanned over 40 years. He has held roles such as a President and Championship Coordinator as well as being a tireless committee member for nearly all his time with the club. Gordon has a wealth of knowledge when discussing the history of the club and is held in high regard by all members. When not competing, Gordon will happily assist other members with running events. He continues to take part in club events and is part of the Grampian Forest Rally organising committee continuing to offer guidance and support.

Ron Jackson

Ron Jackson is a founding director of Hadrian Motor Club, formed in 1957 (later to become Hadrian Motorsports Club), and has served as Company Secretary for over 40 years. As Clerk of the Course for the Club's Centurion Rally in the 1980s, part of the BTRDA Rally Series, Ron held a National A Rally Clerk Licence, and later upgraded to an International Rally Clerk Licence. He was also North East Regional Organiser for the Lombard RAC Rally (later Network Q Rally), overseeing the Newcastle upon Tyne overnight halt, and coordinating various forest stages.

Ron contributed significantly to Tynemouth Computer Services from the late 1970s, bringing new ideas and validating software. In the early 1980s, he began providing a results service for the National Asphalt Rally Championship and played a key role in the Wales Rally GB results team, even post-FIA system implementation. He was still involved in providing the results service for the National event.

Ron continues to provide a results service for several of the Association of North East and Cumbria Car Club Rally Championships, as well as The Scottish Border Hill Rally. With modern communications the results service is often provided remotely. His decades-long dedication has been vital to motorsport event management and support.



Eric Cowcill

Starting as a competitor and navigator, Eric Cowcill achieved numerous top ten finishes in the Motoring News Championship. Transitioning into organisational roles, he contributed to events including road rallies, 12-car events, and Autocross. He served as Stage Commander at the RAC Rally's Trentham Gardens stage, and later became Regional Organiser for Mid-Wales, mentoring Sue Sanders to succeed him. His guidance has helped shape the careers of many officials across the UK, supported by his role as a Motorsport UK Mentor and Assessor.

Eric's involvement extends to countless events across multiple disciplines, including working as a Timekeeper and Steward / Delegate at international F1 events. He remains active as a Steward at various levels and dedicates most weekends to motorsport duties. His commitment to the Club is steadfast; he attends meetings, engages in activities, and shares his wealth of knowledge with members.

Eric's lifelong service makes him an invaluable asset to the motorsport community and our Club, deserving of this recognition.



Ian Rushforth

Ian Rushforth's dedication to karting, especially Long Circuit racing, is unparalleled. Over the decades, he has devoted countless hours, as well as donated equipment and funds, to support the sport. His involvement was highlighted in Rodger Calvert's book, Long Circuit Karting – Drive It, where he was pictured with organisers at Mallory putting on a race meeting.

In the 1970s, Ian's karting expertise shone through when he won the Snetterton 9-hour race. A pivotal member of the Cadwell Car and Kart Club, he was one of the leading lights for ALICK / BSA which was instrumental at bring the clubs together back in the 1990s.

Now in his 70s, Ian continues to organise events across the UK, demonstrating unwavering commitment. His lifelong passion and leadership have made a lasting impact on the sport and continue to inspire others.



Ivan Powell

Ivan Powell's exceptional dedication to motorsport marshalling spans decades. His passion began as a youth, cycling to an old wartime airfield to watch races and eventually being recruited to help. His journey advanced from wearing a simple 'Castrol Marshal' armband to serving as a Race On Track Assessor. His involvement has covered circuits such as Silverstone, Mallory Park, Snetterton, Oulton Park, and Brands Hatch, with roles evolving from flag marshal to observer, Post Chief, and assessor.

In addition to supporting motorsport in England, Ivan has also spread his wings and shared the wealth of his experience at international events, including working at Zandvoort, Australian Touring Cars, and Abu Dhabi's first GP training. Now 82, his commitment remains unwavering as he continues marshalling and mentoring new volunteers, embodying the true spirit of the sport.

In a changing era of motorsport and volunteering in general, Ivan is someone that is testament to the ethos of a motorsport marshal. Ivan is a true role model of marshalling – whose experience, enthusiasm, respect, support, flexibility, understanding and mentoring ability has remained steadfast throughout the decades of his involvement. He is an inspiration to many with his commitment and input to motorsport and marshalling.



Nigel Drayton

Nigel Drayton began his motorsport career in 1965 with the Midland Bank Motor Club, organising and marshalling events, including night, road, and stage rallies. Over the years, he took on roles such as Chief Marshal and Stage Commander at events including the Lombard RAC Rally and National Breakdown Rallies.

Nigel was an early member of Mercury Communications, developing rally radio communications in the UK and serving as a radio controller. He introduced the Ambulance Meeting Point system, a safety innovation now used nationwide.

As Clerk of the Course for the Trackrod Forest Stages, Nigel oversaw its rise to National Championship status. He also held key roles in the Rally of Great Britain and was Safety Officer for the Mobil One Rally Challenge. Nigel has been a member of the Motorsport UK Safety Committee, and has worked as a National and International Steward from 1995 to present.

Taking his involvement to an international level, Nigel has undertaken stewarding and training in Barbados, Malta, and Israel, at events like the British Grand Prix, British Touring Car Championship, and World Touring Cars.

Nigel has also chaired the Haflinger and Pinzgauer Club UK (2019-2024) and remains active as a marshal and steward. His lifetime commitment to motorsport has left a lasting legacy.



Gary Nicholls

Gary Nicholls has had a very lengthy career in motorsport spanning more than 50 years, contributing significantly over many years in multitude of ways. Initially a competitor in rallying, Gary has always supported club activities in several official and committee roles, as well as other areas such as event organiser, event official and contributor.

As well as Clerking and acting as Secretary of many major events – including the first closed road rally, Gary has served on many committees including both Timing and Council. He also served for 10 years as Chair of the Association of Eastern Motor Clubs.



Keith Edwards & Janet Edwards

Keith Edwards joined Invaders Motor Club in 1968, where Janet was already a member, competing in PCTs with her parents, Dot and Alan Warne. She introduced Keith to marshalling on a rainy 12-car rally, where he stayed dry in the car while she got soaked.

Keith, with a passion for maps, navigated for several club members while Janet co-drove for her mother in stage events. Eventually, Keith decided he was better at driving, so bought an Anglia, and gained an International Rally Licence. In 1975, Keith and Janet married. To save money, Keith stopped driving and navigated for his in-laws, achieving consistent top ten finishes. When Invaders MC closed, they joined Craven Motor Club, where Keith became an ACSMC champion and competed in Motoring News -sponsored events. They tried three events together but found they worked better apart. Keith pursued stage events, including the Rally of the Lakes in Ireland, the Monte Carlo Rally, and international events in Sweden and Germany, often with Janet servicing.

Keith and Janet became active organisers at Craven MC, with Keith as Chairman and Janet as Secretary. They took on various roles, including Clerk of the Course, and PR for road rallies. The RAC even sought their expertise to take over routes from other clubs. Their garage prepared rally cars, and a young Richard Burns, a future World Rally Champion, worked with them on Saturdays.

In the 1980s, Keith excelled in Irish rallies, frequently finishing in the top 10. After their children grew up, they relocated to Trowbridge and joined Devizes & District Motor Club (DDMC), where they became integral members. Keith served as Chairman, Janet as Secretary, and together they helped the club win Motorsport UK's third iteration of Overall Club of the Year in 2018. They contributed as marshals, officials, and organisers, supporting events like AutoSOLOs and the Driveshaft 20/20.

Despite personal tragedies, including the loss of their eldest son, they remained active in DDMC. Recently, Janet resumed her role as Secretary, and Keith became Chief Marshal. Keith is now building a MkII Cortina for historic rallying, and they are both involved in organising the Palladwr Historic Road Rally. Their passion for motorsport shows no signs of waning!



Cedric Etwell

Cedric Etwell's involvement in motorsport since the 1960s has left an indelible mark as both a competitor and a devoted volunteer. Now in his mid-80s, Cedric remains active in the Craven Motor Club as Equipment Officer, Radio Team Licence Holder, and club Vice President, attending events like the Mewla and Abingdon Stages, and serving as part of the Safety Car crew for the Three Shires Stages, not only taking part but volunteering.

Cedric's tireless commitment sees him at events nearly every weekend, where his extensive experience and innovative ideas enhance event safety and operations. His dedication fosters a welcoming atmosphere for competitors and volunteers alike, embodying the true spirit of motorsport.

Cedric is not only a veteran of the sport but also a model of dedication and community service. His ongoing contributions and influence make him highly deserving of recognition. His passion and commitment inspire many, serving as an example of how to give back to the sport even after retiring from competition. A truly inspiring member of the motorsport community!

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Personal accident insurance benefits are automatically provided to all signed on officials or marshals, and licensed competitors, attending UK based events that are organised or approved by Motorsport UK.

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Inclusion Hub launched

Motorsport UK has launched its Inclusion Hub at Autosport International, bringing together complimentary organisations, within the Science, Technology, Engineering, Arts and Mathematics (STEAM) and Equality, Diversity and Inclusion (EDI)

The Hub is initially aimed at young people aged 14-24, plus their guardians and teachers, to support them in navigating opportunities within the motorsport industry. This is part of Motorsport UK's ongoing commitment to inclusivity and diversity in motorsport, addressing underrepresentation and promoting STEAM education.

The Hub website, which has been created in collaboration with and

commissioned by, Mission 44, includes organisations such as **Formula Student**, **Girls across the Grid**, **Greenpower**, **Racing Pride**, the **Student Motorsport Challenge** and **Motorsport UK's Girls on Track UK** and **Race for Diversity**.

As part of programme, Motorsport UK has ensured that all the organisations represented in the Hub have a safeguarding and safer recruitment policy, and Hub users can explore job opportunities, internships, volunteering and educational resources dependent on their interests.

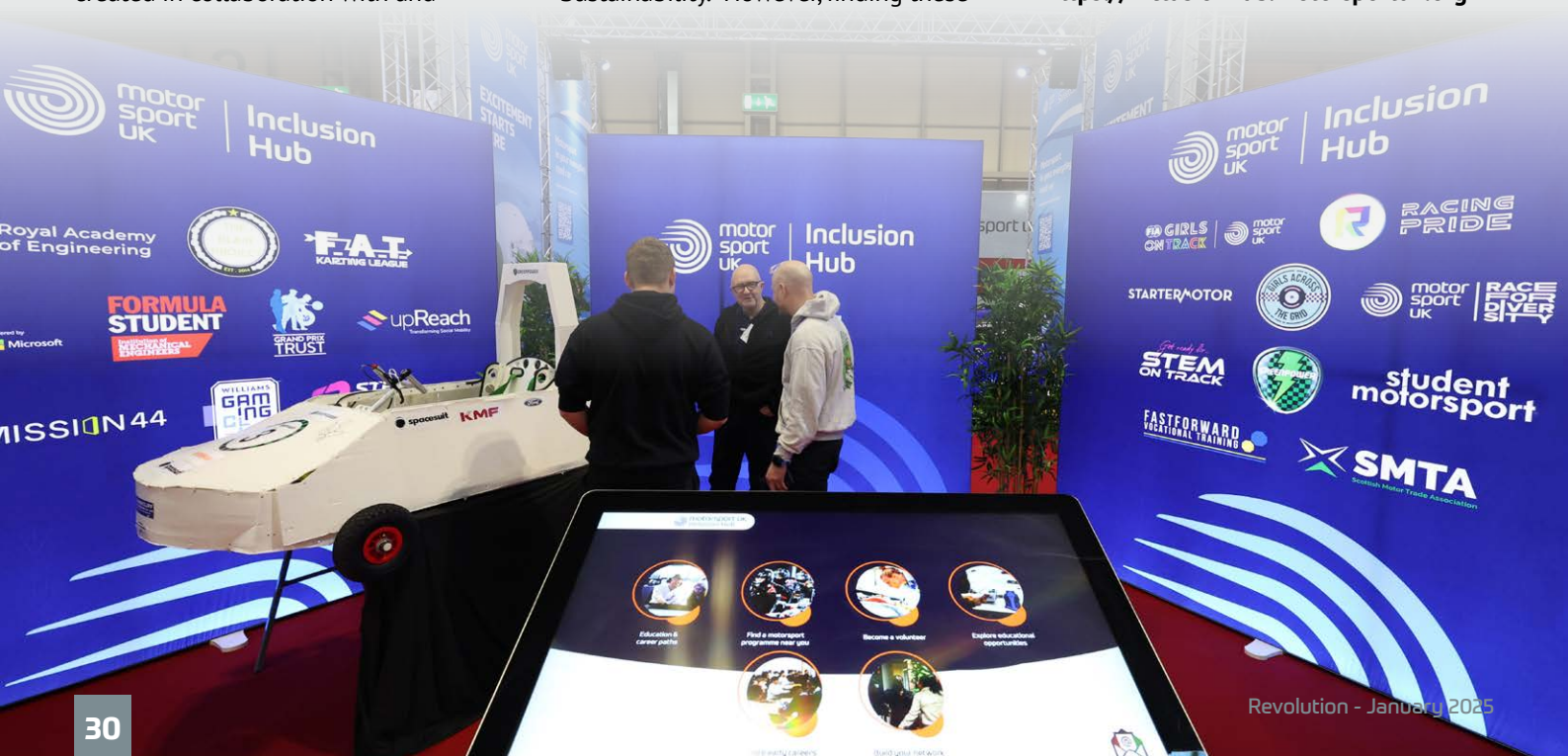
"Motorsport is increasingly becoming the career path of choice for young people", noted Jessica Runicles, Head of Sustainability. "However, finding these



opportunities and even understanding where to start, can be tricky, with information difficult to navigate.

"It is thanks to Mission 44, that we were able to collaborate and create a Hub that expands engagement, participation and seeks to strengthen these networks within our motorsport community, promoting diversity and inclusion and ensuring that young people have access to this information."

To access the Inclusion Hub, visit <https://inclusionhub.motorsportuk.org>





Meet Jacob Underhill

Motorsport UK caught up with the rising karting star to learn about his plans for 2025 and his progression through the racing ranks

It has been a busy year for Jacob Underhill, who has advanced through the Club100 championship to race with Jack Dex Racing in the Ultimate Kart Championship (UKC) following a podium finish at Llandow Kart Circuit. Jacob placed 9th overall and took top novice in the highly competitive Mini Max class.

What age did you start karting?

I started karting when I was five years old, my dad races at Club100 and I really enjoyed going to his races – so much so, it made me want to have a go!

Which famous drivers inspired you to choose karting over a different sport?

I think Alonso is a fantastic racer, he is consistent and can drive anything. He also loves karting.

What does a typical race day look like for you?

I wake up early and have a small breakfast of cereal with a cup of tea. I then walk the track with my friends and have a quick kick around, this keeps me relaxed ahead of the racing.

How did it feel progressing from Whilton Mill and racing in Club100?

I learnt a lot at Whilton Mill Juniors and got to improve on wet driving and race craft. I moved to Club100 Cadets in the first year in 2022 and loved every minute of it, the racing is super close and competitive.

... and joining Jack Dex Racing in Micro Max?

I was very excited about racing with Jack Dex Racing at the GYG circuit in Wales, Jack was the first person who taught me to drive a Bambino at a Whilton Mill test day. I felt a little nervous leading up to the big race, but this went away the moment I left the pitlane.

What advice would you give a new karter?

Try at local indoor and outdoor tracks and when you feel comfortable, reach out to Club100. They are a good starting point in kart racing. The most important thing is to enjoy yourself and you can make a lot of new friends along the way.



British Cross Country Championship Awards

In its first year back after a few years away, the British Cross Country Championship held its 2024 Awards night earlier this month.

The Prize Giving and Dinner Dance was held in Birmingham just ahead of Autosport International Show, allowing members to make one trip and attend both events. Despite the sub-zero temperatures outside with snow and ice, the Cross Country community came together to celebrate the 2024 winners and look forward to 2025.

Champions Paul Rowlands and Neil Lloyd collected their trophy in style.



Base Performance Simulators becomes official Motorsport UK Esports Partner

Motorsport UK is pleased to announce the two-year extension of its esports partnership with high-end, tailored simulator package provider Base Performance Simulators (BPS).

This collaboration solidifies BPS's commitment to making sim racing more accessible and supports Motorsport UK in its continued drive to grow the sport through innovative programmes and events.

As part of the partnership, BPS will continue to provide state-of-the-art simulators for Motorsport UK's in-house training programmes and events.

"We are delighted to extend our partnership with Motorsport UK," said James Guess, Managing Director of Base Performance Simulators.

"This collaboration highlights our shared vision of making sim racing more inclusive and accessible while supporting the growth of this exciting sport through innovative solutions and top-tier events."



2025 ESPORTS EVENTS					
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Spa 300	GT Challenge	Kart Sim Round 1	Prototype Challenge	Rookie Cup	Kart Sim Round 2
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
UK FF1600 Cup	UK FF1600 Esports Cup	British F4 Esports Championship	Sports Car Championship	Tri-Nations	Brickwork 24 Hours
eBRC	Tri-Nations	Kart Sim Round 1	Kart Sim Round 2		

Motorsport UK has assembled a range of racing opportunities for 2025, and as you can see, the calendar has a lot of exciting and varied options for esports competitors. Drivers can enter all the events listed on the calendar, with the exception of the British F4 Esports championship, with the Motorsport UK Esports Paid Membership – which for just £27.99 a year – is an absolute steal of a deal...

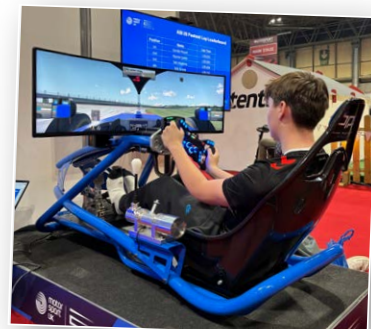
Autosport Show competition winners

Over 200 drivers took part in the Motorsport UK esports hot lap challenge at ASI this month, completing a total of 1,050 laps on the Stand-based Sim.

In third place was Henry Moore, winner of the UKFF1600 Cup in 2023, and who has since moved into the British F4 esports Championship. Another British F4 esports driver, Ronnie Smith, also posted a fastest lap at the Show, and took second place on the leaderboard. However, it was last years' winner Gordie Mutch who posted the fastest lap to win the 2025 competition.

Each of the top three drivers win a half-day experience in the Base Performance Simulators GT Simulator in Banbury.

Henry Moore competing at ASI 2025



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Ian Smith, Technical Director, Motorsport UK and Jeremy Aston-Phillips, Director, ROWE MOTOR OIL UK in discussion at ASI 2025

Motorsport UK leads sustainable fuels discussion at Autosport International

In 2024, Motorsport UK launched its sustainable fuels consultation, shared with entire UK motorsport community, for Motorsport UK to receive feedback before any next steps are taken.

Sustainable fuels are already widely used within motorsport and their extended introduction will help the sport to reduce its carbon footprint, demonstrate innovation and safeguard the future of motorsport in the UK, while extending the life of the existing internal combustion engines without an ongoing reliance on fossil fuels.

“We are focusing on the first steps in terms of meaningful sustainability for the future of the sport” said Ian Smith, Technical Director at Motorsport UK, “and as a governing

body the first thing we are looking at is the actions that we can take in terms of competition. We are looking at all possible propulsion technologies, and we have the opportunity to lead this journey on behalf of motorsport, making meaningful, proactive steps in terms of our future.”

Motorsport UK is proposing to continue to support and encourage the optional use of sustainable fuels during 2025. For 2026, Motorsport UK proposes to mandate that all specialist FIA Appendix J racing fuels contain a minimum of 50 per cent sustainable content with a roadmap to 100 per cent fossil-free racing fuels by 2030.

Many thanks for your comments and input, our Sustainable Fuels Consultation is now closed.

Goodwood Revival wins 2024 Award

The Goodwood Revival has been selected as this year’s recipient of the Motorsport UK Environmental Sustainability Award. Established in 2012, the award was created to acknowledge a truly exceptional achievement or contribution towards environmental responsibility and active promotion of sustainability within motorsport activities, events and communications.

In a milestone moment, the 2024 Goodwood Revival became the world’s first historic motorsport event to run its entire race roster solely on sustainable fuel – were all those competing were required to use a fuel which had a minimum of 70 per cent advanced sustainable components. The new regulations introduced by Goodwood for the Revival have been carefully considered and researched, and old engines required no modifications to run on ‘drop-in’ sustainable fuels.

The Motorsport UK Environmental Sustainability award will be presented at the ‘Night of Champions’, taking place at the Royal Automobile Club, Pall Mall on the evening of Saturday 25th January 2025.



Dominic James



Nick Wilkinson

New Route Liaison Officers announced

There have been a few changes within the Motorsport UK Route Liaison Officer (RLOs) team, with some retirements after many years of excellent service and assistance to our clubs and organisers.

Firstly, Mike Hall who was appointed as RLO in 2009, is stepping down from the Hampshire area. Although handing over the reins as RLO, Mike will continue to be active within motorsport as scrutineer, and with the Dolphin, Basingstoke, and Craven Motor Clubs. Mike's successor for Hampshire is Richard Pashley who is based in Ottershaw. Richard is a member of Guildford Motor Club, has a great deal of



Paul Brewerton



Richard Pashley



experience with organising and competing in Road Rallies and competing in Stage Rally events.

RLO for Suffolk Gary Nicholls is handing over the RLO baton at the end of 2024, and like Mike, was appointed in 2009. Gary will also continue his involvement within the sport through his Results and Timings roles, and with Anglia Motorsport, and Chelmsford Motor Clubs. Taking over from Gary is Paul Brewerton from Sudbury. Paul is another very experienced organiser and competitor with Road Rallies.

Finally, Staffordshire RLO Mark Wilkinson will be adding the Derbyshire and Nottinghamshire areas to his responsibility, taking them on from Glyn Byard who was appointed in 2014.

Welcome Richard and Paul to the RLO team.

Motorsport UK would like to take this opportunity to say a big thank you to Mike, Gary and Glyn for the many years of help and support they provided to the motorsport community, and ensuring the events in their areas ran safely and smoothly.

An up-to-date list containing the contact details of our existing and new RLOs can be found at <https://tinyurl.com/MUKRLO>

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Dunkeswell Raceway Returns

Dunkeswell Raceway in Devon is set to make a thrilling comeback in 2025, hosting Motorsport UK-permitted events under the new Super K-X permit grade. The track has an array of upgrades planned to re-establish itself as the premier karting destination in the Southwest.

Dunkeswell Kart Club, which has a history spanning over 50 years and around 150 current members, is at the heart of this resurgence. Its monthly race weekends, running through to November, already attract approximately 100 drivers.

“We are excited to bring Motorsport UK back to our circuit,” explains Sergii Gavryliuk, Managing Director of Dunkeswell Raceway. “We are extending our race weekends and improving our processes. Plans are underway to extend the track from 1,075 metres in 2025, a major enhancement. We’ve already upgraded our on-track camera systems and introduced digital flags and boards, which the track has never

had before. Additionally, we’re enhancing the balcony view and have ambitious plans to attract more karters.”

Racing Circuit Manager Njal Lovell adds, “Our Karters travel significant distances to compete here including from Cornwall and even Scotland, and Dunkeswell Raceway also features one of the best on-site restaurants.”

“The circuit was always known as Dunkeswell. It transitioned to Mansell in 2019 but only for a brief period of about five years. In this part of the country, we’ve always referred to it as ‘Dunks.’ Now, under Sergii’s ownership, we’re reviving the heritage of the circuit and bringing Dunkeswell back to life.”

As the 2025 season approaches, Dunkeswell Raceway is gearing up to deliver an unparalleled karting experience, setting new standards for facilities, talent development, and competitive racing in the Southwest.



Paul Mitchell Photography



New Marshal Assessor (Speed)

John Manser, from Torbay Motor Club, has become a Marshal Assessor for venues covering Devon, Cornwall and Castle Combe. As an assessor John encourages and supports all marshals to progress through the Motorsport UK marshals grading scheme. Look out for John at training events or email him on marshals@torbaymotorclub.co.uk for more details.



James Roberts

Latest version of the Motorsport UK NCR now live

The 2025 Motorsport UK Yearbook, commonly known as the Blue Book, is now published in the Motorsport UK Resource Centre and mobile application.

Published annually by Motorsport UK, the Blue Book includes all the basic rules governing participation in motorsport Events in the UK. The NCR is also an opportunity for our partners and brands to showcase some of their relevant products for each section. The directory is a perfect one-stop-shop for information for anyone seeking motorsport products or services, as well as exclusive offers and other benefits available to the Motorsport UK membership.

Over the last two years, Motorsport UK has embarked on a project to review the current Yearbook regulations, with the aim of re-writing them as a modern, comprehensive and easily accessible, and easily understood, set of National Competition Rules (NCR).

Edits and alterations are still being made to the NCR, however, the latest version can be accessed via the Motorsport UK website. Click [HERE](#) to download a digital PDF version from the Resource Centre.



New permit structure for 2025

Motorsport UK has revised the permits for rally events to give organising clubs more flexibility and to encourage the running of more low mileage, cost-effective rallies to support grassroots growth.

The 'Up to 30 miles' is a new permit type for multi-venue events, and the previous '45 mile' and 'Over 45 miles' permits have been replaced with '30 to 55 miles' and 'Over 55 miles'. The permits for Timed Trials and Single Venue are unchanged.

Any event organisers who have already applied for a stage rally organising permit and wish to amend the stage mileage please forward details and revised Supplementary Regulations to Competitions & Clubs via Competitionsandclubs@motorsportuk.org and we will update your application accordingly.

New Permits

- Up to 30 miles
- 30 to 55 miles
- Over 55 miles
- Single Venue (multi use)
- Timed Trial



Member Benefit of the Month



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New class for 2025

The British F4 Championship certified by FIA is introducing a new class for the 2025 season. The Challenge Cup is designed to help drivers who cannot commit to a full ten-round championship.

Challenge Cup competitors will battle it out for a prize equivalent to £25,000 that will go towards full-season British F4 entry fees of the winner for the following year. Eligible drivers will be limited to competing in a maximum of seven pre-selected rounds that form the main 10 event championship. Prior to the start of the season those competing in the Challenge Cup must nominate their chosen rounds at which they wish to race.

Restrictions on in-season testing will be in place to maintain fairness, although Challenge Cup competitors will be able to attend all pre-season collective tests, regardless of whether they are a nominated circuit at which they will compete. However, they may only participate in official in-season tests and free practice sessions at circuits which they have nominated to race.

Points will be awarded for each race, with the Challenge Cup having its own separate points table. In addition to the new-for-2025 class, drivers will be eligible to score points in the overall championship and if applicable, the Rookie Cup.

The British F4 Championship commences at Donington Park on the 26th-27th April.



Armed Forces Karting Championship

Motorsport remains at the forefront of sporting activities on offer to serving personnel.

Most services have access to some spare tarmac or concrete so karting at base or station level has long been a favoured recreation for military personnel, being relatively inexpensive to acquire and set up as well as cheap to run. Events were often organised at these stations, even abroad at deployments in Cyprus and Germany.

In 2005, the RAF took the leap to travelling around the country with a five-round series, called the RAFMSA Championship, with 12 regular competitors and as many as twenty-four at some events. At the end of that year the original organiser was posted abroad, and a short-term volunteer was sought while RAFMSA organised a new championship coordinator. He's still in post which just goes to prove you should never volunteer for anything in the Services.

The championship increased to seven rounds in 2006, and six rounds were organised in 2008, with an endurance category added to the sprints, enabling RAF stations to enter teams and get serving personnel out racing at a grass-roots level and keeping personal costs low.

The RAFMSA Endurance Championship launched in 2009, opening to other

services in 2010, with karting recognised as an official Army sport. Arborfield Garrison joined as the first official Army entry and the year saw the introduction of the Station / Unit Trophy.

In 2011 this was increased to also include an Inter-Service Championship, with around 30 regular entries and eight station / units now competing. In the following years numbers steadily increased, and it became clear that the endurance category was taking over from the sprints as the mainstay of the Championship. In 2015 a Station / Unit Plate (for larger clubs with more than two teams) was added and by 2016 numbers had grown to the extent that they were hitting constraints with the maximum grid sizes.

By 2017, there were too many teams for a single grid, so it was obvious something would have to change. Joining in with club events was no longer an option. For 2018 RAFMSA

appointed a full-time competition secretary and the idea of running an endurance championship looked to becoming a reality. Another event, the Centenary Cup, to celebrate 100 years of the RAF, was added to the calendar. For 2019 a heavyweight category was added but was called the 'Super Category' based on the callsign of a heavy aircraft.

The Armed Forces Karting Championship was born in 2020 and 2024 had 70 teams entered and 18 Stations / Units, with 81 teams set to compete in 2025. Karting is now the largest single entity in military motorsport.

It's a full-on day, with three endurance races interspersed with three heats and a final sprint race in between. What has never changed is the spirit of comradeship and fun as these competitors enjoy grass-roots karting as it should be. Camping, catering and karting, a fine combination, and long may it continue.



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Revolution has pulled out six of the best videos from Motorsport UK TV, the organisations dedicated video platform, that you can't miss! For all of these and more, visit www.motorsportuk.tv and make sure you never miss a moment!



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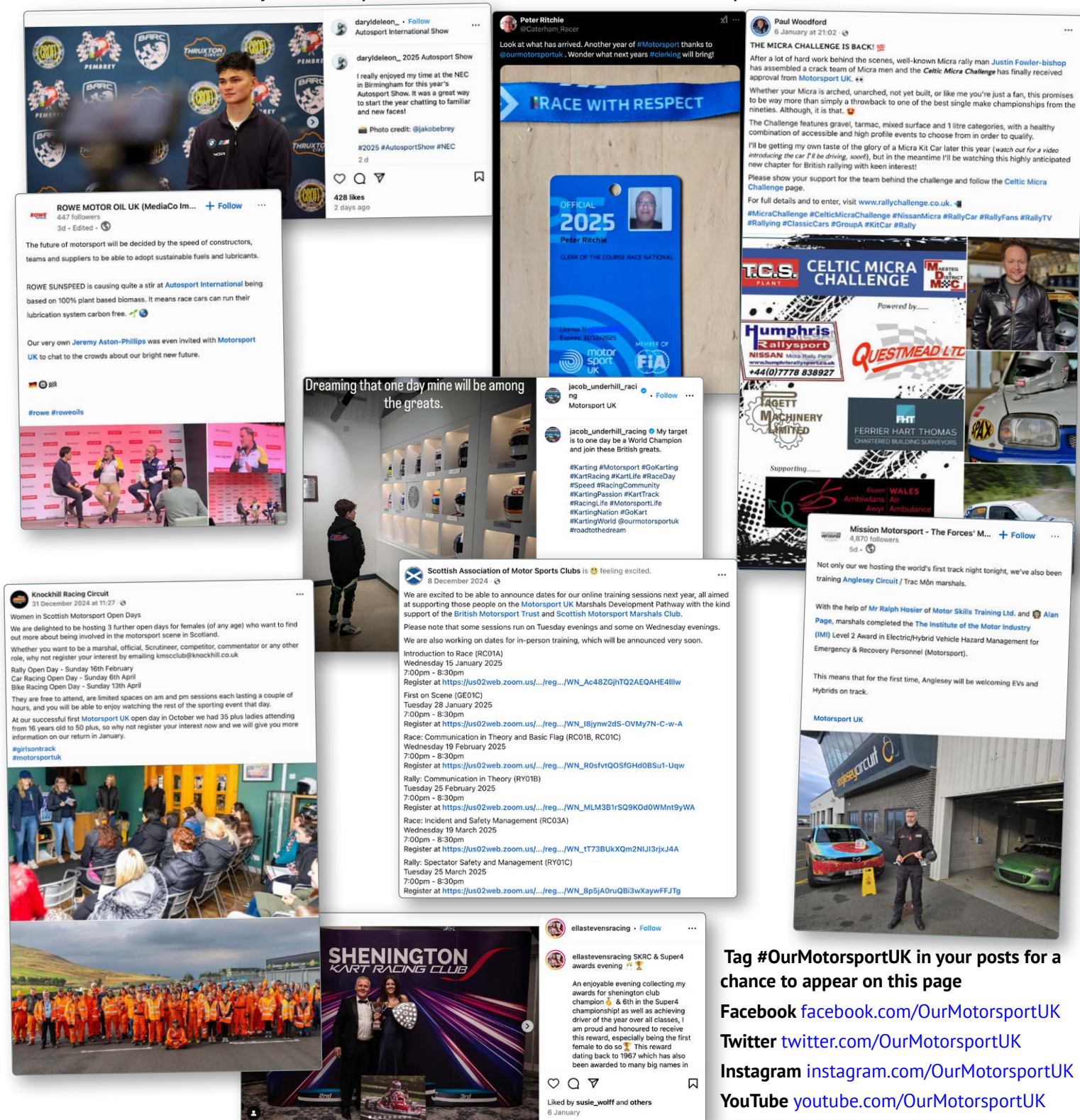


MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

Many clubs, events and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the latest posts



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Abbi Pulling shares what it takes to become a champion



The adventures of 12-Car Rallying

The low cost, sociable discipline of 12-Car Rallying is an ideal entry point to motorsport. Will Gray spoke to some first-time competitors just starting out, and discussed the secrets of putting on a good event with an expert organiser

12-car events often use backroads and keep away from traffic-congested main routes



From long undulating roads on the East Anglian fens to curving routes over moorlands and hills in Yorkshire or the Scottish Borders, 12-car Rallying is a great way to explore local countryside while brushing up on your driving and navigating skills. Even if it is often done in the dark.

This is an extremely accessible form of grassroots motorsport, usually run over the course of an evening. It requires precision driving, timekeeping, navigation skills, strong teamwork – and an interest in socialising with fellow enthusiasts, often in a pub, at the end of the night.

Anyone who has run a 12-Car event will say they should be a staple on every Club calendar; a simple exercise that gives existing members great value and encourages involvement and helps to bring in newcomers to the sport.

Tim Sawyer took on his first 12-Car with the South Oxon Car Club (SOCC) last year and explains: “It was a great event to try out because you can do it in an evening, you’re in the car for two hours and you’ve got that social element at the end.”

Although Sawyer grew up around motorsport, with a dad who competed in Clubman events, he had never tried it himself until 2016, when he took part in some Historic Road Rallies sponsored by his employer – and these eventually led him to try out a 12-Car.

“I’d been involved in the Club for a couple of years and it was always something I wanted to have a go at,” he adds. “It was so easy to enter, because I was able to use the car I drive to work in every day, and I was just driving on normal roads that I am used to.”

Olivia Wisniewska is another novice who followed her dad into the sport. The 16-year-old initially joined him on route making journeys when he was organising 12-Car events and also marshalled at Targa Rallies before asking to get into competition.

“I thought the Targa events looked fun so asked Dad if I could try and navigate,” she says. “He suggested I start navigating on 12-Cars as I could do them as a beginner and that would make it relatively simple to get used to.”

“I joined the Club and we competed in our first event last February, with dad driving, and me as his navigator. It was really nice to spend some time with him, as it’s something I know he enjoys, and it was a lot of fun.”

At SOCC, the 12-Car events are proving to be a big hit for Club regulars and newcomers alike. Club Chairman Robert Hall is a regular organiser and adds: “It’s a nice two-hour format, normally on a Friday night, and it’s very sociable.”

“Our 12-Cars are filling up quickly, as are our Autotests. You can do either on a free RS Clubman license, which really helps at this level, and ultimately, it’s pure grassroots motorsport, which is exactly what people want.”

“Many people have not got the time or the money for bigger events, but a simple 12-Car on a Friday night will take around four hours including travel time and with the entry, insurance, a bit of fuel and a beer, you’re probably looking at a cost of around £80 total.

“It’s not just a cheap form of motorsport, it’s really enjoyable as well. I love doing them. You just get your head into it as a navigator, or as a driver you are trying to manage the time as best you can. It’s a great way for a Club, and its members, to build connections.”

>>>>



Quiet beginnings

This unique form of Rallying emerged during the 1950s and 1960s when local Clubs, aiming to make off-road Rallying more accessible, devised smaller-scale events that could run on public roads, often in the evening, and emphasised navigation and precision over speed.

The entry limit of 12 cars was chosen to avoid complex road closure regulations and ensure that events remained simple to organise and affordable to enter, while also allowing the use of public roads without requiring extensive permissions.

They became increasingly popular, particularly in rural areas where quiet roads and scenic routes provided ideal conditions, and they attracted a diverse range of participants, from amateurs eager to test their skills to the more experienced looking for low-key competition.

The format's affordability and simplicity make it especially appealing to young people who are new to motorsport, and that is one of its key benefits, with many events now part of the Motorsport UK StreetCar programme and achievable in an everyday road car.

A typical event involves 50-60 miles of open public roads, split into sections each with a specified time allowance. The aim is to navigate the route accurately, ticking off 'code board' checkpoints and maintaining the correct average speed to arrive at each on time.

"It can't be averaged at anything quicker than 30mph, and that is actually not easy when you are stopping a lot," says Sawyer. "You have to stay within the highway code but you have to progress on quite rapidly, staying within the speed limits."

The navigator plays a crucial role, interpreting route instructions to guide the driver, and with penalties awarded for early or late arrivals at the code boards, that dynamic between the driver and navigator is crucial to success.

Sawyer has experienced both sides of the car, having started out as a driver on two events, then taken the map for the next four. "It's definitely easier driving," he smiles, knowingly. "All you have got to do is twist the round thing in front of you! Navigating is far harder."

"In our Club, any new navigator can do three events using a marked map, which is easy, but after that you have to plot it as you go and that's a very different challenge, because you've got to try and understand what the organisers are asking you to do."

"You have to work out map references or features while trying to navigate your driver – and it can vary depending on the event – sometimes you get full instructions at the start, other times you get told them at each control and have to sit there working it out."

"That's where it's nice to have a relationship with the driver so you can tell them to drive to the first point, so you're not sat still, and when you get there, quickly look and give them the next direction as you try to plot the route faster than they can drive it!"

Sawyer's experience on his Historic events helped, but for Wisniewska, it was vital to get in some practice on the local roads before her debut, mostly to get used to the RallyAppLive system that is used by the Club for their events.

Wisniewska's first time on the notes was in the Chatsworth 12 Car, which started at a pub in Banbury and covered 60 miles. She and her dad finished third and quickly tried another, and another, and by the end of the year she had won the Club Navigator's Championship.

Despite her success, it was not all easy – because navigating, it turned out, actually made her queasy. "I didn't realise how intense it could be travelling at such speeds on bumpy roads," she recalls. "So, I now take anti sickness tablets an hour before each event!"

"I did find it quite easy to follow the OS map, although some of the narrow lane roads were tricky to navigate on and it was sometimes hard to understand exactly where we were, especially in small villages which demand greater attention.

"Another thing I learned is that it is actually ok to get lost! It happens – and if it does, you just need to stop and check the coordinates on the app. I found that much better to do that than continue driving further away from where you need to be."

Preparation and planning

The partnership between navigator and driver is the key to success in a 12-Car, just like any form of Rallying, and making sure you are well prepared – and know how each other thinks – is vital before you start.

Sawyer was guided by a friend from Historic competitions on his first 12-Car, but when she opted out of the second at the last minute, he had to find a partner from within the Club, and first met his new navigator in the car park at the start of the event.

"Familiarity does it make a difference," he says. "Everyone computes information differently, but we just had a quick conversation in the car to make sure he was saying the same words I wanted to hear, so I could understand, and that was that.

"Once we got that out of the way, it was just a case of driving around and hoping we got it right. The big one is if you say to someone 'miss a left' and that could mean 'pass a road on your left' or 'turn right', so you need to know exactly the terms being used.

"Another example is when you come to a triangle in the road in a village green and have to go the long way around it – so you want to go left, but first you've got to go right. It's just making sure you both understand what 'long way around' actually means.

"Even in sections where there is a code board you have to stop at and register, you need to check you both understand the phonetic alphabet because the time is always tight and you don't want to have to stumble on anything before getting back on route.



"On my first event, we didn't understand the navigation information on the handout and when we were in the car together it just seemed like it was in French! We went a bit wrong, but once we found out what it actually meant, it turned out it was very simple!

"When I navigated for the first time, the organisers gave me a map with the route already drawn on because I was a beginner. That made it a lot easier, because you've not got these hieroglyphics to try and work out."

There is little to no preparation needed for a driver, because a 12-Car literally just involves driving on ordinary roads. In fact, Sawyer says he would drive faster on a daily commute than he would on a 12-Car Rally, and the late event timing means the roads are often very quiet.

However, preparation is everything when it comes to navigation – from making sure you have right pens and pencils to mark up your map and a torch to read in the dark, to creating your own personal code to help guide you through the route.

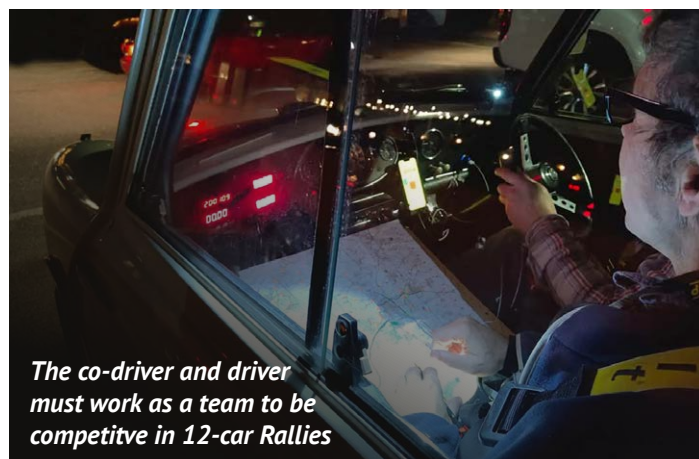
"You don't want to be driving with the interior light on because then the driver can't see, so you need to get a torch and you need to set up your own little office in the car when you get to the start, so you are self-contained," Sawyer advises.

"When it comes to the map you need to see what is on the instructions and know what that means and what you're looking for – a place name, a feature, a grid line. Sometimes it's all very similar information and it's about trying to understand it.

"I asked the Club for some examples of previous years' handouts before my first go at navigating, just so I could get an expectation of what to look for. They were quite happy to give that out because they just want people to succeed and enjoy themselves.

"You are always trying to find something quickly on a 12-Car, so you need to be able to find it easily without looking over the whole map – and if you speak to ten different navigators, they will all tell you a different way to do that.

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The co-driver and driver must work as a team to be competitive in 12-car Rallies

“There’s lots of things you can highlight on the map – such as grid references and squares – to make it easier. I use different colours, but they can look different under different lights, so you just need to find a bright colour that stands out.”

Local knowledge helps too, and Sawyer adds: “If you know the road you’re going down, once you’ve plotted it on your map you don’t have to go back to look at it and instead you can just look up and focus on where you are and where you want to go.

“It gives you more time too, because if there’s a tricky junction or a turning that is partially unsighted and you already know that, you can concentrate on doing something else, rather than holding your hand to find the left-hand bend.”

Competitive elements

Ultimately, however much a 12-Car can be considered as a sociable event, the competitive edge often takes over – and most people are keen to win, which you achieve by getting the lowest penalty points on the route.

Each of the control points – of which there will be around 15 on a typical event – has an allotted arrival time for a competitor, to the minute, and if you are earlier, or later, then you will be penalised by the relevant amount.

There are also passage controls to go through to make sure you are on the right route – which at SOCC are parts of number plates on the side of the road – and if you miss one of those you get a penalty.

Finally, controls are normally at a junction which you could approach from one of two or more different directions, but you must approach from a certain direction and the wrong approach would also get you a penalty.

“The organisers always do something to try and catch competitors out, but often it’s not the bit they intend to that does it, it’s something else that comes up,” explains Sawyer. “If you do go wrong, both people in the car have to be patient and just stay calm and collected.”

And if you find yourself in a good team – as Sawyer did on numerous occasions last year – and get chatting in the bar afterwards, taking on a 12-Car can sometimes even become the start of something more.

“The charm of 12-cars is that they usually start at seven or eight o’clock of an evening, you’re out for around two hours, and then you spend some time socialising,” he continues. “You get to know the person you are with very well, and also the people you are competing against.

“It has definitely made me more active with the Club since I have been doing them. I’d been a member for a few years and dabbled at various things, but when you do the 12-Car events specifically, you get to know the people more.



“I have sat with three or four different Club members this year on different 12-Cars and then that’s spawned off to us going off and doing bigger events, just because we’ve got chatting at the pub at the end of the event.

“I’ve have done a couple of Targa Rallies, and I did the Preston just through Club chatter when someone said, ‘I want to go and do it’ and I thought, well, I’ll give it a go as well. In fact, by the end of the year I had actually done 20 Rallies of various forms!

“Next year, we have about eight 12-Cars planned and there is always a full field or close to it. They always attract a different group of people, some are out every time but there’s also always a nice, varied mixture – so, if you’re curious, just go and try one.”

Running a 12-Car

Robert Hall is the Chairman of South Oxon Car Club (SOCC), which was founded in 2019 and is growing fast. A big part of its success has been the focus on grassroots motorsport – and Hall puts much of that down to the accessibility of 12-Car Rallying.

He says every Club has the capability of organising this type of event because by using modern technology – such as RallyAppLive – it can be achieved by a team numbering as few as three on event, with a total of 24 hours required to plan the route.

The SOCC now has a seven-person sub-committee and organises eight 12-Car events across the season, with an annual championship sponsored by National Rally Driver Callum Black’s company Pallas Connections. This is how they do it.

■ Route Selection

“The first thing we do for each 12-Car event is look for an organiser within the sub-committee or the wider Club and then work together to confirm a date, a start and finish venue and what maps the event is going to run on.

“We have a number of different areas we cover and each person usually has a preference, so that usually determines where their event will be. It’s nice to always try to do new routes and we always try to avoid having too many events in the same area.”

■ Regulations And Insurance

"Once we have decided on the location and date, we write a set of regulations and apply online for a Clubmans 12 Car Navigational Permit. That's a very easy process and we can usually just copy the previous event information and change the specifics.

"We also apply for a quote for the competitors road section insurance top up cover, normally through REIS, because Motorsport UK's insurance only covers events on private land, not the public road. A lot of competitors have their own cover, so they don't need it, but we make sure we have it available in case."

■ Route Planning

"When we are planning the route, the first thing we do is check the 'Sensitive Areas' sheet for any black spots or quiet areas – you can get these from Motorsport UK or the Route Liaison Officers (RLOs) – and we then plan a rough route to fit the mileage requirements.

"We usually time it to run from 8pm to 10pm and try and finish in a pub, where we can give the trophies out and also have a bit of a social. That's an important part, because these are very sociable events and a good chance for Club members to get together.

"A standard 12-Car would be 50-60 miles and we will usually head for the part of the map that's got the most interesting roads on – a lot of yellows, a few whites, not too many houses, villages or towns – and start to draw it out.

"We then go and drive it, in the daytime, to see if anything doesn't work – there might be a gated yellow road or it might go through a hamlet with no speed restrictions which requires a quiet zone – but once you know the maps, you get to know what works and what doesn't.

"We also check to see if we've missed anything interesting, make adjustments for length and pick out rough places to put control points, avoiding any near houses. Once we're happy with the route, we send it to the Motorsport UK RLO to check for route clashes with other events and Public Relations requirements, and hope to get the go ahead."

■ Route Set-Up

"Once the permit's approved, we set up the event on RallyAppLive so competitors can enter, we put it on our Facebook page and our website, then two of us drive the route a second time and, using the app's admin mode, we set up and save all the location points.

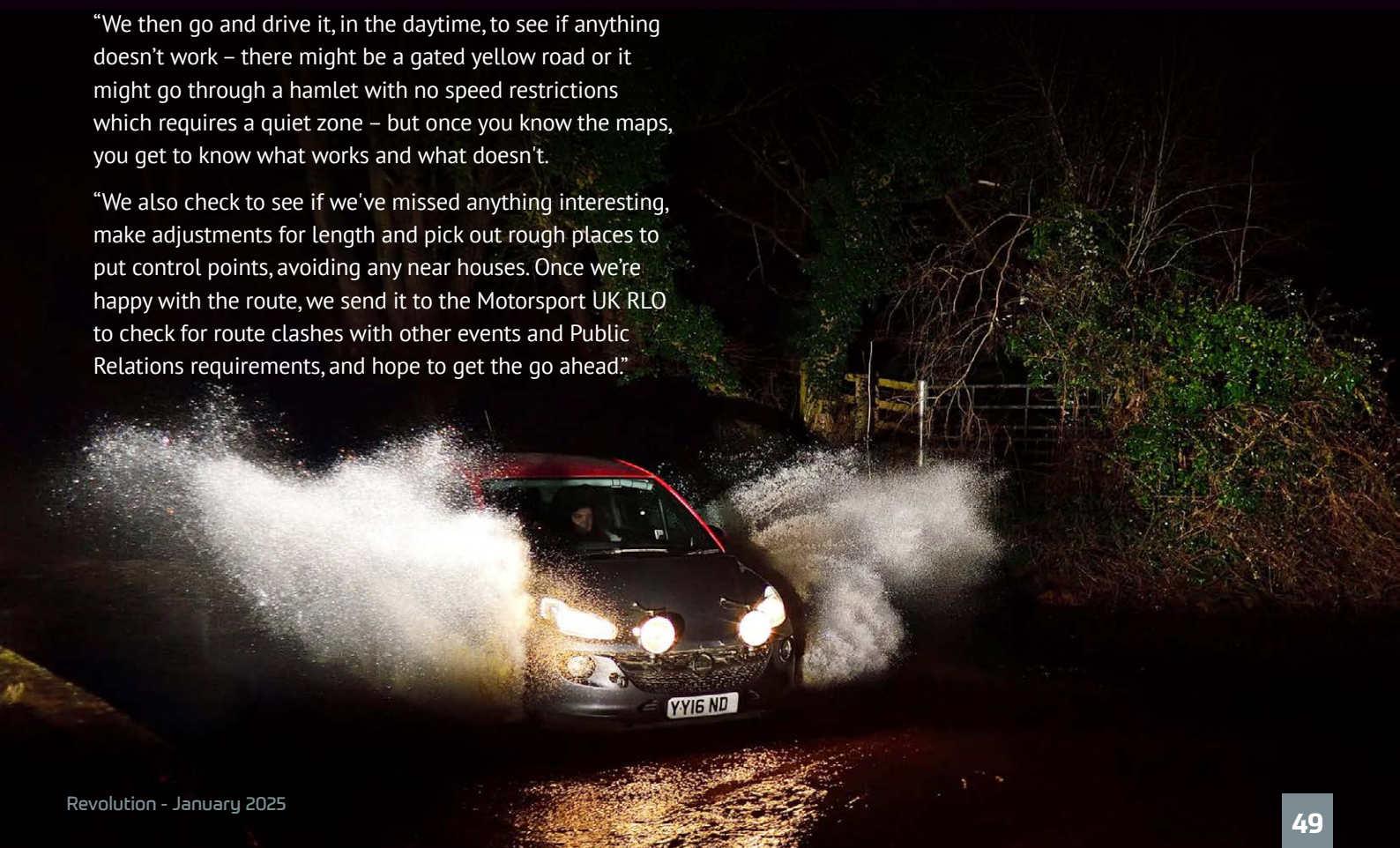
"The app automatically gathers the distances between controls and calculates the time information that should go on the timecard – if you have a two-mile section, for example, it will be four minutes because it is all averaged at 30mph.

"If there are a lot of houses or you've got to go through a town, we always put a neutral section in where you give a lot more allowed time. Then that is all ready for the time card to be set up. The app makes that whole process a lot easier than it was in the past!

"We then put together the notes for each location, always in the same way, with a warming, approach, distance, whether a stop is required and, if there is a code board – usually a part of a number plate – we put in the required letters and numbers.

"We often include some navigational traps – such as long way round triangles, stop places, herringbones – and we note any give ways, adjusting the distance accordingly on the app. That is all pretty easy, though, and it can be done from the comfort of your living room."

>>>>>





Navigation and map-reading are key skills in 12-car rallies

■ Navigation and Event Planning

"Once the route is complete, we start on the navigation. In our Club, beginners are allowed to do three events using marked maps, which contain the complete route, so if we have any of those on the entry list, we must create the maps for them.

"The next level is novice, which is still pretty basic, with the next time control map reference on there, so at least if they struggle, they've got a chance to get to the next control. Then there is the expert level, which is where it starts getting more difficult and technical.

"Once that is all done, we do a final run of the route to make sure the locations work and the timing is roughly right, then we shout out for some volunteer Driving Standards Officers (DSOs) to stand in quiet zones and any other areas that could be an issue during the event.

"One week before it runs, we send out the final instructions with any blackspots that need plotting or any other information the competitors require – for instance, a change of start venue or rough places on the map – as well as the full entry list."

■ Running the Event

"On the day of the event, we usually have three or four people as organisers, plus the DSOs. This will include a course opener, who drives around and checks everything's in place, and a course closer, who handles any issues and picks the code boards up at the end.

"Before the competitors arrive, we set up a physical noticeboard at the start containing event and insurance signing-on sheets, a copy of the permit and the insurance

document. I always put a set of finals on there too, so everyone can check them again if they want.

"The competition class is checked when people enter and the app checks cars for tax and MOT before the event, but we also carry out scrutineering, such as checking spotlights are not HID, and we also do a driver's briefing to cover any potential issues.

"We have crew heading off to put out the code boards and a course opener running approximately 30 minutes before the first car leaves to check there are no road closures and that the correct code boards are in the correct places.

"Then, during the event, all the competitors use the app and log into each location, so we know where they are. We will be in admin mode to check all locations are working correctly and also pick up any potential issues.

"At the end, once everyone's back, we literally hit a calculate button on the app and that works out the result – although there will always then be queries after the event, and you need to deal with them in the best way possible.

"If 10 people missed a passage check, for example, it might be an issue with the GPS so you might void the penalties. Once all the competitors are happy, you set the results to final and hand out the awards – usually in the pub over a drink.

"Once it's all over, the code boards are collected up, the signing-on sheets and regs are filed – as they need to be kept for a certain period of time – and the Insurance is sent off for an invoice. Then that's that event over and you're ready to organise the next one..."



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Race Marshalling

Motorsport Race Marshals are the beating heart of the sport, as no motorsport event would be able to take place without them. Indeed, for some motorsport fans, this volunteer role offers the perfect way to become part of the action, without getting behind the wheel. Joining this collective group, which is famous for its orange overalls and tabards, allows you to become part of a wonderful community of like-minded enthusiasts, taking your motorsport passion beyond the grandstands and right to the side of the racetrack or into the forests. This is how to get involved.

What do Race Marshals do during a motorsport event?

They ensure the safe and smooth operation of the on-track action during the event, assisting with track incidents and clearing debris; signalling to drivers using flags or light systems; responding to emergencies such as crashes or fires; and communicating with race control to maintain order on the track.

What types of motorsport events can I marshal on?

Marshals are required for all forms of motorsport, including Circuit Racing, Rallying, Drag Racing, Hill Climbs, Autocross, Trials and Karting.



With thanks to Motorsport UK Volunteer Lead, Sue Fletcher

What roles can a newcomer have in Race Marshalling?

The pathway begins at the Registered (Accredited) Marshal level, in which you will marshal trackside alongside more experienced marshals to learn the various roles before taking a more specific focus. Progression can then take place through the Marshals Pathway by participating in Marshals Training Days and by gaining experience in the roles on events.

If standing on the bank is not for you, there are also off-track opportunities, with roles such as Assembly Marshals, who ensure drivers are correctly dressed and belted into the cars and line up in the correct order; Pit Lane Marshals, who oversee safety and rules compliance in the pits; or Start Line Marshals, who manage grid positions and start procedures.

What are the three most important skills required?

Having good situational awareness is key, as it is vital to be alert to things that are happening around you on and off the track. Staying calm under pressure is also essential to ensure you provide the most suitable response to incidents, without panicking. Above all, however, teamwork is key, as yours is just one role within a wider team, and the ability to coordinate with other marshals, race control and emergency services is paramount.

What are the benefits?

Marshalling is both educational and fun. It allows people to gain valuable life skills in the areas of safety, communication and crisis management and it provides great satisfaction and enjoyment because it is a fantastic community of passionate and supportive motorsport enthusiasts. Marshals are often given free access to the event they work on and may be given a meal voucher to help them through the day. It can also open the opportunity to apply to attend high-profile events, such as Formula 1, once sufficiently experienced.



Marshals responding to an incident at Silverstone race circuit



Five Top Tips

1. Stay alert and always face oncoming cars
2. Prepare for all weathers
3. Bring plenty of water and snacks
4. Listen carefully and follow instructions
5. Ask questions and stay curious

How can I become a motorsport marshal?

Firstly, go to the Motorsport UK Website and apply to become a Registered (Accredited) Marshal. Many Marshals join a club and attend a taster day – check out the British Motorsport Marshals Club (BMMC), the British Rally Marshals Club (BRMC) or the Scottish Motorsport Marshals Club (SMMC) to find out how or contact your local Club direct.

What prior experience or knowledge do I need to start marshalling?

No prior experience is needed, and training is provided on-site or beforehand.

Can I be a Marshal if I have a physical disability or medical condition?

Yes, many roles can accommodate individuals with disabilities or medical conditions and Clubs and event organisers will be happy to discuss your needs and how you can best get involved.

How difficult is it – and what are the qualities of a good marshal?

Marshalling can be physically demanding and requires focus. Good marshals are attentive, team-oriented and adaptable to changing situations.

How do I learn the basics before being given responsibility?

As well as doing a taster day, you will find a range of introductory modules on Motorsport UK's online learning platform, which will help prepare you for the role. Once you have registered as a Marshal you will be able to access the modules on the Learning Hub via your Sport:80 account.

The joys of a job well done...

How do you register to do your first event?

Once you have completed the Registered Marshal Accreditation Course on the Learning Hub, and Registered to become a Marshal, you will be given a unique Motorsport UK number. If you have an existing Competitors Licence, you will keep the same number. Using your Motorsport UK number allows you to contact any Club, and many events, and volunteer to assist the marshalling team. If you are just starting out on your marshalling journey or are new to the discipline, let them know and they will then ensure you are supported by someone with experience.

What equipment, clothing, or footwear do I need, and what is provided?

You should wear layers to suit changing weather conditions. Gloves, warm hats and neck warmers are advisable, even on summer days, as you will be standing in one location for many hours and will need to stay warm. You should also wear sturdy boots that provide full foot covering and protection and it is wise to bring ear protection such as ear plugs.





Timing and Start line duties are essential parts of any motorsport event

Should I bring food, water or other supplies for the day?

It is advisable to bring suitable energy-providing snacks (biscuit bars, bananas) to keep you sustained through the day. You should also bring a large water bottle – ideally a re-usable one that can be refilled at water stations on site. Sunscreen is also sensible as many marshal posts are out in the open, with little shade.

How much does it cost to be a marshal, and how can expenses be reduced?

Marshalling is usually free, but travel and personal equipment costs may vary depending on where you go, but that is up to individual choice. To reduce travel expenses, you can connect with other marshals and discuss carpooling, while many tracks offer on-site camping.

What does a typical day as a marshal look like?

You will arrive early, in time to sign-on and often for an all-marshall briefing, where you will be told the structure of the day and assigned your duties. The track is run in sessions, during which it will be 'live' and you will be participating in your duties for that particular race. You will be given breaks, depending on the event schedule.

What are the key safety rules I need to follow while marshalling?

When on duty, you should always face the track and never turn your back to moving vehicles. Always use safety PPE and listen to and follow instructions from the post chief.

Can I choose where on the track or Stage I will marshal, or is this assigned?

Positions are typically assigned by the Chief Marshal, based on experience and needs, although you can also request specific preferences.

What are the biggest challenges faced by marshals during an event?

Generally, the biggest challenge on the day is dealing with weather conditions – from heavy rain to intense heat – and the long hours with limited breaks. However, if there is an incident on your post, you will also be challenged with performing tasks under high-pressure and with high urgency. This is something that can be hard to practice.

How friendly are people on the marshal posts?

Marshal teams are always very welcoming and supportive, especially to newcomers. The community aspect is one of the highlights of marshalling.



What are the different levels in marshalling, and how can I progress?

A Registered (Accredited) Marshal will initially spend time gaining experience in covering incidents (responding to incidents, clearing debris and pushing cars) and in signalling (using either light panels and / or flags to indicate to drivers any change from the previous lap, such as an out-of-control car, debris on track or a faster car approaching.)

As Marshals progress with experience and through grading, they can then concentrate more on the incident grades or the signalling / flagging grade. Further progression can lead them to become Incident Officers – leading their team of marshals during an incident – or Post Chief – looking after the whole team on the post, including communicating with Race Control regarding incidents.

How do I specialize in a specific type of marshalling?

If you have an interest in a specific area of motorsport, or you use a particular skill in your everyday life that would be particularly beneficial as a Marshal, you should express your interest to event organisers and attend specialised training to build your experience.

What are the opportunities for marshalling at high-profile events?

Most Marshals enjoy getting involved at any level, but for some the British Grand Prix is an annual highlight. If you have enough experience at grass roots and Club level and want to go higher, you can apply to join the Marshal roster at Silverstone for the F1 event once you hold at least a Race: Grade 1 Marshal or Off Track: Grade 1, or volunteer for top Rally events for example.

Is there an international standard, and how can I marshal in other countries?

Yes, the FIA sets international standards, but the UK is renowned for creating some of the world's best Marshals, and British representatives are often welcomed by events all around the world. To do so, you need to hold at least Grade 1 and apply for a letter to marshal abroad. 🌀

Marshalling is an essential part of Motorsport, and Revolution will cover other disciplines in future issues.



Marshalling is an inclusive activity enjoyed by many



Paddock Marshalls keep the events running to schedule

Find out more

Learn more about the Marshals Pathway and how to get Accredited [HERE](#)

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Sustainability

Motorsport has a key role to play in tackling climate change. Within its Environmental Policy Motorsport UK has developed a comprehensive strategy to support this goal. This includes complying with legislation and sustainability commitments, measuring, analysing and seeking to reduce its carbon footprint, and engaging with stakeholders to support a wider reduction strategy. Here are some of the numbers behind sustainability in motorsport within the UK.

138,361

The baseline number of Tonnes of Carbon Dioxide Equivalents (TCO₂e) produced by UK motorsport emissions, as identified by Motorsport UK's carbon calculation.

5th =

The position Motorsport UK placed within the 2024 Global Sustainability Benchmark in Sports (GSBS) report, which included 534 organisations from eleven countries

18

Clubs are signed up to the Motorsport UK Sustainable Rally Charter

3

The star level of FIA Sustainability Accreditation achieved by Motorsport UK

100

The percentage of Formula Student cars powered by sustainable fuels in 2024

7

The number of clubs that have achieved Motorsport UK's Sustainability Accreditation – with three joining in 2024

9

The number of members on Motorsport UK's Sustainability Committee, including an ex-F1 technical director, and an FIA Environmental Accreditation expert

1,000

The cash prize in pounds (£) on offer for Motorsport UK's Sustainable Club of the Year – won by Knockhill Motor Sports Club in 2024

2026

The year in which Motorsport UK proposed to action all specialist racing fuels to have sustainable content

To learn how your Club can contribute to sustainable motorsport see
www.motorsportuk.org/about-us/environmental-sustainability

January 12 Car

24th January, Conygre Hall, Timsbury BA2 0JQ

Bath Motor Club (BMC) is hosting a 12-car rally on the 24th January, which is open to members of BMC and invited clubs – DDMC, Tavern Motor Club, HRCR. The event will use the best of the North Somerset lanes on both maps 172 and 183. The event will start and finish in the old mining village of Timsbury. This village is situated eight miles southwest of the city of Bath. The rally has been designed for both beginners and experts, with a total mileage of 55 miles.

www.bathmotorclub.co.uk/club-events/january-12-car-2025



JB Taylor Sporting Trial

1st February, Otham, Kent

The JB Taylor Sporting Trial is the first round of the new season for both the Motorsport UK and BTRDA Sporting Trials Championships. It is being held at Otham, about five miles Southeast of Maidstone, in a shallow grassy valley which provides challenges for both novice and expert drivers alike, and excellent viewing for spectators.

www.sportingtrials.co.uk/calendar/view/j-b-taylor-trial-1



Mark Hylands

Riponian Stages

9th February, Thirsk Rural Business Centre, YO7 3AB

The Riponian Stages Rally kicks off the 2025 Fuchs Lubricants British Historic Rally Championship with a thrilling opener in February. Set in North Yorkshire, crews tackle fast, flowing stages through iconic forests like Cropton and Gale Rigg, renowned for their technical challenges. The event promises fierce competition and nostalgia as competitors vie for early championship points in this prestigious series.

www.riponmotorsportclub.co.uk/riponian-stages



Russ Orway

Valentine Slalom 2025

9th February, Blandford Camp, Dorset DT11 8AA

Bournemouth and District Car Club will hold its first slalom of the year at Blandford on Sunday 9th February. This is an ideal opportunity to blow away the cobwebs and test out those winter upgrades. At just £45 for the day – which starts at 9am – it is proper entry level motorsport, and you will be competing with some friendly club members, some of which are quite new to the sport and a few old hands. The first in a series of 10 for the year.

<https://bdcc.org.uk/event/109828/>



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Tyre Companies



Longstone Tyres
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South Yorkshire
DN10 6NX
T: 01302 711123
www.longstonetyres.co.uk

Tyre Companies



Michelin Tyre PLC
Campbell Road
Stoke-on-Trent
West Midlands, ST4 4EY
T: 0845 366 1535
www.michelin.co.uk/about/michelin-in-the-uk

Tyre Companies



Nankang Tyre UK
1 SGC Business Park
Oldbury Road, West Bromwich
West Midlands, B70 9DP
T: 0121 500 5010
E: jamie@nankangtyre.co.uk
www.nankangtyre.co.uk

Tyre Companies



Pirelli Tyres Ltd
Derby Road
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Staffordshire
DE13 0BH
T: 01283 525252
www.pirelli.co.uk

Tyre Companies



Protyre Motorsport
Govan Road, Fenton Industrial Estate
Stoke-on-Trent
West Midlands, ST4 2RS
T: 01782 411 001
www.protyre.co.uk/motorsport

Tyre Companies



Toyo Tires
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NN10 6GL
T: 01933 411144
E: info@toyotyre.co.uk
www.toyo.co.uk

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M. A. Horne Ltd
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Ebblake Industrial Estate
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www.m-a-horne.co.uk

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Borrani
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Bawtry
South Yorkshire
DN10 6NX
T: 01302 711123
www.borrani.com

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Revolution Wheels International Ltd
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Sherwood Energy Village
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NG22 9QW
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Wheels

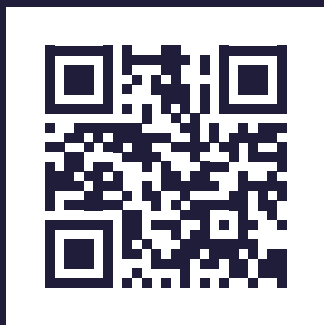


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Haybrook Industrial Estate
Telford, Shropshire
TF7 4QW
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www.speedlinecorse.net



Revolution is your magazine, so if you have an idea for an interesting feature or topic you would like covered in a future edition, please get in touch with us at: revolution@motorsportuk.org

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The Parting Shot

The Exeter trial is the first of three long distance trials the Motor Cycling Club's (MCC) run each year, whereby crews attempt uphill sections targeting the section finish boards unaided. Climb all the hills on a trial and win a gold award, win three golds over the year and claim an extremely coveted Triple award. 2024 saw just two of these awarded, one to Steve Hill in his 1930's Ford Model A, and the second to Paul Merson in his trials special.

Classes for all cars are provided, including a smoother off road class O, and tarmac only class R. Cars dating back to the 1930's through to modern front-wheel-drive and sports cars. Anything two wheels drive is acceptable.

www.themotorcyclingclub.org.uk



Photos: Duncan Stephens

Provisional overall winners Rich Hayward and Kelly Thomas in the white Escort

