


Revolution

February 2025

The official magazine of  motorsport uk

SEASON OF OPPORTUNITY

Winter motorsport activities to keep you moving



HISTORIC RALLY RESURGENCE

MORE EVENTS, MORE CARS, MORE FUN!

HOW TO...

USE A FIRE EXTINGUISHER

MY MOTORSPORT MOMENT

WITH MINI ACE NICK SWIFT

PLUS: NIGHT OF CHAMPIONS + SUSTAINABILITY UPDATE + ESPORTS

CEO's MESSAGE



It is difficult to believe that we are already halfway through February, and yet the past six weeks have countered any claims that motorsport has an offseason or that activity slows down and everybody can take a deep breath. In fact, the last few weeks have been packed with

action on the tracks and stages, as well as a myriad number of industry events, with clubs and organisers preparing for the new season ahead. You may be surprised to know that in the month of January we authorised over 150 permitted events and had in the region of 2,600 entries across almost all disciplines, showing the strength and demand for events despite the inclement weather. The circuit racers being one group that keep their cars in the garage in January!

The first time the community really comes together after the New Year is at the Birmingham NEC for the Autosport International Show. Motorsport UK always sees this as a tremendous opportunity to meet with members of our community and over the past few years it seems that our stand has become something of a fulcrum for the show, and a tremendous meeting point for everyone to catch up. We are fortunate that the organisers also see it this way and provide us with space at the show in exchange for us promoting the event and passing on a discount to members for entry. We always try to repurpose existing infrastructure such as one of our British Formula 4 race trailers and the start-finish gantry from Wales Rally GB to build the stand and provide meeting

The Motorsport UK feature stand at Autosport International

rooms in the trailer. We are constantly looking at ways of being cost efficient and frugal but at the same time creating the biggest impact possible.

While many people do drop by our stand, I really do enjoy wandering around the show, meeting some of the characters and hearing of their stories in motorsport. As I walked up to a brightly coloured orange and blue MK2 Golf, I was greeted by Carl Barton (pictured below) who is the car owner and proudly told me of how he uses the car for AutoSOLOs where he provides charity rides from which he has raised many thousands of pounds for charity, and to learn how he teaches hundreds of students to better focus on their academic work and make a positive contribution to society in a way that is economically sustainable. The fact that he rebuilt the car from a wreck, and did so in memory of his late father, made it all the more poignant, and it was fitting that the Autosport show organisers had granted him a space at the last minute to promote his charitable works.



A little later I bumped into Jeremy Bouckley who is a key part of the Shenstone and District Car Club who operate the Curborough Sprint Course located between Lichfield and Burton-on-Trent. You cannot get a more enthusiastic promoter than Jeremy, who talked energetically about the myriad strengths and features of Curborough. Clearly the most important one is the vibrant community that organise dozens of events every year, focused on sprints, but also including AutoSOLOs, Autotests and even welcoming the local cycle club for their Saturday morning cycle race. Jeremy kindly invited me to visit Curborough this summer and I'm looking forward to meeting everybody and seeing the track in action. While hunting around for more information on the track I came across a photograph of Jeremy alongside Graham Birrell that was taken in 2014 at the 50th celebration of the inaugural meeting at Croft, where they had both competed in that first race. The image brought back memories for me as I remember going to Graham Birrell's wedding in Yorkshire, when he married Jenny Nadin in 1970. Seeing them leave the church in a British Touring Car RS1600 Escort screaming at 7,000rpm is a memory I will hold with me forever. Of course, Jenny went on to become a very successful race car driver and occasional rally driver, driving for my father when he was the Competition Manager of Rootes. She was also the lynchpin of Alan Gow's British Touring Car paddock in the 1990s. I remember from my days at Prodrive and the BTCC teams that we ran, everyone was in absolute dreading fear that Jenny would find some fault with the alignment of all the race trailers as they lined up in the paddock. She measured them to the centimetre!

Back on the stand I was approached by a very distinguished gentlemen from Northern Ireland by the name of Harold Hassard. He had sought me out as he wished to discuss the British Motorsport Trust (BMT) and the work that they do in supporting the training and safety of our sport. Harold has, for decades, been a stalwart of the Northern Irish motorsport scene with a glittering career in club competitions and a passion for the sport which shines through so strongly. He had done his research and had decided that he would like to show some support to BMT as a way of ensuring they can continue to provide the resources for our club network and maintain the world leading standards that we have in safety. An interesting point that Harold made was his observation that BMT is not as well known amongst our community as perhaps it should be, and he suggested that it would be most welcome for members to provide direct support to the charity, and I pledged to make this more broadly known. On returning to the office the following week we were delighted that Harold had decided to make a contribution to BMT, and I would like to thank him for his generosity. >>>>

Bryan Jobson/ANL/Shutterstock



Touring car driver Graham Birrell, and his rally driver wife Jenny



The British Motorsport Trust provides training and support to make motorsport events as safe as possible for competitors, officials and spectators



Night of Champions 2024: Maurice Bennington with his Volunteer of the Year Award; Ulster Automobile Club won the Club of the Year Award, and The Duke of Richmond received the Environmental Sustainability Award on behalf of the Goodwood Revival



Among the frantic activity at Motorsport UK, preparing for the new season with our members and clubs, it was an especially busy time for industry events and awards. Our own Night of Champions was held at the Royal Automobile Club, as is tradition, in the third weekend of January and as always was a fantastic celebration of the enormous diversity and talent within the sport, recognising our club and volunteers of the years. Club of the Year Award was won by Ulster Automobile Club, the Organising Team of the Year award went to the Vintage Sports-Car Club; Sustainable Club of the Year was Knockhill Motor Sports Club, and the Environmental Sustainability Award went to Goodwood. Volunteer of the year was Maurice Bennington, and the Community Contribution Award went to Mike Biss. The Event of the Year was won by Mission Motorsport, for Race of Remembrance, and the Inclusion In Motorsport Award went to Loughborough Car Club. The evening also included a Lifetime Achievement Award for Damon Hill OBE, and Professor Gordon Murray CBE receiving the Keith Duckworth Technology Award, it is a celebration of our wonderful community, and the heights of excellence that British motorsport achieves on a world stage. We also had several guests from the political community, and I know that they were enormously impressed with the sheer size and diversity of the sport, the strength of our community, and the volunteering efforts that goes in to making the sport safe and successful.

The second Autosport event of the year is the Autosport Awards which previously was held in December, but for the first time has moved away from its longstanding venue of the Grosvenor House on Park Lane and moved to the Roundhouse in Chalk Farm in January. You could almost hear the shriek from Formula 1 teams at the idea of going so far north in London, but I think everyone was impressed by the innovation of this longstanding venue and how it's been successfully turned into a modern environment. The awards themselves are following a typical pattern of the motorsport media and focused almost entirely on Formula 1, which is of course the overwhelming shop window of motorsport worldwide. We celebrate the fact that Liberty Media and Formula One Management have become such great custodians of F1, and with their investment and ingenuity motorsport is reaching audiences which have previously been immune to its excitement. So, while I welcome their energy, we must also consciously build on this raised profile so that the rest of motorsport does not become eclipsed, but rather can bask in that sunshine and reach new opportunities and new members.

Amid all the focus on Formula 1 there was the announcement of the winner of the 2024 Silverstone

Autosport BRDC Young Driver of the Year Award. Speaking with the chief judge, Derek Warwick, before the announcement, he was adamant that this was the most competitive year he had seen and that all four drivers would have been very worthy winners. I mentioned to him that Deagen Fairclough, although perhaps the least experienced, was the one that many perceived to have the most exceptional raw talent. As you know, Deagan won the British F4 title in 2024 and in so doing broke records along the way. As one very successful driver said to me that evening “when you watch Deagan the hairs stand up on the back of your neck because you know he’s extracting that extra micro fraction of speed and momentum from the car, and although almost imperceptible, it is the difference between great and exceptional talent”. Deagan was announced as the winner for the £200,000 prize, and with continued backing of ROKiT, he will be in GB3 in 2025. At the same time, I have no doubt that the other three finalists – Arvid Lindblad, Louis Sharp and Freddie Slater – are destined for amazing things within the sport as they are all exceptional by any standard.

And so, as January unfolded the training seminars for our officials kicked off at Brands Hatch and Bristol. It is always great to attend these seminars not only to have the chance of direct feedback from our community, but also as a set point in the year to measure the accumulated progress that has been made in the development of not only the rules and regulations but also other positive steps that have been made in our sport. Of course, the big news this year is the introduction of the National Competition Rules (NCR), and the practical implementation of this new format in all our thousands of competitions that take place throughout the

year. We ran a poll at the beginning and end of the first training session and I was pleased that, even before we had spoken, there was a high level of confidence among the community of their ability to use the new format of rules. By the end of the seminar that confidence level had risen to almost 100 per cent. I have no doubt that there will be moments when people must pause and think carefully about how to implement a particular clause, but I am confident that with everyone’s support this new format will become second nature very swiftly. What will also make life much easier is the introduction of an app-based format which will be launched shortly and will present some great features in terms of searchability and the sharing of information.

Finally, one important trip was a visit to Scotland and specifically Aberdeen, to meet a very wide range of local, regional and national government representatives to review our progress in developing the feasibility study for the World Rally Championship (WRC) in Scotland. Also present, from the WRC Promoter, was Simon Larkin who has unique experience in identifying new host countries and bringing them onboard to the championship. His enthusiasm for Scotland was evident, giving his view that the resources and assets that this part of Scotland can bring to the championship could present a valuable addition to the WRC. The next few weeks will see us refine this analysis and we will work closely with all stakeholders to progress our ambition to bring the WRC back to the UK, with a new Scottish event.

Wishing everybody a great start to the season and a successful month ahead.

Kind regards,
Hugh Chambers
 CEO, Motorsport UK

JEP / Dom Gibbons



2024 British F4 Champion Deagen Fairclough continues his winning ways, and has been named the Autosport Young Driver of the Year

This month: In **Winter of Opportunity** explores the many options to keep your motorsport active, plus the positive steps to take to get you and your car ready for the new season. In **Rally Resurgence**, Colin Heppenstall shares his thoughts on this developing discipline, while Mini racer and engine tuner Nick Swift relives some magic at Goodwood in his **Motorsport Moment**. Plus, **How To... Use a Fire extinguisher**, news from the clubs, **What's On**, and more...

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and your motorsport
active over winter



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How to... Use a fire extinguisher

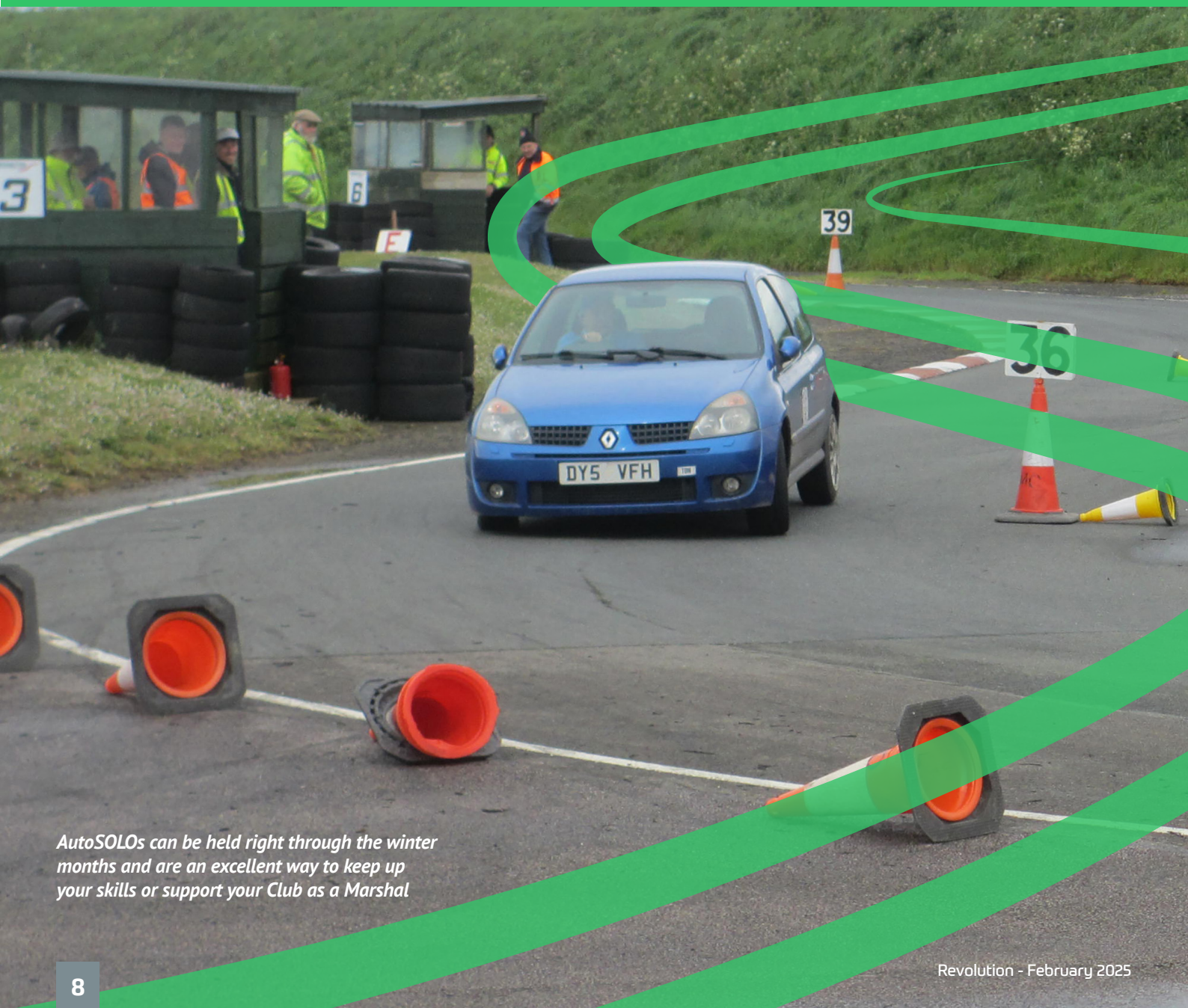
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What's On this month

How to make the best of motorsport all year round

Winter can be the time to explore new opportunities and set good habits for the year ahead. Will Gray looks at the many different areas to place your focus



AutoSOLOs can be held right through the winter months and are an excellent way to keep up your skills or support your Club as a Marshal

Signs of early Spring may be appearing fast, but there are still a few months before many of the disciplines which take a winter holiday will be back on track. This is the ideal time, then, to explore other ways to get your motorsport fix.

There are plenty of motorsport activities that continue through the winter – from grassroots events like AutoSOLOs and 12-Car rallying, to the muddy mayhem of Trialling – and entering events like these can help keep your skills polished. The same is true of virtual racing or doing some race-recapping and watching helpful guides on MotorsportUK TV.

If you've let your fitness slip over a mince pie or two, this is also an opportunity to correct that and get back in shape. Just building up some simple exercises over the next month or so could make a huge difference when you get back to competition – and it is just a matter of creating a routine, setting your goals and building up momentum.

This is also a great time to try out marshalling – and although many courses have already been run, there are plenty of ways to learn the skills you need to help your Club put on events in the summer.

Virtual Racing

Racing does not have to stop when the tracks close. It continues online 24-7, 365 days of the year – and with the quality of modern gaming and simulation software, it is not just a way to keep the buzz of racing going through winter, it is a valuable tool for building up new skills.

It is far easier to race online than you might think, and neither do you need to throw yourself into the world of online racing immediately to keep your racing mind sharp – you can also build your racing skills or your track knowledge by driving on your own.

>>>>>





Virtual racing can be competitive fun and help with learning new tracks and circuits

Even on a standard console, the SRO-licensed game Assetto Corsa Competizione (ACC) will allow you to drive on many British circuits in GT3, GT4 machinery, while Gran Turismo includes familiar Club cars like the Mazda MX5s and Honda Civics, although on not so many familiar tracks.

Head of Esports at Motorsport UK, Paul Crawford, says: “You can use a console and controller to learn race craft, how to line up overtakes and keep your eye in, and ACC is the closest on console you can get to a simulator.

“If you’re going to be racing somewhere like Donington Park, for example, during the season and you’ve watched some onboards, you can use ACC on a PlayStation or Xbox to learn lines, corner speeds and sequences even better.

“It helps to familiarise yourself with what to expect and although you can also get that to some extent with onboards, I think it goes in your memory a bit more when you’re making active inputs, rather than just watching a screen.”

To get the best experience, however, Crawford recommends using a PC with the right level of processing power for gaming, buying a steering wheel and pedals, then signing up to iRacing – which comes free with Motorsport UK’s eSports Membership.

“If you want your sim racing to be constructive for real world racing, or if you can’t go real world racing and want to do proper racing on track against other people, you really need the equipment – but you can build it up slowly,” explains Crawford.

“The cheapest wheel and pedal set you can get is around £180-200 – but if you are used to the costs of going racing,

that’s probably the fuel you spend getting a race meeting and competing out on track. Or less than a set of tyres.

“The PC is the expensive part – but if you’re a gamer already, if you already play Call of Duty or Fortnite on your PC, it will be good enough to run iRacing, or any of the other games. If you don’t, it will probably be a minimum of £700 to get one.”

Crawford points out that there is a wide range of titles online that you can select from – including Assetto Corsa and Le Mans Ultimate – but says that if you are looking to do sim racing seriously, or to prepare for real world competition, iRacing offers the most options.

“It’s the most established and it’s got the most circuit and car combinations that you can drive on,” he adds. “You can do time trials and race against AI if you don’t want to go straight into competition, but when you do, there are hundreds of Championships running all the time and you go through different licences, starting in rookies then working your way up.”

Head to The Hills

If you fancy something completely different, you could join a growing number of track racers trying out the discipline of Trialling. This unique form of motorsport – which involves driving up a hill through a course of markers – has very little in common with everyday track racing, yet it has become a popular way for people to keep their sporting action going through the winter.

“It’s easy to get involved and it’s really good fun,” explains BTRDA Sporting Trials Chairman Stuart Beare. “There’s a lot of racers doing it now, especially in Historic Trials, and I think that’s because it’s a great social day, it gives people a chance to catch up with their mates and although it’s probably more relaxed than a race day, you’re still getting a buzz.”

It’s a challenging and relatively low-cost event that involves a driver and passenger and is known for its skill and coordination – with throttle control being one of the key elements. It also demands good teamwork, as the pair in the car must work together, and the passenger must shift their weight around in the car to help them get up the course.

There are two main forms of the discipline – Sporting Trials, which involve specialist cars with ‘fiddle brakes’, and Historic Trials, which involve simpler cars and sections that are easier to drive. There is also a class in between, but most beginners first find their way into the sport on the Historic side.

“A historic trial would get 60-65 competitors, whereas a modern trial would be 30-40,” explains Beare. “The calendar runs from January to December, but we have a three-month break from June to September, so it’s great for people who do other disciplines in the summer and want to keep going.”

“Normally people come and marshal or watch a couple of times, get in the passenger seat, get confident, then get stuck in. There’s lots of opportunities to get involved and lot of the driver-passenger combinations tend to end up involving husband-and-wife teams, couples or fathers and sons.”

Events take place all around the country, roughly every fortnight, and they are full-on, with competitors constantly busy checking the course, watching others or driving themselves. There are multiple runs, and the course alters as the conditions change – so even if you master it the first time, there’s always a new challenge on the next run up the hill.

Entry level cars can cost anything from £5,000 and often change hands between fellow competitors, so are quite easy to find, while beginners are well advised to take part in a training day to learn the ropes. The next one of these is in mid-March at Shelsely Walsh, so there is still time to sign up.

Beare explains: “There’s normally 6-8 cars on a training day and you will have one of the regular drivers sit in with you as you drive some sections to give you tuition. It’s important to get an understanding of it all, but being a passenger is also a good way of getting that, because you get a feel for the pace, the speed and what the car can do.”

For those who want to get competitive, there are Championships run by the BTRDA and Motorsport UK, the latter involving 17 rounds, with ten counting towards the title. Beare says the sport is in “good health” and has been slowly building thanks, in part, to content posted on YouTube and Facebook, which has grown a following and increased awareness.

“The Historic side has got lots of cars out of sheds and restored and refurbished,” concludes Beare. “It’s seen as a lower difficulty because the cars are not so capable, so we’re now finding some of those who came into the sport are moving to the Sporting side, with steeper hills and more nimble and powerful cars, to get even more of that adrenaline buzz.”

The StreetCar Scene

Even if you’re a seasoned competitor, there is always something to be gained from competing in StreetCar grassroots events. Club Development Assistant Benedict Smith explains: “They can keep your senses sharp, improve driving skills, build confidence in navigation, let you explore a new form of motorsport or simply just give you some fun in the off season.”

AutoSOLOs, for example, are challenging events that take place on a sealed surface around a course set out with cones. They are often held in a car park and while they may not look like the most cutting-edge fast-action competitions, they are actually carefully designed to sharpen up your car control and keep your mind in focus.

The aim is to get through the designated course in the fastest time, without accumulating any penalties. That means that the driver’s ability to handle their car is the most important factor – honing a skill that is beneficial whatever summer racing you take part in. And, as with any StreetCar event, you can compete using your everyday road car.

If you prefer Rallying but don’t have any Rallies you can enter, there are plenty of winter 12 Car events. These – as you might expect – involve up to 12 cars, following a course on public highways, with precise time controls that aim to test the participants’ navigation skills and driving concentration.

They are also a great way for someone to start Rally driving or co-driving, as the navigation used teaches the basics for bigger events. They are also a great way to build team cohesion between driver and navigator, as the relationship within that team, and the ability to plan and work together under pressure, is key to achieving successful results. >>>>



StreetCar events are open to standard road cars

Smith continues: “There are 75 now StreetCar Clubs around the country organising lots of 12 Car Rallies and AutoSOLO events. The StreetCar website – streetcarmotorsportuk.com – has a link to ‘Upcoming Events’ where you can find the latest details, or you can submit a ‘get started’ form to be matched with your nearest participating Club and discuss their events.

“The benefit of grassroots competition in StreetCar events is that you will not need to add any kit to your existing list. All you need is your everyday road car and your free RS Clubman licence; plus, the price of entry and Club membership you can keep your motorsport going through the year.”

Learn from the Screen

Motorsport UK TV has a wealth of content that can help you use the winter to build your skills and knowledge, from following a fitness training programme to studying circuit guides for many of the UK’s major tracks.

The 11-episode Fitness Training Series opens with insight into why this is so important inside the car, then goes on to cover specific areas including endurance; body weight; reaction times; hydration; grip; neck, core and body strength; and posture and movement.



Training to be stronger, fitter & faster | Motorsport UK

The Driver61 section, meanwhile, offers a ‘University of Racing’ in which former racing driver Scott Mansell dishes out advice and guidance on the many different micro-elements that make up a good racing driver. The series of 25 videos helps improve your racing and race craft and covers a wide range of topics.



Data Logging

These include understanding data logging, how not to overtake, how to take a first corner, how to make a perfect rolling start and how to warm your tyres. There are also technique-specific videos including cornering, which is split into specific videos on braking, entry speed, mid-corner and corner exit techniques, and how to cope with oversteer or understeer.



Starting Your First Race | Essential Guide to Grid & Race Start Procedures | Your First Race Ep.7

There are also circuit guides, offering advice on how to tackle some of the most popular UK circuits, and the ‘Your First Race’ series, which is aimed at newcomers to circuit racing and provides a step-by-step guide through your first race weekend.



June 18, 2024

Essential Guide for Co-Drivers! | Rally Time Cards Explained | Your First Rally Ep.11

Other disciplines are well covered too, with similar multi-video first-time guides to Rallying, Autocross, Hill Climb and StreetCar as well as Motorsport Explained, which introduces many of the UK’s different disciplines, all under the ‘Motorsport UK Originals’ section.

These video guides are not the only thing you can learn from on Motorsport TV though – it is also a great place to go to catch up on the action you might have missed around the UK last year, and maybe learn a thing or two from others.



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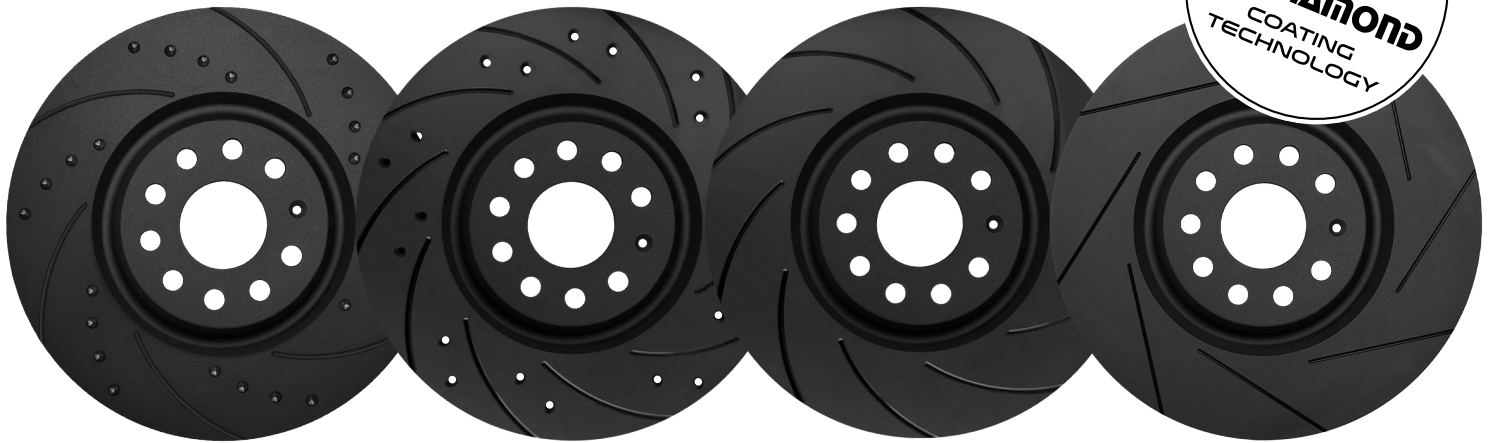
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There is a huge number of race recaps available covering 13 different British Championships, from the BTCC to the BXCC. Delve further, discipline-by-discipline, and you can go beyond the British Championships and find coverage of Club events including the 750 Motor Club, BARC and TCR, which also gives great insights into racing on many of the circuits in the UK.

You can stream races as-live or jump through to highlights moments, identified by yellow lines on the play bar. And if you want to brush up on a particular circuit, you can search through the different championships to see how it's done in different machinery.



October 7, 2024

Round 29 in 100s | Brands Hatch GP | BTCC 2024

Fitness Focus

One of the best uses of your spare time in the build-up to the season is to work on your health and fitness – whether that is making physical adaptations and improvements or recovering from an absence from the gym. The additional time you have available will soon disappear, so it is a good plan to build good habits to keep going through the year.

Jack Wilson, a fitness instructor at the Porsche Human Performance Centre, says that it is best to maintain a continuous level of fitness, because keeping at a good level is far easier than building from scratch, and explains: “The longer you don’t train, the more fitness you’ll lose – and you’re likely to lose cardiovascular fitness faster than strength.

“The rate of decline is also faster the older you are, so reductions in fitness over a given period of time will be more evident in people over the age of 60 to 65. However, on a positive note, those with more established training histories tend to regain fitness faster when they resume training than people with a more limited training history.”

The Porsche Human Performance Centre works with the Motorsport UK Academy but also with anyone who is

looking to improve their fitness, and the team there identify six key fitness areas for motorsport: body composition, cardiovascular fitness, physical strength, mobility, psychomotor abilities like reaction times and visual skills, and heat tolerance.

So, with most racing seasons now around a month away, then, what can someone who has taken a bit of a break from training do to get back to full fitness? “Firstly, acknowledge the mistake of leaving it until you’ve only got one month to get fit,” smiles Wilson. “But once you’ve done that, you need to make a plan and focus on core fitness principals.

“If you just leave it to chance, things are going to get in the way. The important thing is to get some consistency then use that to build up from there – and if you’ve had a long lay-off, you need to start steady and take a broader view – yes you want to be as fit as possible for the first race, but hopefully your season is longer than one race!”

Tom Cottis, Sports Scientist at Motorsport UK, advises: “A good plan is to do two cardio sessions at conversational pace for 30 minutes to build your aerobic base then for strength you should do whole body exercises that include an upper body push and pull, two good lower body exercises like squats and lunges, and a couple of area-specific exercises.

“If you have a limited timeframe, it’s often best to work with a professional who can give you an optimal routine, suited to your lifestyle, that will work in the quickest period possible – rather than wasting time scrolling through the limitless number of Instagram workouts that don’t necessarily deliver on all the promises!”

Good nutrition is just as important as good training when it comes to health, fitness and performance in motorsport. It can help you to improve physical endurance and mental focus, reaction times and decision making, muscular endurance and strength and heat tolerance and thermoregulation, as well as being crucial for recovery.

Cottis, who is a specialist in nutrition, says: “We fuel our cars with the best petrol, but we also need to fuel our body with the best food for optimum performance. Nutrition isn’t about eating a specific ‘superfood’; it’s about building good habits and consistency leading to a ‘super diet’ and there’s a list of ideal habits you should follow.

These include matching calorie and carbohydrate intake to personal goals and activity levels; replacing processed for whole foods; eating quality protein and vegetables or fruit with every meal; eating a mixture of natural fats; drinking non-calorie drinks; snacking intentionally; planning and preparing in advance and sticking to the rules 80 per cent of the time.

Cottis continues: “Take a ‘dietary audit’ and see where you need to improve and spot the easiest wins then nail one at a time. In four weeks, you’ll be half way there. The best diets are sustainable but also enjoyable. Focus on foods rich in vitamins and minerals, but make sure to include food and drink you like and don’t try to make too many changes in one go.”

Marshalling and Organising

Taking time away from the racetrack also gives an opportunity to experience and give back to motorsport in other forms – and becoming involved as a Marshal not only keeps the buzz going but can also open the door to exploring new disciplines, meeting new like-minded people and even standing trackside at major events like the British Grand Prix, subject to grading and selection process.

Competition is rarely more intense than in karting, and this is a great place to build up your Marshalling skills as many nearby venues run on different weekends, giving the opportunity for plenty of trackside time. There’s also plenty of Rallies in winter that need Marshals, as well as grassroots and StreetCar events like Trials, AutoSOLOS, AutoTests and 12-Cars.

The first step into Marshalling is to become accredited – a simple process all done through the Learning Hub in the members log-in section of Motorsport UK’s website. Under ‘My Learning Paths’ you simply select the Registered Marshal Accreditation Course, complete all the sections and the assessment, then download your certificate.

You can then go into your profile and, if you are already a registered member, just go to ‘Marshal Registrations’ and click on the ‘All Discipline Marshal’ to turn it from a red ‘add’ to a green ‘current.’ And that’s it, you are ready certified, registered and ready to go start your marshalling journey. It really is that easy.

It is then just a matter of getting some time under your belt, and Motorsport UK’s Volunteer Lead Sue Fletcher explains: “You can volunteer alongside more experienced Marshals at many different events, and they are more than happy to share their experience and knowledge. There are also modules available on the Learning Hub once you’ve registered.”



Marshalling supports motorsport activity 12-months of the year



Trials events run in all weathers, and over some very challenging courses



Mark Hylands

Having the insight of active racers on Marshalling teams is seen as a major benefit and Fletcher adds: "Lots of Clubs run training sessions for their regular Marshals during this time of the year and many are very keen to gain a driver's viewpoint – so there's usually plenty of opportunities to get involved."

Outside of Marshalling, there is also the opportunity to get involved in organising and running events. These do not happen on their own, and people with some spare time and passion for motorsport are always welcomed by Clubs to help set up courses on old airfields or farmers' fields, laying out the tests with cones, hammering in stakes or putting up awnings.

It is also a time to plan for the summer – and that presents the opportunity to get more involved in your Club and have a go at event planning. Many committees would welcome a newcomer offering to assist in planning and it can be fun – from going out on a recce for a 12-Car to managing entries for grassroots events (for those who enjoy spreadsheets!).

Ultimately, with so many things to do, there is absolutely no need to hibernate when the racing stops. This, instead, is a time to grow your passion for the sport, develop new interests, improve your preparation and start to plan for the season ahead. After all, you never know where it might take you next. 🌀



Car control skills honed on the Autotest course



Keep fit with trips to the gym or training sessions to be race-ready for Spring

JEP

demon tweeks

THE RACE IS ON

No matter if you're racing, rallying, karting or sim racing, we've got everything you need, and you can have it tomorrow!



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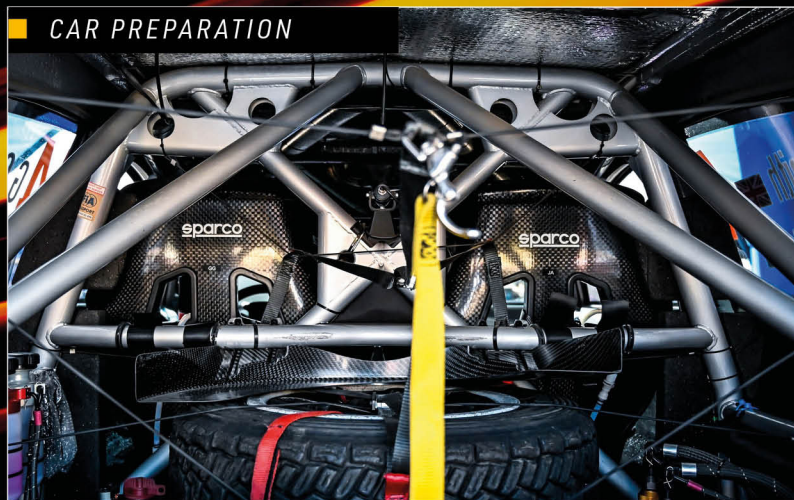
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Night of Champions celebrates the best of British motorsport

The Royal Automobile Club in Pall Mall, London, played host to the evening with 19 British champions celebrated across all motorsport disciplines

British Formula 1 legend Damon Hill OBE was winner of the Lifetime Achievement Award for his contribution to motorsport which spans an extensive career, while Professor Gordon Murray CBE received the Keith Duckworth Award for his technical excellence in motorsport design and engineering.

Broadcaster Louise Goodman received the Murray Walker Award for an outstanding career covering Formula 1 and the British Touring Car Championship, to name but two.

Historic motorsport venue Goodwood was recognised in the Environmental Sustainability Award, following their

commitment to running every vehicle at the much-loved Goodwood Revival event on sustainable fuels.

Tom Purves received the HRH Prince Michael Award of Merit, Race of Remembrance was celebrated as Motorsport UK's Event of the Year and Nadine Lewis picked up the BWRDC Lord Wakefield Trophy.

The sport's vibrant community were also celebrated across a plethora of awards including Young Media, Volunteer, Organising Team and Club of the Year and two Sustainability Awards.

*Damon Hill
and his Lifetime
Achievement
Award*



*Gordon Murray collects
The Keith Duckworth Award*



Lifetime Achievement Award

Following in the racing wheel-tracks of his late father Graham Hill, Damon's motorsport career started out on two wheels before moving into Formula Ford, Formula 3 and F3000 prior to making his Formula 1 debut for Brabham in 1992 alongside ongoing testing duties for Williams.

With newly crowned champion Nigel Mansell departing to race in the US, Damon was promoted to the Williams race team in 1993 alongside Alain Prost. Despite his relative lack of experience, Damon rose to the challenge with stirring victories in Hungary, Belgium, and Italy, eventually finishing a fine third in the Drivers' Championship behind Prost and Ayrton Senna.

Ten more Grand Prix victories followed over the next two campaigns, Damon twice finishing runner-up to Michael Schumacher, before his seminal season in 1996 when he became the first son of a Formula 1 champion to win the championship himself. In total, Hill won 22 Grand Prix from 115 starts – his final win coming with Jordan at Spa in 1998 – and he remains the second most successful of all Williams F1 drivers.

Since hanging up his helmet in 1999, Damon has remained active in the sport. He was BRDC President from 2006 to 2011, overseeing one of the most important and successful periods in the Club's history, highlighted by the securing of a new 17-year contract for Silverstone to hold F1 races and the opening of the Wing complex. He has also been a valued member of the award-winning Sky Sports F1 team providing expert analysis.

For that, Damon received the Lifetime Achievement Award for his commitment and dedication to the sport.

The Keith Duckworth Award

The 2024 Keith Duckworth Award winner, Professor Gordon Murray, CBE, has taken a pioneering approach to Formula 1 and motorsport, advancing engineering and design.

Murray began his Formula 1 career at Brabham as Chief Designer under Bernie Ecclestone, with his designs including the extraordinary BT46B and World Championship winning BT49 and BT52. Between 1973 and 1985, Murray's Brabhams scored 22 Grand Prix wins.

He then moved to McLaren as Technical Director where he was influential in three consecutive World Championship wins – 1988, 1989 and 1990 – and went on to establish a new company: McLaren Cars Limited. The company's first project was the world-famous McLaren F1 road car. In 1995, a racing version won two world sports car championships and the Le Mans 24-hour race. He guided several other successful projects at McLaren Cars, culminating with the Mercedes-Benz SLR McLaren programme.

In 2007, Murray formed a new British company for the design, engineering, prototyping and development of vehicles – Gordon Murray Design Limited. The Surrey-based company grew a global reputation as one of the finest automotive design teams in the world.

In 2017, Gordon founded premium British supercar manufacturer Gordon Murray Automotive (GMA) with a clear objective – to build the world's greatest driver's car. Continuing his lifelong passions for design purity, light-weight, engineering art and driver perfection, it was no surprise when the company's first supercar – the T.50 – received global acclaim. This year GMA will introduce a track-only version of the T.50 followed by Coupe and Spider versions of the 1960s-inspired T.33 model range which will without question live up to the unrivalled standards set by Gordon Murray throughout his illustrious career.

Murray Walker Award

Established in 2022, the Murray Walker Award was created to recognise media figures linked to UK motorsport or the UK's contribution to global motorsport success.

Dubbed 'the first woman of F1' Louise Goodman forged a trail for female reporters as part of ITV's Grand Prix presentation team between 1997 and 2008 before the BBC and then Sky took over the rights. Goodman has remained loyal to ITV and, for more than 15 years, has been an integral member of the team presenting the thrills and spills of the British Touring Car Championship to UK viewers.

Outside of her presenting career, Goodman supports new talent entering the sport through her media training and selfless contributions to increase the involvement of females in the sport as a role model and ambassador of Motorsport UK's Girls on Track programme.



>>>>



JEP

HRH Prince Michael Award of Merit

Tom Purves was born into a motoring family – his father established several car dealerships around Edinburgh – and has spent his whole working life in the automobile industry.

He joined Rolls-Royce as an apprentice engineer at Crewe in 1967 and then moved to BMW (GB) in 1985 initially as Sales Director before being appointed Managing Director four years later. He then served as Chairman and CEO of BMW for North America from 1999 to 2008 before going full circle and being appointed as CEO at Rolls Royce Motor Cars – a position he held from 2008 to 2010. While an apprentice, Purves raced a clubmans car, quickly realising his career path laid elsewhere... but never losing his love of the sport.

More recently he has competed with notable success in Triumph TR3 – a marque that Tom has loved ever since his dad drove him in one at 100mph when he was just six-years-old.

As a car enthusiast through and through, Purves continues to contribute his expertise and experience to the benefit of both motoring and motorsport.



Tom Purves receives the Prince Michael Award of Merit

JEP

British Champions

British Rally Championship	Chris Ingram and Alex Kihurani
British Junior Rally Championship	Robert Proudlock and Steven Brown
British Cross Country Championship	Paul Rowlands and Neil Lloyd
British Hill Climb Championship	Matthew Ryder
British Truck Racing Championship	Ryan Smith
British Endurance Championship	Peter Erceg and Marcus Clutton
British Gt Championship	Rob and Ricky Collard
British Rallycross Championship	Patrick O'Donovan
5 Nations Trophy	
British Drag Racing Championship	Andy Robinson
Fuchs Lubricants British Historic Rally Championship	Seb Perez and Gary McElhinney
British Autotest Championship	Alastair Moffatt
British Sprint	Chris Jones
British Car Trial Championship	Tim Dovey
British Sporting Trials Championship	Thomas Bricknell
ROKiT Formula 4 British Championship Certified By FIA	Deagan Fairclough
Kwik Fit British Touring Car Drivers' Championship	Jake Hill
Kwik Fit British Touring Car Manufacturers' Championship	BMW
British Touring Car Championship Manufacturer	West Surrey Racing
British F4 esports Championship	Graham Carroll
Academy Young Driver of the Year	Connor Clifford

Special Awards

The Keith Duckworth Award	Professor Gordon Murray CBE
Murray Walker Media Award	Louise Goodman
HRH Prince Michael Award of Merit	Tom Purves, Alan Gow
Lifetime Achievement	Damon Hill OBE
Lord Wakefield Award	Nadine Lewis

Club & Community Awards

Motorsport UK Young Journalist of the Year	Katy Fairman
Motorsport UK MPB Young Photographer of the Year	Craig Evans
Official D'Honneur	Neil Hanson
Organising Team of the Year	Vintage Sports-Car Club
Sustainable Club of the Year	Knockhill Motor Sports Club
Environmental Sustainability Award	Goodwood
Club of the Year	Ulster Automobile Club
Volunteer of the Year	Maurice Bennington
Community Contribution	Mike Biss
Event of the Year	Mission Motorsport, Race of Remembrance
Inclusion In Motorsport	Loughborough Car Club

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Six Decades of Motorsport Excellence

Joy Richings

In 2025 Clubmans Sports Car racing reaches its 60th anniversary, marking six decades of thrilling motorsport history. The origins of this unique racing category date back to 1965 when Nick Syrett of the British Racing and Sports Car Club (BRSCC) observed that cars like the Lotus 7 were so fast that they were outpacing and overshadowing more expensive and sophisticated cars. To address this, he created a separate class known as Clubmans Sports Cars.

The inaugural year of Clubmans racing proved to be overwhelmingly successful. The popularity of the new class soared, and this surge necessitated the creation of the Clubmans Register,

and the Clubmans Register remains the governing body that runs and organises the category.

In 2020, the Register consolidated all racing activities into a single championship managed by MSVR. This move has been highly successful, drawing all attention to one series and delivering exceptional racing for these fast, cost-effective, and distinctive front-engined sports prototypes.

The appeal of Clubmans cars extends beyond the UK. They have gained popularity in Scandinavia, Australia, North America, and in hillclimbing events. Many notable motorsport names have

been associated with Clubmans racing over the years, including Max Mosley, Patrick Head, Harvey Postlethwaite, and Creighton Brown.

As Clubmans Sports Car racing celebrates its 60th anniversary, it stands as a testament to the enduring passion and enthusiasm for motorsport. The category continues to thrive, providing a platform for talented drivers and engineers to showcase their skills and innovation. There are two anniversary events planned for 2025 – Prescott Historique on May 24th-25th, at Prescott Hill Climb, and a Donington Race Day on July 19th-20th at Donington Park.

Herts County Auto & Aero Club hits 120

Herts County Auto & Aero Club (HCAAC) has been presented a certificate by Motorsport UK to celebrate and recognise the club's 120th anniversary.

“While we are proud of our heritage” said HCAAC’s President, Keith Warnell, “We look forward to the future of the club and motorsport over the next 120 years.”

The club originated when eight people, including Lord Clarendon, met on 3rd December 1903, resulting in a set of provisional rules circulated to Hertfordshire motorists and an invitation to a general meeting on 14th January 1904, when Herts County Automobile Club was officially formed. The club ran its first event on 10th September 1904, a Hillclimb at Aston Clinton, over a three-quarters-of-a-mile course which ran through Alfred de Rothschild’s estate.

The Aston Clinton Hillclimb was attended by many competitors over the years between 1904 and 1924, notably

Lionel Martin in his special, which he later named the Aston Martin, launching the history of this well-known marque.

In 2025 Aston Hill will once again echo to the sounds of vintage cars. On the 17th of May 2025, the “Aston Hillclimb 100 Celebration” will be held in Aston Clinton Park, and will recreate the club’s cancelled hillclimb that should have taken place in 1925, featuring several historic cars and motorcycles that ran up the hill between 1907 and 1924, as well as other cars and motorcycles of the period.



It is never too late to try Hillclimbing

Hazel Petite has spent many years supporting husband Christopher at circuits around the UK, but it was a chance encounter that saw her sign up for the British Women Racing Driving Club's (BWRDC) IntoSpeed programme.

Launched in 2024, IntoSpeed is designed to introduce women to the thrills and rewards of motorsport competition, providing taster days, expert driver tuition and even the opportunity to compete at events, with the focus on the Hillclimb discipline.

"I'd been going to the Harewood Hill speed climb for various years with my husband, Chris, what really appealed to me about IntoSpeed was that it was all women. Being in such a male-dominated environment it was inspiring that it was for women, by women to encourage women into motorsport. I was getting a bit tired of watching!"

Having initially attended the 2024 introductory day at Harewood Hill in her everyday road car, an Alfa Romeo Giulietta,

Hazel soon went on to improve her handling under instruction.

"Going in the car with an instructor – it completely blew me away. It was lovely to see the same faces, and it was a great atmosphere, fun, encouraging... it was just great. I really enjoyed it!"

Sharing Chris's Mini Cooper from the eighties, built as a COVID car, the pair were soon competing around the country – despite the back shelf and the radio still very much intact.

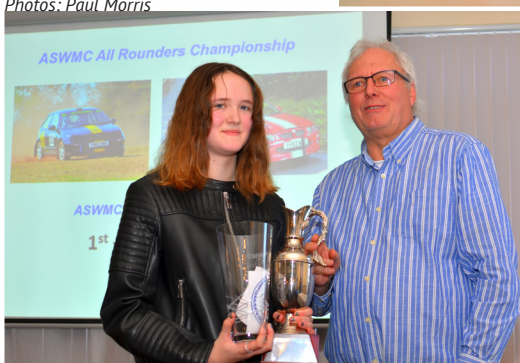
Hazel earned so much success with IntoSpeed, she was awarded the BWRDC's prestigious Speed trophy for most improved in the Hillclimb discipline – having caused quite a stir in the paddock for her times.

"Just do it! I kept saying to friends, 'if not now, then when?'" she remarked.

For more information on the IntoSpeed programme, please see www.motorsportuk.org/intospeed-programme-returns/



Photos: Paul Morris



Polly Ashley sweeps the board at the ASWMC Awards, becoming the 2024 ASWMC Autocross Champion, the ASWMC Under 21 Champion, and winner of the ASWMC All-rounder Award



British F4 Drivers Update

British F4 has seen a flurry of new driver announcements which make 15 drivers on the grid for 2025 so far... here are the latest confirmed racers.



August Raber

August won two Rookie Cup podiums in his debut season, and has competed in the F4 UAE Trophy Series and F4 Middle East Championship with Yas Heat Racing Academy. He is back in British F4 with Argenti Motorsport.

Yuhao Fu

Fu took two Rookie Cup podiums in his first season with Virtuosi Racing. He joins Xcel for this year having already raced with them in the F4 UAE Trophy Series and the F4 Middle East Championship.



Henry Joslyn

Following two years in Ginetta Juniors, Henry moves into single seaters as Fortec Motorsports' first confirmed British F4 driver for 2025.



Ella Lloyd

Ella returns with Rodin Motorsport after an impressive debut in British F4 in 2024, and is joining the McLaren Driver Development Programme. She will also race in F1 Academy in 2025.



Charlie Edge

Having been part of Chris Dittmann Racing's driver development programme, Charlie makes the step up from competing in the Daniel Ricciardo karting series.



Lindsay Close joins the newly formed BMW SuperCup as Championship Coordinator



BMW SuperCup gets new coordinator


British Racing & Sports Car Club (BRSCC) has announced the BMW SuperCup Championship for 2025, which is the result of a merger of the BMW Compact Cup and BMW 1 Series SuperCup. By merging the two series together onto one grid, the new Championship will have both Compact Cup and 1 Series SuperCup cars competing together on track, each in their own classes, with respective class winners crowned at the end of the season.

Taking on the management of this new merger is Championship Coordinator Lyndsay Close. *Revolution* caught up with her for a quick update. "This is my tenth year as a Coordinator", reveals Close, "and I am very excited to be asked to take on this role."

Close is one of the BRSCC's leading coordinators, having honed her skills contributing to the efficient and professional running of the Mazda MX-5 paddock, the Nankang Tyre CityCar Cup, and SW Motorsports ClubSport Trophy.

"I have great respect for outgoing coordinator Clive Brookson," reveals Close, "and the legacy of the Compact Cup that he has helped create. These are big boots for me to fill. As a coordinator, my confidence has grown over the last four years, and this move has come just at the right time."

Close will be bringing her infectious enthusiasm and energy to the new championship, where she hopes to energise the BMW racers with her inclusive and supportive mantra. "Everyone at BRSCC is so welcoming, and we try to be flexible and help all our competitors find their perfect fit in the paddocks," adds Close. "Some may do a few rounds, others the full Championship, but I am here to look after them all and make it as fun as possible."

The newly formed BRSCC BMW SuperCup Championship begins at Snetterton on April 5th and 6th. 



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The Motorsport UK Esports GT Challenge is back... and bigger and better than ever

Season 3 of the Motorsport UK Esports GT Challenge gets underway this month on February 25th, as a mix of GT3 and GT4 drivers return to battle it out for the title.

New for 2025, the championship now heads to four iconic UK circuits– Donington Park, Snetterton, Brands Hatch and Silverstone , and includes Spa-Francorchamps, expanding this community focused championship with a European round.

Races are held on Tuesday evenings, with free practice at 6pm. Qualifying starts at 7.30pm, and is run as Lone Qualifying over 3 Laps, 10 Minutes. The lights go out for the race at 7.45pm, and each event is expected to finish around 9.15pm.

The GT3 Class features cars such as the Acura NSX GT3 Evo, Ferrari 296 GT3, Audi R8 LMS Evo II GT3, plus other options from BMW, Corvette, Mercedes-AMG, Porsche, Lamborghini, McLaren and Ford.

GT4 drivers can select from the Aston Martin Vantage GT4, McLaren 570S GT4, and Mercedes-AMG GT4, along with Porsche, BMW in the mix.

For this community-friendly championship, a PRO driver is anyone with a higher than 3,000 iRating. All others will be run as AM (amateur).



Prizes

The top three drivers in all classes will receive two General Admission tickets to a 2025 British GT Championship round of their choice (subject to availability), plus the winning driver from all four classes will receive a free one-hour simulator session in the Base Performance Simulator GT Sim, where the simulator is created out of a raced Aston Martin GT Chassis and features a full wrap-around projected screen.

All rounds of the championship will be broadcast LIVE on RaceSpot TV and Motorsport UK TV.

Full details and where to sign up are available at www.thesimgrid.com/championships/12589






2025 ESPORTS EVENTS

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Spa 300 	GT Challenge	 		Rookie Cup  	
		Kart Sim Round 1 	Prototype Challenge  		eBRC   
					Kart Sim Round 2 
JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
	UK FF1600 Qualifiers 	UK FF1600 Esports Cup		 	Britcar 24 Hours 
eBRC Continues   		British F4 Esports Championship*  			
	Tri-Nations Esports Cup 	Sports Car Championship 			
	Kart Sim Round 3 	Kart Sim Round 4 			






All events are open to Motorsport UK Esports paid license members
*with the exception of the British F4 Esports Championship.


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...

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Member Benefit of the Month



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Airport parking offers air travellers a convenient and more reliable solution for getting to the airport over public transport. By driving to the airport, travellers can save time and have more control over their schedule. The expense associated with dropping off or picking up friends and family at the airport continues to rise, as most airports now impose fees for the 'Kiss and Fly' curb side service.

Parking options include 'on-airport' parking where the car park will usually be located within the airport perimeter and you either take a short walk to the terminal or take a courtesy transfer bus. With this option you usually park your vehicle yourself and keep your car keys. Off-airport parking is usually away from the congestion of the airport and your car is parked for you while you catch a transfer bus to the airport, on your return your car will be waiting for you in the car park collection bays. It also saves travellers money with off-airport parking rates typically cheaper than on-airport parking rates.

For the ultimate convenience, a Meet & Greet service is where you are met at the airport by a driver who checks your car and takes it to a secure compound where it will remain until just before your return. Your car is then dropped off to the same place where you handed it over.

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To book your airport parking visit: partners.aph.com/motorsportuk

F1 in Schools and STEM regional finals

The western regional final of the F1 in Schools and STEM programme was held at Bicester Motion recently, and featured 110 children, with team members ages ranging from nine to 14-years-old.

The F1 in Schools and STEM programme introduces students to STEM careers, with teams assuming different roles and project managing the delivery and race of a miniature F1 car. Motorsport UK's Girls on Track UK programme is a partner for the UK-wide initiative.

The event was judged by volunteers with careers within the motorsport and automotive industries, with entries judged across a range of categories from marketing and design to quality of verbal presentation and the fastest car.

"Formula 1 in Schools – STEM Challenge introduces children from primary school upwards to the world of F1," noted Girls on Track UK Programme Manager Jenny Fletcher. "Through activities that are designed to trial and test their competencies through the creation of their very own race team. It was a pleasure to host them here at our Bicester Motion home and have Motorsport UK colleagues take part in the judging process."



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Buckmore Park future revealed

Late racing legend, John Surtees acquired Buckmore Park in 2015, and the circuit is now under the management of Leonora Martell-Surtees and her husband Rich Martell-Surtees. Buckmore has recently revealed grand plans for its future, with a 20,000sqft paddock development.

The circuit has been a cornerstone of British karting since 1963, offering a challenging layout and outstanding facilities in the southeast of England, and remains under the management of the Surtees family.

“John was the catalyst for all of this,” noted Rich Martell-Surtees, “He got involved in the circuit around 25 years ago. John always had a passion, even when he left motorsport, he wanted to make motorsport as accessible as possible. He took several drivers under his wing including Sam Bird, Oliver Turvey, and others.

“John died in 2017, so after that it was down to Leonora and myself to pick up and take Buckmore to the next level. We have now got to a point into where we can look to expand it further.”

The improved Paddock will feature a state-of-the-art simulator room, restaurant, sports bar and roof top terrace overlooking the circuit, and the creation of around 30 new jobs.

“Buckmore has always had a layout that is split between the clubhouse and a 300-space carpark. This does not always lend itself well when we run series such as Club100, or when we’ve hosted the British Kart Championship. We want to create a ‘hybrid space’ that appeals to owner-drivers and to corporate clients, and we wanted to create a venue for people to come down to and perhaps watch the Formula 1 on TV.

Buckmore is also home to a successful Junior Karting programme and will have a new Driver Development programme online soon.

“We get drivers coming to us from the age of six, some want to take part just for a bit of fun, while others are looking to have a career in motorsport, but they don’t necessarily have the complete skillset. We wanted to put together a course that would enable them to up their game. It’s all the elements that you wouldn’t learn on track to progress further in motorsport.”

“In the southeast there is not really one place where people can go and meet up with like-minded motorsport fans, so that is what we are trying to create with the Paddock – a venue that is open to anyone.”

BWRDC celebrates women winners

Earlier this month, the British Women Racing Drivers Club (BWRDC) celebrated women in motorsport across all its disciplines, from grassroots level upwards.

It’s been another busy year for the club, including the launch of the club’s IntoSpeed programme – which has been so well received, that it is set to return for 2025, across even more venues around the UK.

A huge congratulations to all those who received an award on the night, here are just some of the 2024 season winners:

- **Sukhmani Khara** is the only girl from the UK to have been chosen for the Alpine Rac(H)er programme.
- **Emma Cope** took the Rally crown for her superb performance during the 2024 season.

- **Emma Morrison** received the BWRDC Rally Co-driver award for the 2024 season.

- **Caroline Ryder** took the 2024 Hillclimb trophy.

- **Alison Lock** is the 2024 Sprint winner, following a successful season in her Mitsubishi Lancer Evo IV.

- **Marion Quarrington** has been marshalling for numerous years and is often found with a small bear in the top pocket of her Marshal overalls. She has been awarded the Helen Spence Trophy (best performance by a marshal) for 2024.



BKC Tyre Recycling Scheme showcases greener future for karting

The British Kart Championship (BKC) has been leading the way in sustainability since the launch of its innovative Tyre Recycling Scheme in 2022.

BKC is the only karting championship that offers this programme, recycling around 50 per cent of the used tyres, with the remaining 50 per cent reused by competitors at other karting events.

The scheme has seen year on year growth and competitors are given the

opportunity to return tyres for recycling at each BKC round, regardless of the event in which they are used. Since 2023, tyres no longer feature any plastic wrapping, resulting in less single use plastics and less rubbish produced in the pit area, and minimal dumping of tyres post-event.

“We are extremely pleased with the year-on-year growth of the British Kart Championship Tyre Recycling Scheme

and the positive reception it has received from competitors, teams, and clubs alike,” said Dan Parker, Head of Karting, Motorsport UK. “The scheme not only helps us achieve a greener future for karting but also sets a benchmark for environmental responsibility within motorsport. It’s fantastic to see the enthusiasm and engagement from the karting community.”

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Ram Recovery awarded Wilkinson Sword

The Welsh Association of Motor Clubs (WAMC) Annual Awards evening was held in the Metropole Hotel, Llandrindod Wells recently, and the occasion was used to acknowledge the work carried out by Ram Recovery on Stage Rallies, presenting the team with the prestigious Wilkinson Sword.

Although these are the very persons that competitors hope not to see on an event, they are extremely grateful if they



Warren Ballinger and Paul Thompson received the award from WAMC Chair Paul Loveridge



do need assistance from the recovery team, which comes free of charge, and many competitors appreciate the care with which it is provided, minimising any further damage.

So, when you see the bright orange Unimog coming to the rescue you know you are in safe hands. The costs of maintaining and operating of the recovery unit is self-financed by the team members, and charges to clubs are to cover out of pocket expenses only.

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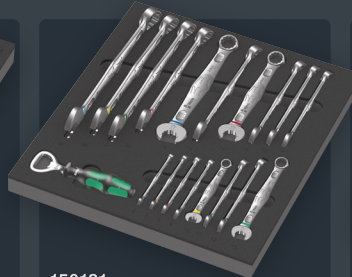
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EcoRally takes the high road

Photo: Craig T Parry

Electric vehicles continue to reshape the future of the UK's automotive landscape, with around 34 million fully electric cars now on UK roads. This shift in ownership provides the opportunity to open motorsport to a new audience, while breaking down pre-conceived ideas around the sport being purely for internal combustion engines.

Promoting a sustainable future from grassroots motorsport upwards is the ethos behind the Scottish Motor Racing Club's (SMRC) EcoRally Scotland, which runs from Saturday 26th to Sunday 27th of July, for Round eight of the 2025 Bridgestone FIA EcoRally Cup.

The event runs to the FIA EcoRally Cup rules, which follow the traditional Regulatory Rally points system, however, they also include points for efficient driving, with the amount of energy used measured by a special FIA box and counted towards the overall scores.

The event will feature teams of two (a driver and navigator) and their Electric Vehicle, tackling a road route starting out from Dundee. Teams will need to record all check points within the given times and complete 'regularity tests' checking average speed along the route – precision navigating, problem solving, and teamwork.

Participants can take part in a fully electric (BEV) or hybrid vehicle (HEV), ethanol or Methane powered vehicles (E85/CNG/CBG) are also eligible. Any road-worthy electric vehicle can take part in the event, without any kind of modification.

Nic Boyes, Chair, Scottish Motor Racing Club, said, "As Chair of the organising club, I am immensely proud that, since our initial planning in 2022 and our events in 2023 and 2024, we have worked up to FIA Championship status with EcoRally Scotland being approved by the World Motorsport Council for our event in July.

Motorsport UK responds to ZEV transition consultation

The UK government has launched a consultation, seeking views on delivering the commitment to end the sale of new cars powered solely by internal combustion engines by 2030 and supporting the UK's transition to zero emissions vehicles (ZEV).

Motorsport UK, as the governing body for four-wheel motorsport in the United Kingdom, has responded to the government consultation.

Motorsport is a British success story, a sport pioneered by the UK and loved today by millions in all corners of the world. Britain is a global technology leader in motorsport which employs over 40,000 people in the UK in 4,500 largely small businesses, creating £10 billion for the British economy.

Electric vehicles (EVs) are part of the solution to achieve net zero. In the sport, the all-electric Formula E from has showcased electrification since its inception in 2014 and London's ExCel plays host the the World Championship climax again in 2025.

However, Motorsport UK is dedicated to supporting the UK's transition to zero emission vehicles through the promotion and integration of sustainable fuels. We believe that a multifaceted approach, encompassing both electrification and sustainable fuels, will expedite the achievement of our net zero goals and accommodate the diverse needs of the automotive sector.



Dermot Carnegie

Motorsport UK was saddened to learn of the death of six-times British Rally Cross Champion Dermot Carnegie.

Dermot started in Autotesting in the early 1960s, becoming a ten-time National Hewison Autotest Champion between 1967 and 1986, and was successful in rallies too, winning the Castlereagh Trophy when the Circuit of Ireland was a five-day marathon and scored numerous Autocross wins as well.

However, Dermot will best be remembered for his achievements

in rallycross, which spanned nearly seven decades. Dermot won eight RIAC / MI National Irish Rallycross titles, two Northern Irish titles and six British titles (including two BRDA titles), between 1991 and 2008.

Following his retirement from Rallycross in 2008, Dermot continued to compete in Targa Rallies and Classic Rallies, both at home and abroad. He was a wonderful ambassador for the sport, quietly supporting and advising younger drivers, and his contribution to the sport was acknowledged when Motorsport Ireland honoured him with the Ivan Webb Memorial Trophy for services to motorsport in 2006.

Motorsport UK extends its condolences to his family and friends, and the wider Rallycross community.

Tim Whittington / Newspress



Newspress

You could be an Environmental Volunteer!

Do you want to make a difference in making motorsport more sustainable? Motorsport UK has assembled a team of volunteers to undertake the following:

- Measure the carbon footprint of our motorsport events using the carbon calculator.
- Promote sustainable practices among clubs, participants, and spectators.
- Encourage and support clubs in adopting sustainable practices independently.

For more details on how you can become part of this team, email sustainability@motorsportuk.org

Any clubs which are looking for help with their environmental activities, contact Motorsport UK and a team member will be assigned to assist you.

“It seems counter intuitive that Scottish Motor Racing Club is organising such an event though we committed to promoting carbon neutral motorsport in the face of climate emergency and helping to push motorsport into the future.”

Steve Burns, SMRC Competitions Director added, “Following a couple of trial events in 2023 and 2024 we are delighted to be hosting the Bridgestone FIA EcoRally Championship in Scotland this year, which will be the first International Rally to be held in the country since 2011.”

More information can be found about the EcoRally at www.smrc.co.uk/ecorally-scotland/

Electric has a place in the future of transport, but we are proposing a solution to increase emission savings for the use of internal combustion engines that will still be on the road. The government should focus on policy that supports investment and innovation in an eclectic mix of opportunities, including sustainable fuels, to achieve net zero emissions

We look forward to continued collaboration with the government and industry partners to drive this transition.

The consultation can be viewed [HERE](#) and members wishing to respond to the consultation can do so by **18th February**.

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!



A DAY AT THE AUTOCROSS

Inside the World of Autocross
An essential checklist for Autocross and getting on the right track!



2024 SEASON REVIEW

Season Review – part I
The 2024 Probite British Rally Championship



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Historic Rally's Resurgence

Historic Rallying has grown in popularity in recent years. Will Gray spoke to British Championship organiser Colin Heppenstall to find out why the discipline is booming

Rallying has a rich heritage in the UK, from Paddy Hopkirk and his mighty Mini through to fan-favourites Colin McRae and Richard Burns in their iconic blue Subarus. Thanks to Historic Rallying, memories of those classic moments live on – still tearing through the stages just like they did back in the day.

It all began when a group of enthusiasts decided to document original 'works' rally cars and encourage owners to keep them true to their original period. Soon there were events all over the country, reviving Rallying's golden eras – and it is not just the high speed, high stakes world of Stage Rallying where Historic Cars can be found – there are also lots of them to be found in Club events, including Road Rallying or even Hill Climbing and Sprinting.

The Historic Rally Car Register (HRCR) – which held Hopkirk as its President until his death in 2022 – is now a thriving Club of drivers, navigators, organisers, marshals and spectators and this year, the scene has also opened up the possibility of an even wider audience with the introduction of a new category that permits 'historic' cars from 1990-99 to join in the fun, although this may take some to filter through.

The key to it all is authenticity. There are plenty of Motorsport UK events in which older cars can be entered, but to join

the Historic Rallying scene the cars must be built to period specification with only period-homologated parts fitted, based on the homologation papers published by the FIA at the time. As a result, homologated Historic Rallying events bring out a treasure trove of legendary vehicles, as if time had stood still.

This nostalgia, it seems, is why it is becoming increasingly appealing and Colin Heppenstall, who organises the Motorsport UK British Historic Rally Championship and also the biennial Roger Albert Clark Rally, explains: "It's been getting stronger and stronger over the last few years, in terms of the number of competitors out there in all Championships that accept historic entries, so there is now a huge amount of interest and a large number of different cars.

"I think people just want to be part of the atmosphere, which is part of the whole genre of Historic Rallying. In the British Historic Rally Championship (BHRC), we are offering a package to competitors that makes them want to come and join us – the events, the machinery, the camaraderie. We have been doing this now for over ten years, and over that time we have seen a definite increase rather than a decrease, so we must be doing something right!"

➤➤➤➤



Championship organiser
Colin Heppenstall

Heppenstall says part of the resurgence is down to people who used to compete 20 to 30 years ago, who still have their cars and want to get back behind the wheel, but in a slightly less competitive way. However, there is also a growing trend for younger drivers getting into Historics too – often sons or daughters driving their parent’s old car – and a lot of vehicles are now being refurbished back to specification to be able to enter.

The variety of formats on offer also allows owners to get plenty of use out of their cars on roads or Rally Stages, meeting like-minded people on every event, and Heppenstall adds: “Historic Rallying involves a different type of person. They are all doing it for the love of the cars and the sport, rather than desperately trying to win, so there’s more camaraderie and it is a lot more social too.”



Nick Elliott drives the Fiat 131 Abarth on the Riponian Stages

A New Era

In competitive events such as Stage Rallies or Road Rallying, the cars fall into a range of age-related eligibility categories. That gives plenty of scope for different classes and different competitions to run in one single event, with Category 1 for cars before 1st January 1968, Category 2 for 1968-74, Category 3 for 1975-81, Category 4 for 1982-90 and now Category 5 for 1991-99.

This wide range of cars creates a treasure trove of legendary vehicles, and while Heppenstall says the scene is “not particularly geeky” he acknowledges that people at events do spend a lot of time checking out the fine machinery. “Everyone likes to look at each other’s cars,” he adds. “They’re all great examples, but actually a lot of people are mainly looking at them to make sure they’re correctly built and meet the specifications!”

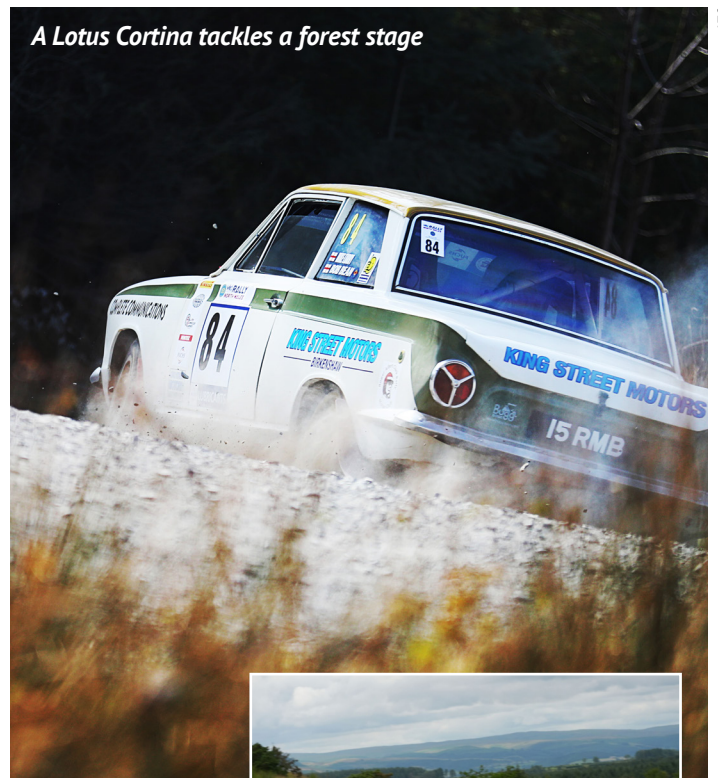
The FIA usually adds a new mandated category of historic relevance every 10 years, and the introduction of the latest makes this an exciting time for the sport. It will see a welcome return of an era that involved some of Rallying’s most popular machines – like the original-spec Mitsubishi EVO 6s and Toyota Celicas that competed in front of packed crowds on the legendary Special Stages of the Rally of Great Britain.

However, it also has the potential to introduce changes to Historic Rallying. A lot of owners have moved away from the original homologation on cars from this era because getting parts was so difficult. Heppenstall says that the introduction of Category 5 has certainly created an appetite to get them back that original specification, but he believes the cost of doing so could lead owners to be mindful of how they choose to run them.

He explains: “I know several car preparation companies that are already building cars, including a few Mitsubishi Evo 6s in the process of being put back to original homologation



Demonstration events run under Motorsport UK permit, are a popular way to see these cars in action



A Lotus Cortina tackles a forest stage

JEP



Mark Higgins made a return to British rallying in the TR7 V8 last year



Spectators enjoying the historic rally action in the forest stages

Russ Ormoy

–but nobody knows yet how it’s going to affect things because they’re still trying to finalise the technical elements. Ultimately, I don’t think it will be a cheaper way of doing it and so people could be a bit more cautious.

“There are some very good cars coming into that age range now, but when Category 4 was brought in we found that because the cars were very expensive to run – especially if



they are completely original cars – the majority of them did not go into the forest. They tend stick on tarmac because there's less chance of causing damage, less wear and less costs associated with those kinds of events.

“That does align with a general increase in popularity of tarmac events in Stage Rallying as a whole – thanks in part to the introduction of permits for closed road Rallying – but it could put a question mark on the forest events. The closed road tarmac events are working very well, so this new category could potentially create a change on forest rallying – although if it does, I still don't think that will be a fast change.”

Different Formats

Not all owners of these homologated historic vehicles want to drive them around at full speed on Stage Rally events. Those who prefer a more sedate pace but still want a challenge can take on Historic Road Rallying, which involves single-day or multi-day drives on quiet roads, sometimes with added timed tests on private tracks, with navigation on Ordnance Survey maps. HERO-ERA runs premium events, while the HRCR also runs the Clubmans Road Rally Championship, where entry fees are more on the affordable end of the scale.



The cars are inspected to ensure they conform to the historic rally regulations

JEP

Many historic cars also take part in demonstration runs, where speed is carefully controlled. Currently three Historic-specific demo events are planned for 2025 – the Rally Stage at the Goodwood Festival of Speed; the Historic Rally Festival based at Weston Park, in October; and, new for this year, the Potteries and Newcastle Staffordshire Motorsport Show, which will take place in June. Other events can also run historic cars on a demo stage under the main permit.

In Stage Rallying, the HRCR runs the Mini Cup and the Historic Stage Masters Challenge on gravel and asphalt



Russ Ormoy

2024 British Historic Rally Champions Seb Perez and Gary McElhinney

surfaces. Both have a good number of rounds through the year, the latter including the Manx, Nicky Grist, Woodpecker Stages, Hills Ford Stages and Wyedean. The English Rally Championship and BTRDA Rally Series also welcome historic entries, splitting them into different classes and matching them up with other non-historic vehicles.

Many competitors take part in a range of championships and events, but the Motorsport UK British Historic Rally Championship is still seen as the pinnacle. It enjoys strong entry lists with competitors ranging from amateur to semi-pro – last year it even drew in three-time British Rally Champion Mark Higgins, who finished fourth behind champion Seb Perez, second-placed Rudi Lancaster, and Adrian Hetherington in third.

There are typically between five and six events – with the smaller number every other year when Heppenstall also organises the flagship five-day Roger Albert Clark Rally. In 2025, there would have been a bumper seven events were it not for Storm Darragh, which knocked out Rally North Wales and the Severn Valley Stages. However, a calendar re-jig to bring back the Carlisle Stages has at least maintained six events for this season.

Despite being keen to ensure the success of his own Championship, Heppenstall is extremely supportive of all opportunities for people to go Historic Rallying and adds: “The other championships do not have as big numbers of historic entries as the BHRC, but there are still lots of people doing them and it’s great to see these historic cars out competing as much as possible.”

How to get Involved

Any car that is eligible to be Historic and complies with the homologation regulations can be entered into a Historic Rally event. The type of car determines the class it will be in, and those who want to take part in Stage Rallying specifically must follow the usual route, by becoming a licence holder and going through the specific BARS test. After that, it’s advisable to drive a few vehicles and see which way you want to go.

Heppenstall explains: “Going straight into Historic Rallying is highly unlikely for the majority of people because of the cost and commitment required to buy and run a homologated car. Most people typically move into Historic Rallying once they have tried other disciplines, and there are plenty of Rallies you can go into with a relatively cheap car then, if you like it, you can make the move into Historic Rallying.”

>>>>



Fuchs Lubricants British Historic Championship Calendar 2025

9th February	Riponian Stages Rally	Gravel
12th April	Carlisle Stages	Gravel
17th May	Plains Rally	Gravel
20-21st June	Dunoon Presents Argyll Rally	Asphalt
30th August	Woodpecker Rally	Gravel
26-27th September	Trackrod Rally Yorkshire	Gravel

“We do have one or two younger drivers coming through and using their parent’s car. A proper historic car that complies with historic regulations is expensive, so once juniors do Formula 1000 and the junior categories, they typically go into modern rallying in an older car, but one that does not comply with historic regulations.”

The entry list for any Historic Rally event always includes some mouth-watering machinery. Mk1 and MkII Ford Escorts are some of the most popular cars in the British Historic Rally Championship, and there is a good range of others including a Hillman Avenger, Vauxhall Chevette, Minis and a Fiat Abarth 131, going right up to the newer era Group A machines like the Mitsubishi Galant.



The British Championship attracts around 200-300 cars worth of spectators to each event, who are welcomed into the service areas to meet the drivers and see the cars up close and are also allowed to visit certain areas of the forest stages, to watch in designated safely marshalled viewing areas.

The gravel events are the most popular, as they offer a nostalgic experience that takes drivers and fans back to the days of the RAC Rally and its legendary forest stages – and there are few places on the planet that can match that. Heppenstall believes this all adds up to a bright future for Historic Rallying and he concludes: “I think it will continue to grow and we will start to see more people moving from modern Rallying into Historic Rallying. From a competitor’s perspective, things are definitely looking good right now...”

A new BHRC scoring system for 2025 allocates points to each category, this offers every single crew the opportunity to become champion, from a 1968 Category 1 vehicle to the ‘usual’ Category 3 Escorts like this one



Triumph TR7 V8 – Full Historic Rally Spec

Chris Ingram drove a David Appleby Engineering Triumph TR7 V8 at the 2023 Roger Albert Clark Rally. This car is built to full historic rally specifications and is a replica of The Works Triumph TR7 V8 rally cars from the early 80s.





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Nick Swift



Nick Swift was born into his family's engine building business, Swiftune, and began stripping down engines by the age of six. After racing in schoolboy motocross and driving an 850 Mini in Autocross when he was 16, he went on to compete in the British MiniCross championship.

In 1988, he endured a "terrifying" circuit racing debut in the Metro Turbo Challenge then, in the 1990s, he competed in Mini races supporting the TOCA British Touring Car Championship. He now provides engine support for many of the UK's Mini racers and is a true Mini legend, having competed in hundreds of races through the years.

Event: Betty Richmond Trophy, Goodwood

Date: April 2019

Car: FIA Historic Appendix K Mini

I first drove a Mini in historic circuit racing in the early 1990's, when a customer gave me a car to enter a Classic Touring Car support event. The race was on my very first wedding anniversary, so I said to my wife 'I'll take you on a special treat, my love, to Snetterton!' It rained continuously and I loved it, it was so much fun. In 1992, we built a car for ourselves, and I started racing it in the ICS Historic Touring Car Championship, which supported British Touring Car Championship and continued to do so until 1997.

Those cars were 150bhp engines, up to 1,500cc, big carburettors, and the rules were pretty open. In 2000, my good friend and customer Norman Grimshaw suggested that I try out the 'proper' historic cars, like we drive now. I entered the first Julius Thurgood 'Top Hat' series and fell in love with them. They were more about the slide and the control. Swiftune was building many race engines for historic Minis during this period and the category really took off when Goodwood held an All-Mini Historic race during the Revival in 2009.

It had always been hard to get into Goodwood, because the normal St. Mary's Trophy race only has five or six of each different marque, so to have that many Minis there was amazing. It was a Pro-Am, so you had to give up your car to a Pro or VIP for half the race and we shared with Oliver Gavin. It was the first time I had shared with a professional. He had a lot of admiration for what we did and treated the car with respect – and between us we won the race.

The next all-Mini race they held there was in 2019, on the 10th anniversary of that first event, to celebrate 60 years of Mini. It had been an amazing 10-year period for historic Mini racing and this time they decided the race would just be for owners. That made it a better race because in the previous one, some of the Pros struggled to get the best out of the cars – because a Mini is just a funny little thing to drive – and quite a lot of the owners were faster than the professionals!

Nick's early days of racing in Autocross



The race was named after the Duke's grandmother, who used to zoom around the estate in a Mini – allegedly, she wasn't trusted to go out on the public road in it! The field contained everybody who was anybody in Mini racing, not just the historic world. People were desperate to get into it, buying cars and getting cars built. It was big! There were people we had raced against for years, old customers, current customers, and stars including Darren Turner, Tom Blomqvist and Nick Padmore.

The field consisted of 60 Minis, all conforming to the same 1965 FIA spec, split into two 30-car heats and a final. The car I drove was the fourth Swiftune works car we had made. The third was painted in a Willow Green livery and this was in the same colour, so it was known as 'Willow 2'. We had done lots of testing before the event and it was tuned absolutely perfectly. I remember sitting in it during qualifying thinking 'this is so easy to drive' – and that is what makes any Mini quick.

I qualified second in Heat 2, with Nick Padmore on pole, and in the race, we were slipstreaming each other non-stop. We got away from the pack and there is some incredible footage of us overtaking each other twice a lap. A lot of people thought we had worked together, but we had not spoken at all. Each lap, whoever led onto the first straight would get swallowed up before 'No Name' corner, then on the last straight, whoever was second swapped back into the lead again!

We did that lap after lap and it was brilliant fun! At the start of the last lap, Nick slipped past me again, but he knew immediately that he should have stayed behind. You could see him as he pulled alongside me, he was like, 'oh, no!' but I lifted off and he had to go in front! Then, going down the final straight, I just came up the inside and took the win! There was almost nothing between us as we crossed the line.

I had flown long-time customer and friend Niklas Johansson in to run the car, having met him in Sweden in 2003, where I shared with him in the European Historic Touring Car Championship, and I remember coming in after the heat and saying 'this car is the best it has ever been, just swap the tyres left to right, do not do anything with it, just refuel it and let's go.' For the final, Ian Curley was on Pole with me next to him, Norwegian Swiftune customer Lars Ekorness third and Nick directly behind me in fourth. All four cars very evenly matched.

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The 2019 Betty Richmond Trophy at Goodwood





The Swiftune team at Goodwood

Again, it ended up being between Nick and I and it was another slipstream fest. It went down to the last lap again and after what happened on the first heat, there was no way Nick was going to let that happen a second time! I was worried about the two cars behind me so I had pretty much come to the conclusion that I did not need to win because Nick was in a Swiftune-engined car so he could win it, I could come second, and it is a win-win.

On the last two laps, I could feel my tyres were not the best – it turned out I should have changed them! – so I backed up the two behind me just a bit coming into Lavant corner

for the last time, but still stayed close enough to Nick to get back into his slipstream. I got a good run out of the corner but did not pick up the slipstream until really late. Coming into the last 200m before the breaking point, I looked to the inside, but Nick was, like, 'no chance, pal, you did that last time' so I went to the outside instead.

My front wheels were almost level with his back wheels but then I had a reality check. This is the last corner of this spectacular race, it is Nick Padmore, the grandstand is full, they are on their feet, this is not going to end well! There is no way he is going to let you go around the outside. It is a tricky corner, a double apex, and you would have to be pretty brave, or stupid, to try a move like that against such a skilled driver as Padmore!

So, I backed off and I came back in behind him and I just thought, that's it, I am done. But as we came to the first apex, I saw his front right lock up. On the second apex, he went wide and bounced across the rumbles, two wheels on the grass, and when he came back on, we were side-by-side. It could have been nasty and anybody else, I would never have trusted them, but I knew I could trust him, I slipped in front into the chicane and we crossed the line nose-to-tail.

Nick Swift alongside Nick Padmore after a frantic 20 minutes of Mini racing



Mini racing is nose-to-tail fun with lots of slipstreaming



You have to remember that when I put my crash helmet on, that was my 20 minutes of fun. The other side of it was that we were running the engines in 33 of the 60 cars on the grid that weekend, as well as running 15 cars entirely, headed up by my son Ben. It was a lot of pressure and we had 21 people working for us. We had to feed them and look after them for three days, so we had set up an awning in the campsite off the side of the truck with a catering unit, run by my wife Ali and our girls Hannah and Georgie.

After that race, we were carrying people out of there at one o'clock in the morning, the celebrations were huge and they just went on forever! And what makes it so memorable is not only that it was so unexpected, but also what it stood for and how pleasurable it was. It is probably one of the finest races I have ever had in terms of, just, being so much fun! And ultimately, at our level, it is all about fun. 🌀



Nick and Willow 2 crossing the line

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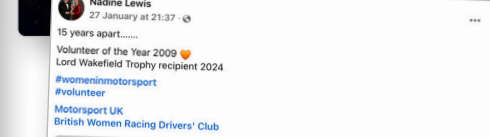
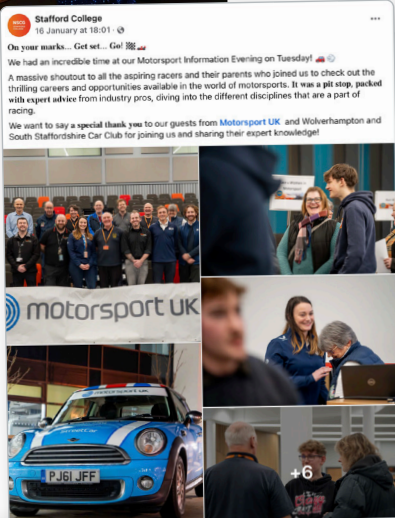
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MOTORSPORT UK CONNECTED

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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The 2024 Night of Champions awards evening brought together the sport's leading drivers, volunteers, personalities and community members to be celebrated.



Use a fire extinguisher

The risk of fire is ever present in motorsport, and thankfully so too are fire extinguishers. These life-saving devices are just as essential to your wellbeing as your race suit or helmet and are found in different forms on vehicles, in garages and beside the track – but they are no use if they are not working properly, or you do not know how to use them successfully.

Revolution gets the lowdown on the different types and how to make sure they work in the moment you need them.



With thanks to Chris Woodcock (Rally competitor, organiser and scrutineer and owner of PD Extinguishers) and the Motorsport UK Technical and Training staff

Onboard Systems

Many disciplines that require a driver to wear a helmet and overalls also require an onboard fire extinguisher system – either plumbed-in or hand-held. These fire suppression systems are designed primarily to give the occupants a chance to get out of the vehicle, but also to protect the car where possible. Where plumbed-in systems are mandated, they must be in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015 or FIA Standard 8876-2022 (for single-seaters).

Types of extinguishers

A plumbed-in system is a fully integrated fixture of the car and must be firmly fixed, with the bottle only removed when a service is required. They use a completely different pick-up system to that found in a standard extinguisher, which ensures that it is guaranteed to fully discharge in any orientation.

There must be two points of actuation – one inside the car, within reach of all occupants, and one outside, which can be triggered by a marshal in the event of an incident. The triggers are operated either electrically, through the press of a button,

or manually, by pulling an activation handle. The exterior triggering point should be positioned close to the Circuit Breaker, or combined with it, and is marked by a red letter 'E' inside a white, red-edged circle of at least 10cm in diameter.

Some vehicles – notably Rally cars – must also have hand-held systems, in addition to the plumbed-in system. These are compact units stored in the vehicle and must be secured with two metal quick-release straps. They are typically lightweight and designed to be easy to operate by drivers or co-drivers to respond to localised fires.

What's inside?

Genuine FIA homologated plumbed-in extinguisher systems will typically contain 3-4 litres of AFFF Foam or 2-4Kg of gas extinguishant, depending on the homologation, although larger and small capacity systems are homologated for some specific vehicle applications. Hand-held motorsport fire extinguishers will contain a minimum of either 2.4 litres of AFFF foam (FireSense Zero 2000 F-TEC, etc.), 2kg of gas (Novec 1230 FX G-TEC/N-TEC Viro3 Zero 360 Extreme PE - Haylo etc) or 2kg of dry powder. All extinguishers must be pressurised according



Marshals respond to an engine fire at the side of the track

with the manufacturer's instructions, with most extinguishers typically pressurised to 8 bar minimum and 13.5 bar maximum.

Gas systems can typically put out a fire particularly quickly, but they work better in a closed environment so are not as good for an open cockpit car. Foam is not as quick to put out the fire, but is good for damping it down and stopping it reigniting.

There are many different brands of onboard extinguisher and many different types of chemicals within these categories. Some forms of AFFF, for example, contain a small amount of the 'forever chemicals', which are now being outlawed. Other forms are now available without these chemicals.



Photos courtesy of The GCGGs

How to fit them

Many people fit the systems themselves. They must be attached with metallic straps and the securing system must be able to withstand a deceleration of 25g. Anti-torpedo tabs are required on the mounting bracket to prevent the extinguisher from dislodging or flying out forcefully in the event of a sudden impact.

It is vital to follow the manufacturer's instructions while also considering that they are a generalisation for multiple vehicles so some adaptation can be valid. The system will not put a fire out unless the product is being sprayed on the fire from a nozzle, so accurate nozzle positioning is essential to ensure fire suppressant agents are dispensed in critical areas like the engine bay, fuel cell and cockpit. The location and number of nozzles used will vary, depending on the manufacturer and the specific homologation, so it is important to follow the manufacturer's instructions to ensure the system will work as intended.

The systems are designed to disperse the product as quickly as possible to extinguish and suppress all the potential sources of fire, with the target to put the fire out within ten seconds. Fundamentally, if the system is not fitted as required by the homologation, the car will not be compliant with the regulations.

Essential checks

You would never wear a cracked or damaged helmet, so you should never rely on an unchecked fire extinguisher either.

Ideally, before you go out on track you should always check the fittings to make sure that everything is still secure and also check that the nozzles are clean and unblocked. Nozzles are often easy and quick to access, but even if they are buried deep inside you should still take time to find them. Events such as Rallying or Cross Country increase the chance of dirt getting into the system, but even at a race circuit, debris can cause blockages. And although cylinders operate at high pressure, it is a risk to simply expect them to blow out a blockage.

You should also check the triggers to ensure they will operate if required. Button-press electrical triggers have a check system on the control box to make sure the battery is charged and the wires are connected. On a mechanical system with a pull cable, you should check that the cables are free to move.

When any car sets out onto a track in any test or competitive session, its plumbed-in extinguisher systems must be in an 'armed' condition, meaning they can be operated without removing any safety device. This should be checked by scrutineers, but it is the competitor's responsibility to ensure their own safety.

The driver has a pull toggle on the dashboard to activate the internal fire extinguisher

Servicing

The system must be serviced at least once every 24 months, or in accordance with the manufacturers requirements. This must be done by the manufacturers or their agents and certified by a service sticker on the bottle of the extinguisher itself.

The reason they must to go back to the manufacturers is that they are considerably different to a normal extinguisher and simply checking the pressure in the system is not enough. For example, motorsport extinguishers contain anti-freeze agents to enable them to meet the homologation operation range from -15 to 80 degrees Celsius. However, this can cause the contents to congeal over time and potentially get sucked up and block the pipe.

Circuit-based Systems

External extinguishers are typically stationed in pit lanes, garages, and trackside areas. There are several different types for different situations, each with their own individual identifier markings, and these are often mounted together in easily visible and accessible locations.

They would ideally be operated by trained marshals or crew because their effectiveness relies on proper selection, strategic placement, adherence to regulations and diligent maintenance – and the more people who know how to use them, the safer motorsport will be. >>>>

Trackside marshal posts often have portable extinguishers ready to use



JEP

Extinguisher suppressant types and their uses

CLASS	ITEMS	EXTINGUISHER
Class A	Solid materials – rubber, upholstery, wood	AFFF / Dry Powder
Class B	Flammable liquids – fuel, oil, brake fluid	AFF / CO ₂
Class C	Flammable gases	
Class D	Metal fires – magnesium, titanium components	Dry Powder (specialised)
Electrical	Electrical fires – wiring, batteries, ECUs	CO ₂ / Dry Powder

Types of extinguishers and when to use them

■ Dry Powder (ABC or BC Powder) Extinguishers – Identified by a blue marking

These quickly extinguish a fire by interrupting the chemical reactions of combustion. They do not reduce the temperature, however, so fires are likely to re-ignite. To prevent this, it is advisable to put out a fire with powder then use a foam (AFFF) extinguisher, to cool the area and prevent re-ignition. Dry powder can also leave a residue that may damage sensitive electronics or mechanical components.

■ Aqueous Film Forming Foam (AFFF) Extinguishers – Identified by a yellow marking

These suppress and cool down fires by creating a foam blanket that smothers the flames, cutting off the oxygen supply to prevent re-ignition. They are often used following the initial use of a powder extinguisher. When using on a pool of burning liquid, the foam should not be aimed directly into the pool as this can cause the splashing and spread the fire. If the fire is inside a container, the jet should be aimed at the inside back edge of the container to soften the spray and allow the foam to roll into or over the fire, or sprayed from a distance.



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Trackside marshal posts often have portable extinguishers ready to use

■ Carbon Dioxide (CO₂) Extinguishers – Identified by a black marking

These are specifically used for electrical fires or fires involving sensitive components, as they do not leave any residue. They work by displacing the oxygen in the fire zone and suffocating the flames, but are less effective in open-air environments due to the rapid dispersion of gas. The flow must be continual, so you should never give a test squirt, and you should never hold the discharge horn when in use, as it gets very cold and can cause cold burn.

Common errors when using extinguishers

- Not checking the pressure gauge
- Spraying from too far away
- Failing to aim for the base of the fire
- Panic activation of onboard systems
- Using the wrong extinguisher type for the fire materials

General usage

Every member of the crew should be aware of the location of the nearest fire extinguishers, what types they are and how to use each one. Locations will differ in every garage at every circuit, so one of the first tasks on a race weekend is to check this.

Most extinguishers discharge in just 10-15 seconds, so it is crucial to act efficiently and use the right techniques. Everyone should be familiar with the PASS method:

PULL the pin to unlock the extinguisher.

AIM at the **base** of the fire, not the flames

SQUEEZE the handle to release the suppressant

SWEEP from side to side to cover the entire fire area

These extinguishers only function vertically or up to 45 degrees, as they work on the pressure inside the cylinder pushing the contents down and a pick-up pipe at the bottom forcing it up and out of the nozzle. If you attempt to operate it on its side, the gas will discharge but the fire suppressant will not come out.

Maintenance and inspection

In an incident, just a few seconds delay can be the difference between a small, contained incident and a billowing blaze – so fire extinguishers must function flawlessly, otherwise they could be putting lives at risk. Over time, they can lose pressure, suffer damage or become outdated and regular checks are vital to ensure optimal performance. Testing and maintaining extinguishers is not just a recommendation, it is a necessity. 🧯

Geoff Taylor Sporting Trial

16th February, Apley Estate, Norton, Shropshire TF11 9ED

The Geoff Taylor Sporting Trial is the second event on the 2025 BTRDA calendar. The event has, seen every variant of weather that it's possible to have, from bright and warm, very unseasonal, to sleet, snow and horizontal rain which the Scottish Highlands would be proud of. The terrain being a mixture of grassy slopes, with very demanding tight meandering sections traversing some substantial natural obstacles. In short, a trial course that offers something for all competitors.

www.sportingtrials.co.uk/calendar/view/the-geoff-taylor-1



Rob MacDonald

Ardeer AutoSOLO

22nd February, Ardeer, Stevenston, Ayrshire

The Scottish Sporting Car Club is running its first AutoSOLO, PCA and All Forwards Autotest at Ardeer on the 22nd of February. This event launches the club's 2025 calendar after a hugely successful 2024 season with several sold-out events. Expect fast, flowing routes with plenty of opportunity to test your driving talent. More information is available on the Club Facebook page, entries can be booked via Rallyscore.net

www.facebook.com/groups/ScottishSportingCC/



East Riding Stages Rally

23rd February, Beverley Westwood, Holderness, Yorkshire

Kicking off the highly anticipated 2025 Probite British Rally Championship, the East Riding Stages Rally will provide a scintillating curtain raiser. The first of six rounds this season, the Yorkshire closed public roads around the Beverley rally base will test contenders' mettle, complimented by an impressive presence in the local community, town centre activities, spectacular street stage and dedicated Fan Zones during the weekend. Top drivers competing for the honours this year include four-times BRC champion Keith Cronin, 2024 runner up and 2023 JWRC champion William Creighton, and 2024 JWRC champion Romet Jürgenson.

Five former champions – Callum Black, Jason Pritchard, Damian Cole, Steve Wood and Stephen Simpson – who between them have won 13 driver titles, launch into a Protyre Motorsport UK Asphalt Rally Championship battle with the likes of Neil Roskell, Sam Touzel, Mark Kelly, Hugh Brunton, Brad Cole and David Wright (to name but a few) on the opening East Riding Stages in what promises to be the most open and competitive fight for the BTRDA sealed-surface crown ever.



JFP



Russ Orway

The Walsingham Trial

2nd March, Head Down, Buriton, West Sussex GU31 5SN

The Walsingham is the third trial in the Motorsport UK Championship, and the first in the new Masters Trophy. Held in the open woodland site of Head Down, near Petersfield, large open slopes with leaf litter and freshly grown garlic to add a little piquancy to the event. Lots of parking for spectators so bring the family for a day of friendly, competitive motorsport.

www.sportingtrials.co.uk/calendar/view/the-walsingham-trial-1



James Tickle

DDMC AutoSOLO

2nd March, Enterprise Park, Kemble Airfield GL7 6BA

Devizes and District Motor Club is running a March AutoSOLO at Kemble Enterprise Park on the second of the month. For full details are on the club website – and you could get involved! Sign on to Marshall and be a part of a fun day of motorsport with a great community of like-minded enthusiasts.

www.ddmc.co.uk/autosolo/



12 Car Navigational Exercise Rally

7th March, The Highwayman Inn, Elkstone GL53 9PH

The event offers 55 miles of the finest Cotswold Lanes, and is a great introduction to simple navigation that is ideal for beginners and seasoned crews. Both driver and Navigator must hold at least an RS Clubman licence and be a member of Cirencester Car Club or the Cotswold Motor Sport Group. Organised by Dom Taylor and Trevor Craze, more information from ccc12car@gmail.com. The entry fee is £10, with RTA insurance for the night available at £24. www.cirencesterclub.com



Malcolm Wilson Rally

8th March, Cumbria

The opening round of the Reis Motorsport Insurance Motorsport UK English Rally Championship is the Malcolm Wilson Rally. From the start at M-Sport's premises in Dovenby, crews will face over 40 miles of special stages in the Lake District forests prior to the finish in Penrith. 2024 English Rally Champions Elliot Payne and Patrick Walsh will be defending their title, but there will be plenty of opposition! www.malcolmwilson.co.uk



Kevin Money

Race & Rally Bishopscourt Stages

8th March, Bishopscourt Racing Circuit, Downpatrick, County Down

The Brown & Brown Motorsport UK Northern Ireland Rally Championship gets underway at the Race & Rally Bishopscourt Stages Rally, run by Ballynahinch & District Motor Club Ltd. Entry to the event, which was won by Jonny Greer and Darragh Mullan in 2024, will be available via www.rallyscore.net

<https://nirallychampionship.com>



NeilPics.com

RESULTS

Latest results across the different types of motorsport governed by Motorsport UK

Fuchs Lubricants British Historic Rally Championship



Daniel Mennell secured his maiden Fuchs Lubricants British Historic Rally Championship victory on Sunday, opening the 2025 season in fine style at the Riponian Stages Rally. The Yorkshireman took the lead after the second stage, and did not relinquish it for the remainder of the day. He and co-driver John Roberts finished over 18 seconds ahead of second placed David Crossen and Ben Teggart. Adrian Hetherington and Ronan O'Neill completed the podium, giving the Ford Escort MKII a one-two-three. A new scoring system for 2025 allocates points to registered crews in each category, with the BHRC title going to the competitors with the highest category score at the end of the season. This offers every single crew the opportunity to become champion, from a 1968 Category 1 vehicle to the 'usual' Category 3 Escorts, or four-wheel-drive Historic machinery in Category 4 and 5.

Latest Championship Standings

Category 1	Terry Cree / Richard Shores	16 points
Category 2	Adam Milner / Roy Jarvis	31 points
Category 3	Daniel Mennell / John Roberts	31 points
Category 4	Barry Jordan / Arwel Jenkins	31 points

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The Parting Shot

Elfyn Evans and co-driver Scott Martin started their 2025 WRC season strongly, taking second place on the podium at the Rallye Monte-Carlo behind team mate and ten-times Monte winner Sébastien Ogier. Evans and Martin also topped the Super Sunday classification to earn five extra bonus points.

“This was a typical Rallye Monte-Carlo” revealed Evans, “a bit more extreme than in recent years and it was a properly challenging weekend. I’m very happy to be here at the end with a decent haul of points. We had a close moment a few corners from the end but thankfully we managed to get away with it.”

With Ogier not competing in Sweden, it is Evans who effectively leads the fight for the drivers’ title, and will be opening the road on the event where he scored his first win with the Toyota team in 2020.



Photos: Courtesy of Toyota Gazoo Racing

A Toyota 1-2 at Rallye Monte Carlo puts Evans and Martin first on the road for Sweden

