

Revolution

April 2025

The official magazine of  motorsport uk

CLUBMANS AND MALLOCKS

60 years of high-performance grassroots racing



GO TO GUIDE...

**DONINGTON
PARK**

ASTON HILL CLIMB

**CENTENARY
CELEBRATIONS**

LESSONS LEARNED

**WITH
BOB HAWKINS**

PLUS: REGULATIONS UPDATES + ESPORTS NEWS + CHAMPIONSHIP RESULTS

CEO's MESSAGE



This week I attended a conference in London entitled 'Leaders in Sport: Innovation', which was an invitation only meeting of CEOs from a wide range of sports stakeholders, including governing bodies, commercial sport property holders such as Premier League football clubs, media channels,

and support agencies. There were fascinating discussions on varied subjects such as the implementation of Artificial Intelligence (AI) in sport. There was a presentation by the Head of AI at the Met Office, (Professor Kirstine Dale BSc MBA MRes MA PhD – an impressive list of qualifications!) who gave a fascinating insight into their journey with AI; the key point being that it is less to do with the technology itself and more a matter of persuading the scientists in the organisation that relying purely on empirical scientific data was not the future for weather forecasting. Worth bearing in mind as we ponder on the future of AI at Motorsport UK. Another interesting intervention was a workshop framed as 'Imagining the Future of Sport in 2050'. Watching responses

from the audience pop up on a large screen, through a mobile phone enabled electronic Post-it Notes system, there was a consistent focus on potential global media values, the fan experience in stadia, and the ability to monetise fans' engagement and passion. While undoubtedly all of that is highly relevant to a great many sports, it struck me how almost none of that was of direct consequence to the domestic motorsport scene in the UK. We are quite different.

The reality is that of the 4,000 or so events that Motorsport UK provides permits for each year, less than 100 have a developed corporate structure, or are designed to create 'added shareholder value', as the bulk are simply the community engaging in a self-funded leisure activity. We are also different than most sports in the size of community and support services that are needed for the sport to function, with our reliance upon a huge infrastructure of volunteers that turn out every weekend, come rain or shine. This fragile ecosystem is so heavily dependent upon the generosity of everybody that gives up their time to make events happen and it is therefore entirely fitting that we recognise those individuals that have done so for an exceptionally long period.

Professor Kirstine Dale discusses the Met Office's journey with AI



Taken at Leaders Meet: Innovation, created by Leaders in Sport

A few months ago, I was invited by Matt Endean, the Chairman of the Chelmsford Motor Club, to attend their annual awards ceremony. So, on a recent Thursday evening, I joined a group of some 60 or 70 people in a small social club in a village not far from Chelmsford and had the opportunity to chat to members of the community about their personal experiences and the nature of the club events that they hold throughout the calendar. Apart from the Endean family, who seem to have a monopoly on some trophies, there was a great diversity of winners, machinery and types of competition. One of the key points that Matt and I agreed in advance was to present a Motorsport UK long service award to Gary Nicholls, who has had a 50-year career in motorsport. Initially a competitor in rallying, Gary has always contributed to club activities in a wide spread of official and committee roles, as well as other areas such as organiser, event official and contributor. As well as clerking and acting as secretary of many major events, including the UK's first closed road rally, Gary has served on many Motorsport UK committees including Timing and Council. He was for 10 years, the Chair of the Association of Eastern Motor Clubs. I think that this illustrates what I see time and again, which is the passion of key members of the community and their desire to work across so many different facets of the sport. Thank you Gary.

Going back to the sports conference, and that question of 'what the sport looks like in 2050?', it set me thinking: how is our motorsport community going to be shaped in 25 years' time? I think that there has been a gradual erosion in the numbers of people who are engaged in volunteer work across the whole of society, and that does pose a real challenge, and perhaps one of the greatest risks to our sport in a quarter of a century's time. As I reflected on my two teenage sons and the approach to life that they and their friends have, one element is clear – they are spoiled for choice with a vast range of entertainment – even without leaving the comfort of the sofa. Motorsport UK needs to work really hard with the clubs to draft new people into the community, to run motorsport events, as I rather doubt that AI avatars will be managing the sport for us in 2050.

Speaking of years gone by, we are one of the few sports that continues to use the paraphernalia of our heritage in the form of historic and vintage cars. This is an incredible strength in that it brings our history to life and connects new generations to our past glories and to the enjoyment of these vehicles. I was therefore pleased to see that in this month's *Revolution* we have a feature article on the Aston

Clinton hill climb. I shall not spoil the narrative of what is an excellent story, but suffice to say, that it was one of the earliest motorsport events in the country starting in 1904. Quickly it established itself as a famous test of the new automobiles and although it only ran until 1925 it still has such a strong part to play in the history of the sport. Quite possibly that is down to lending its name to half of Aston Martin's brand which lives on in such a successful fashion, on the road and racetracks of the world.

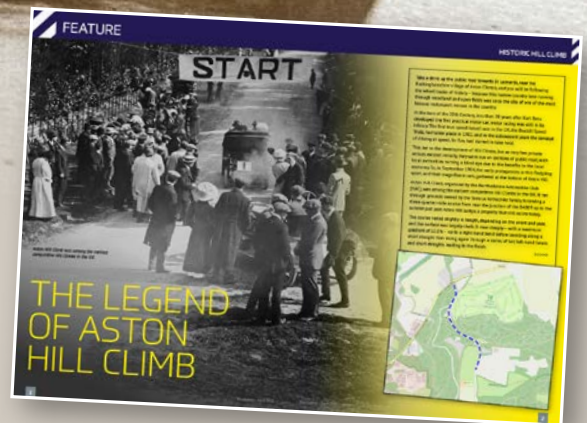
But there was a personal twist to this story which took me a little while to figure out. My father, Marcus, left a fantastic legacy of photographic albums and other accoutrements among which I faintly remembered a picture of him in a Bentley annotated 'Aston Hill Climb 1936'. And on rummaging around I found that image with suitable sepia tints, it did say in my father's handwriting 'My Bentley 4½-litre at the Aston Clinton Hill Climb 1936'. You will of course see a disparity of facts, given the last hill climb at Aston Clinton was in 1925. As I say I was somewhat perplexed and could only assume that he had made a mistake, and it was in a different

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Gary Nicholls receives his Long Service Awards from Hugh Chambers

*YT159 competing in a Speed Trial at
Howard Park Hotel, driven by Marcus Chambers*



location. However, a few weeks ago I had the good fortune to meet with Brian Rivett and a few of his colleagues from the Bentley Drivers Club at Motorsport UK. Brian and I began talking about my father's exploits with pre-war Bentleys as he was known as something of a tuning expert. So, I thought I would see what Brian made of the photograph that my father had seemingly erroneously placed on a hill climb that no longer ran. It would be rather a challenge I thought given that the number plate was obscured by the race plate on the front of the Bentley. Sure enough, immediately Brian emailed me back. He knew exactly what the car was, including the chassis number, engine number and registration YT159. My father was its third owner. Brian even knew it had been ordered with a Vanden Plas body finished in black and blue with black mohair weather equipment supplied by Withers! I'm told that YT159 continues to race and is well known

in the Bentley circles... but back to Aston Clinton, as Brian explained, after the closure of the last Aston Clinton hill climb in February 1925 events were held on a private estate at Dancer's End about a mile from the top of Aston Hill from 1931 to 1939. However, he felt that given the annotation on the photograph it was more likely he competed in a speed trial at Howard Park Hotel, that was previously Aston Clinton House owned by the Rothschilds, and about half a mile from the bottom of Aston Hill. These were run from 1931 to 1936, so it is highly likely that that photograph of my father was the final running of that event. Once again, the knowledge and experience that is held by members of the community never fails to amaze me.

Those who have been to the Motorsport UK HQ in Bicester (you are always welcome) will know that it houses a unique collection of helmets from pretty much all the British World Champions of motorsport. But one helmet that was missing was that of Andy Priaulx. He is a former European Touring Car Championship champion, three times World Touring Car Championship champion, and the only FIA Touring Car champion to win an international-level championship for four consecutive years (2004 to 2007). Andy has recently joined the board of the British Racing Drivers Club (BRDC) and has a passion for the future of the sport that aligns closely with our mission. He has generously loaned us one of his helmets – and it looks splendid on display amongst the likes of Hill(s), Mansell, Hamilton, Surtees and so many others.

As we enter April the weather is gradually improving after what seemed like a very long dark winter. The first three months of this year have seen a very healthy volume

of motorsport events taking place across the country, nevertheless, there is always more that we can do to encourage people to take part and compete, and one aspect that I reflected on the other day was how many competition cars must be sat idle in people's garages, barns, and lockups. Having reached a point where they need some updates or repairs, it would be great if we could find a way to help people get these vehicles back on track or the rally stage. I think we should put real energy behind helping people to reinvigorate and bring life back into mothballed competition cars. Do let us know if you have any technical queries on your car.

On that positive note, as we head into the spring sunshine, I wish everybody a month of safe and enjoyable motorsport. 🌀

Best regards,
Hugh Chambers
CEO, Motorsport UK

World Touring Car champion Andy Priaulx has added his helmet to the display wall at the Bicester offices



Inside this issue: The late Arthur Mallock and his sons Ray and Richard are legends in British motorsport. On the marques 60th anniversary, *Revolution* learns about running cars for both **Clubmans** Championships and Hillclimbs; The **Aston Hill Climb** is back, celebrating its influence on British motorsport. **Go To Guide**... visits Donington Park for the inside line on the Leicestershire circuit. Bob Hawkins shares his six decades of knowledge as a circuit racer and dragster driver in **Lessons Learned**; plus, news updates, **What's On**, **Results** and more...

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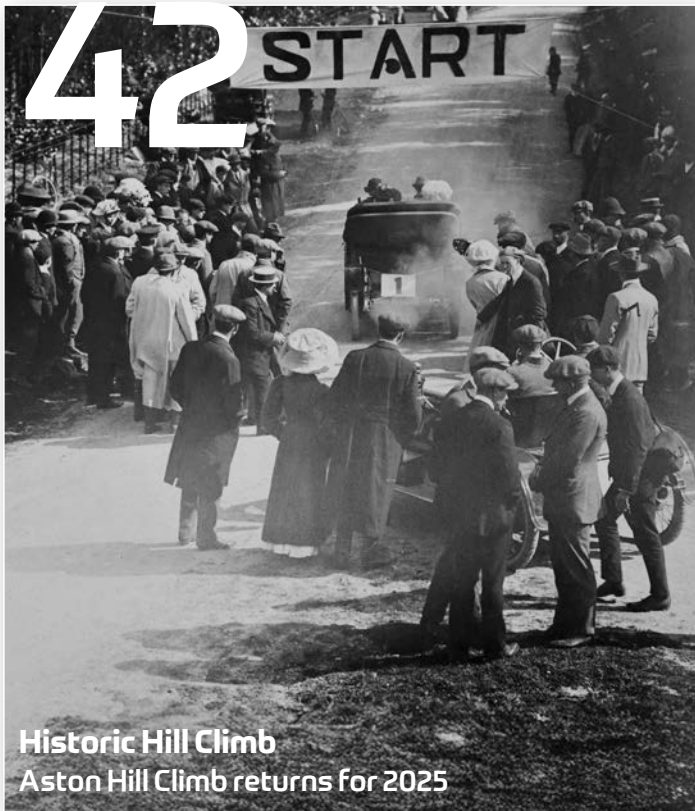
Charge of the light brigade

Interview with Clubmans Championship organiser Peter Richings, plus Richard and Sue Mallock



Latest News:

Cross Car Championship launch, Gran Turismo World Series live in London, save with FuelQ, Truck Racing Regulations update, 2025 DiSE applications now open, Disabled Driver Scholarship goes on tour, and more...



Historic Hill Climb
Aston Hill Climb returns for 2025



Go-To Guide
Racing at Donington Park



Lessons Learned
with Bob Hawkins



What's On – circuit season is back!



CHARGE OF THE LIGHT BRIGADE

The Clubmans Sports Prototype Championship celebrates its 60th anniversary this year. **Will Gray** spoke to Championship organiser Peter Richings to discover the appeal of this ever-popular cost-friendly formula



There are not many track cars in the UK that are as fast or as fun to drive as a Clubmans Sports Prototype. These slightly quirky looking machines were developed to offer a cost-effective and accessible way to go racing, but at most circuits in the UK, the cars in the top-tier class can lap within half a second of British Touring Car machinery.

Inspired by the popularity of the lightweight front-engine Lotus Sevens in the mid-1960s, the Clubmans concept added slicks, wings and cover-all bodywork to deliver high performance motorsport on a more modest budget. The Championship became an immediate hit – and sixty years on, it is second only to the 750 Motor Club's Formula 750 as the oldest in the country.

“That alone is a pretty good demonstration that it got something right,” smiles long-time Clubmans racer turned Championship Co-ordinator Peter Richings. “The cars are very fast, particularly around the corners because of the slicks and wings, so they have British Touring Car levels of performance, but at a fraction of the cost.

“They are great for all types of drivers too, because they are very rewarding to drive for the experienced racers, but not scary for the novices either. The standard of driving is pretty high at the top level, and I think that surprises people – we had one guy who was a class winner at Le Mans and thought he would blow us all away, but no... Far from it.

“Running the cars doesn't require a team of people either – just an ordinary driver with a mate and a toolbox can do a pretty good job if they are prepared to put in a bit of effort. That's a big difference compared to many other performance race cars, which are often so complicated to set up they need a team of people to run them.”

The 2025 six-meeting, 18-round circuit Championship, which is managed by the Clubmans Register and run by professional event organiser MSVR, will visit many of the UK's big-name venues including Silverstone, Donington Park, Snetterton and Brands Hatch, with a field of more than 40 drivers competing across two modern and two classic categories.

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Clubmans drivers at the start of the 2023 season, many of whom are back this season too

The cars are pinned down by very few regulations – with only three main rule stipulations:

- Cars must be front-engined
- Cars must have a nominal passenger space beside the driver (although this can be filled with fuel tanks or fire extinguishers)
- Cars must meet set dimensions for width, rear wing height and overhang.

The classes are defined by age and engine size. The top modern level, CSP1, is limited to 200hp from any 2-litre four-cylinder engine or a motorcycle engine up to 1600cc, while CSP2 runs the near-bullet-proof 130bhp MG1600. The historic classes are for pre-1981 chassis, with CSPA using 190bhp Ford Kent engines and CSPB using 105bhp Formula Ford 1600 engines.

“The limited regulations mean that all the Clubmans cars are slightly different,” explains Richings. “So many of the other categories in motorsport now are spec formulae, so there is nothing an engineer can do to make the car different. In Clubmans, even if you have two identical originals, they will have been developed differently over the years.

“The cars and engines are so reliable, they go on for years, and it is kind of self-regulating too – the second-tier cars, for example, simply will not run such big brakes, because they do

not need them. The biggest differential is the skill of the driver, and this is amateur racing in the broadest sense: the best drivers are very good; others are just there for the fun of it.”

Over the years, the Clubmans Register has spread beyond the UK to run at many different international venues including Championship rounds at Mondello, Zandvoort, Nogaro and Croix-en-Ternois, while some UK competitors have also participated in Swedish Clubmans rounds at Anderstorp and Knutstorp.

Clubmans Sports Prototypes are also popular and successful on Hill Climbs and Sprint events too. To celebrate this, in this 60th anniversary year the Clubmans Register is organising a special Clubmans Class at the Prescott Historique Hill Climb meeting on 24th-25th May.

Many successful Clubmans drivers have gone on to greater things on track, including Will Hoy, Frank Sytner, Nick Adams, Creighton Brown, Mike Wilds, Tim Goss, Ray Mallock, Mark Charteris, while several Royal Automobile Club outright Hill Climb Champions also cut their teeth in these cars – including Andy Priaulx, Martin Bolsover, David Grace, Martin Groves and Chris Cramer.

Clubmans history has seen many different manufacturers come and go, including Phantom, Vision, Nemesis, Gryphon,



Neil Chapman (CSP2) leads Barry Webb (CSPB), who is chased by Clive Wood (CSP1) and Pippa Tanner-Wood (CSPB) at Donington Park

GEM, Crossle, but the one name that has stood above them all is Mallock. This legendary manufacturer that was formed by Major Arthur Mallock in 1958 and continued by his son Richard, and his wife Sue, until their retirement three years ago.

Arthur was one of the great pioneers of post-war motor racing, an innovative engineer with a competitive spirit and a focus on the key principles of simplicity, low cost, low weight, chassis stiffness and suspension geometry. His first self-designed chassis, the U2 MK1, was built in 1958 and began a long line of cars that continued to evolve until just a few years ago.

“Around 80 percent of the cars in the Clubmans Championship are now Mallocks,” says Richings. “If you look at one, a bit like you do with a Porsche, you might think ‘it is designed all wrong, the weight is in the wrong place, it has a live axle at the back... that is not going to work, is it?’ But, just like Porsches, they work incredibly well!

“They have always been quick, but Arthur Mallock was not like Colin Chapman – he did not design things down to the limit where the car would fall apart as it crossed the line. His cars were built very much with the customer in mind, so they are very quick, and very robust. That is why they are always been so popular.

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Clive Wood and his daughter Pippa Tanner-Wood are one of the two father and daughter pairings in Clubmans. In 2018 Clive won the CSP1 title and Pippa the CSPB title

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“I first met Richard in 1978 when I was thinking of buying one of their cars. I went down to the factory and he spent lots of time explaining what to look for and even pointed out one or two he knew were for sale. He has always been someone that bubbles with enthusiasm. He cannot get enough of it.

“There have always been plenty of Mallocks around and with Arthur, then Richard, running the show over the years, there was always someone at the circuits giving support, which made everybody feel comfortable and secure. Equally, though, Richard would be the first to congratulate somebody who won in a car that was not a Mallock.”

Like the success of the Mallock cars, the success of the entire Clubmans Formula has been down to its origins of simplicity and its speed, and Richings concludes: “Ultimately, that is the whole reason it was formed in the first place, because the early Mallock U2s were getting out onto the circuits, and they were so fast.

“They were running in Sports and GT races and beating people with very expensive cars – Ferraris, Cobras and so on. The owners of those cars were getting a bit fed up because they did not like being slower than these little cheaper cars, so The British Racing and Sports Car Club (BRSCC) moved them into a separate category and called it Clubmans. The rest, as they say, is history...”



Andy Priaulx: A Clubmans hill climbing hero

Multiple World Touring Car Champion Andy Priaulx cut his racing teeth driving a Mallock Clubman in British Hill Climbing. *Revolution* asked him to relieve those early days...

“I had two Mallocks – a MK14 and a MK20 – and I was about 20 when I got my first one. I did not have the budget to go circuit racing, so I had to find sponsors and I did that through Hill Climbing. The Mallocks were always quite quick on the hills, especially the Guernsey Hill, and there was a MK14 for sale in Guernsey that was affordable, so I got it.

“I knew I could be fairly competitive in class with that car, and it was a really good way for me to learn my trade.

I raced it in on hills in both Guernsey and Jersey then we got the MK20 and took it to the UK to drive at Prescott and Shelsley Walsh, before eventually switching to the single seater the year after.

“It was a tremendous car to drive and a great feeder into motorsport. As a driver, you are sat over the rear axle, so you feel everything. It was light, had a good power-to-weight ratio, good neutral balance, and it did everything right – it understeered nicely, it was progressive to drive, it had lots of downforce and it was quick. It gave you so much confidence.

“I did all my own prep in Hill Climbing and it was such a straightforward car to work on. That really helped me with my technical feedback when I got to a professional level, because I knew the cars, I was a fully qualified mechanic and engineer, and I was able to adapt in that professional environment. I learned all of that from the Mallock days.

“I dealt with Richard Mallock a lot and I spoke to Arthur once as well. He gave me some information on Ackermann geometry, ant-dives and all that sort of stuff. Switching from the Mallock to the rear engine single-seater was a bit of a transition, there was a little bit more oversteer and it was a bit more precise, but it had set me up well.

“I kept in touch with Richard throughout my career and it was nice to see him become a member of the British Racing Drivers Club. I also had a good relationship with Ray during my Touring Car days. He always wanted to try and give me a chance in the Nissans, so I had lots of dialogue with him about possibly joining and he followed my career closely.

“Unfortunately, I never did race for Ray, but we were very good friends, and I am close to all the Mallock family. They are really all about grassroots Club racing, and that was great because it just gave you an affordable feeder into motor racing: fast cars, really agile and very safe. A real part of the motor racing fabric.”



Andy Priaulx gives Sue Mallock a passenger ride in the Mallock Mk34

King and Queen of Clubs

Richard and Sue Mallock are the unsung heroes of the Clubmans Championship, working tirelessly to support the many Mallock racers on the grid.

“I remember the first time I sat in a racing car was when dad drove us to the Nürburgring in one of his creations, the ‘Bombsk,’” smiles the now-retired Richard Mallock, recalling the origins of his 78-year journey in motorsport.

The car in question was a road-going Austin Seven – to which Arthur Mallock and his friend Jack French had added a Marshall supercharger and minimalist bodywork. It was used by Arthur on many events, including Hill Climbs, Sprints, Circuit Racing, Trials, and 1172 Formula racing.

Eventually, the running gear from that very car was transferred into Mallock’s self-designed space frame chassis to create the very first Mallock U2. Immediately successful, Mallock set up Mallock Sports to build cars for his two sons, Richard and Ray, and many customers.

When Arthur died in 1993, it was down to Richard, who had been jointly running the business, and his wife Sue to continue the legacy. Together, they did just that, proudly and passionately supporting the owner of every Mallock that had left the company’s small hand-build factory, right up until their retirement three years ago.

“I’m a genetic engineer, in that I’m only here by chance,” jokes Richard, in what those who know him well will identify as his typically understated way. “My father was a legendary, innovative engineer, arguably just as clever as Colin Chapman, and he influenced me tremendously. I was just fortunate to be part of it.

“My brother, Ray, did his own thing, running RML (Ray Mallock Limited), enjoying great success at Le Mans and in the British Touring Car Championships – he can cope with all that pressure, whereas I’m just a normal human being!

“The one thing I have always particularly enjoyed personally is trying to find out why things happen. I guess that is engineering, but only simple engineering, really!”

What it is, is depth of knowledge. Over the years, Mallock Sports has made around 350 cars, and Richard knows the details of almost every one of them. The nature of the company’s approach is one of evolution, so every car has grounding in one from the past, and even though the engineering is deliberately designed to be simple, all the cars have their quirks.

That is why Richard is so revered by everyone in the British Clubmans paddocks, as well as those who race Mallocks on Hill Climbs and Sprints. A keen racer himself, he competed in Formula Ford and Formula 3, as well as doing many Clubmans seasons, but it was never about him or his driving. It was always about demonstrating what the car could do.

“We created a Mallock MK6 Formula Ford car, and I was in the first ever Formula Ford race at Brands Hatch in 1967,” he recalls. “I was probably the first person to ever crash one of them! The car was incredibly quick though, and two years later I ended up with the lap record at Thruxton, and the Mallory Park short circuit.

“I was also fortunate enough to race at Spa on the original Grand Prix circuit and at Zandvoort, when some young

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Richard and Sue Mallock at Race Retro, with former Clubmans drivers Peter Richings on the left and John Muirhead on the right

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A business of Marsh McLennan

whippersnapper turned up called Emerson Fittipaldi! I won various Clubmans Championships too, always in a Mallock, but it never occurred to me that it was anything about me. I was just trying to prove how good the car was.”

Richard’s first job was not in the family business, it was at Aston Martin as a test driver at the age of 17. In his first week, he travelled to Pinewood Studios in James Bond’s DB6 – taking a route through Hyde Park to “have a bit of fun messing with the machine guns!” – and later he was challenged to blow up the Borg Warner gearbox – but failed in that task!

The chance to play 007 was a little lost on the young wannabe racing driver. Motorsport had far more appeal than movies, and he and his brother Ray both pursued their dreams on the race track and enjoyed some notable successes – Richard leading an international Formula Ford race in Rouen and Ray out-qualifying James Hunt once in an F3 Mallock at Thruxton.

It was inevitable that this involvement on track would eventually lead them into the family business and they got together to form ‘Rays Developments’ selling parts for Mallock cars. Over time, Ray went off to set up RML, while Richard joined Arthur on the Clubmans circuit with Mallock Sports and has been helping to maintain the family legacy ever since.

“Luckily my father was retired from the Diplomatic Wireless Service, and that is really what got the business going – he did not need to earn any money out of it,” says Richard. “He definitely over-engineered things and he always said a weak chassis is like an uncontrolled spring – in a corner, it will twist and just coil up all that energy.

“He developed a solid axle, which you might think is like something off a horse and cart, but the Mumford location system he created with Michael Mumford is very, very clever at eliminating spurious loads, and he did the same with the trailing arms, with a solution he called TAM – Trailing Arm Magic – that really holds the back axle down.



Richard Mallock congratulates Spencer McCarthy on his Classic Clubmans win at Oulton Park in 2012

“The funny thing is that nobody is currently clever enough to work out what dad was thinking about! I met Adrian Newey at Silverstone, and I thought, if he wants to get his brain going, he should try to work out why TAM works, because nobody else can! Dad’s handwriting was notoriously bad, so it’s like the Dead Sea Scrolls. The secret remains!

“Years ago, one of the Mallock owners who sponsored Kelvin Burt in F3 asked him to test his car, but he was not keen on driving a solid axle, front-engine machine. When he did test it, he beat the Brands Hatch record by about a quarter of a second after only 10 laps – but he was totally perplexed about how good the handling was and how the car put the power down!

“When dad passed away, we had so many nice letters and so much support that I don’t think I really worried about taking over the business, with Sue alongside. I did some design work, but I would not say I ever came up with any brilliant ideas that made the cars go much faster. Fortunately, though, we had Mike McDermott, who was very much like-minded to Arthur.

“He was just as down to earth and keen to apply clever engineering, especially with his finite element spaceframe chassis. There is a good saying – ‘as time goes by, the fundamental things apply’ – which means that really, if you simply make a car lighter, more powerful and smaller, it will go quicker, never mind about preloads, static deflection and so on.”

The innovative but simple approach the company always applied to engineering made Mallock cars a success in whatever category were in. They even drew praise from Formula 1 World Champion Sir Jackie Stewart, who advised his neighbour to eschew a Caterham and compete in Clubmans in a Mallock, because of the deformable side structure protection.

Richard, of course, used a Mallock MK24 as his wedding car when he married his future paddock partner Sue – although with so many customers at the event, he worried the car would not start! Sue knew nothing about racing when they first got together, but after a lifetime spent supporting Mallock owners, she got to know all about the cars too.

“I did all the ordering and invoicing, so I got very familiar with all the parts, even though I never really got to know quite where they all went,” she says. “I did a little bit of Sprinting in my early days, which I enjoyed, but running the business we were always there in the paddock ready to help and I spent lots of time making teas and coffees and looking after customers.

“I took over organising the annual Clubmans skiing holiday from Arthur, which continued for a further 26 years, and I also organised a couple of test days for Clubmans cars at Mallory Park and a few end-of-season Sprints at North Weald for the ladies.

“Dick was so good at spotting things that customers had missed – like seeing a bolt that was too long and would be touching the bodywork or chassis on roll, for example. People often do not realise what cars do in a corner. They cannot imagine them changing angles, lifting the axle and getting wheelspin. They just think, ‘oh, the clutch is slipping’ but he sees it all.

“Lots of customers wanted to talk through their races with us, the Hill Climbers as well as the Circuit racers, so we were always busy on a Monday after an event. People would also quite often bring their car in for Richard to set up – with their help – because he was the best person to get the corner weights and the geometry and everything right.

“It was okay when it was hard to access equipment, but once everybody could get a set of set up scales, they could do it themselves. We shot ourselves in the foot a bit, giving out so much information, but it was always disappointing to see somebody have problems, and all we really wanted was to see them enjoying their racing and making the most of their car.”

Although the majority of people in the Clubmans paddock ran their own cars and just sought out Richard for advice when needed, Mallock Sports did also run a customer service for drivers who wanted it all done for them. That included two Americans who regularly travelled to the UK, just to get their fix of driving one of their machines.

One of those, Bob Crozier, from New York, often required Sue to get the status of the race meetings changed, because it had to be an international event just for his benefit, while Rob Manson, from California, spent three years travelling to the UK and back before his wife came over and demanded he returned!

Things did not always go to plan, however. One of the most dramatic incidents occurred when Mallock owner Peter Richings – now the co-ordinator of the Clubmans Championship – got into a spot of bother at Oulton Park, and Sue recalls: “He came into the pit lane upside down, backwards, ricocheting off the Armco.

“He had tangled with another car coming over the crest of Deer Leap and it flipped him over. He stopped just short of where we were standing on the pit wall and as it was the first race of the season, a lot of the marshals were trainees. You could smell fuel, you could hear the pump ticking, so we all rushed down and Dick got under the inverted car.

“Pete was quite compos mentis, just saying ‘get me out of here,’ so Dick turned off the master switch, took the steering wheel off, helped him undo his belt and got him away.

“The car withstood it very well, the rollover bar was a bit worn away, but it got repaired and it is still out there now! And that was the thing. Mallocks are so robust, things do not often fail unless there is an incident, or somebody has done a repair themselves that is not up to scratch, such as a nose frame collapsing and the nose buckling under.”

Mallock Sports had a 50th Anniversary celebration race at Silverstone in 2008, where one of Richard’s proudest moments was commentating on all the history. The company continued to develop new cars right up until Richard and Sue retired, at which point racing car manufacturer Jedi took over the manufacturing side of the business – but opted not to do the stock, however, as was it too complicated without knowing all about the cars.



Joy Richings



Richard chatting with works Mallock driver Alan Cook, and Peter Richings after a race at Brands Hatch in 2018

Richard and Sue are not slowing down in retirement, staying busy hiking and motorbiking, with a 1,000-mile trip around Turkey planned for the summer, but after a lifetime in the sport, it is hard to tear their minds away – especially when the cars that they have been entwined with all their lives are celebrating such a landmark anniversary this year.

“We went to Silverstone recently and it was nice just looking at the cars, studying anti-roll bars and Ackerman angles,” says Richard. “As soon as we retired, another manufacturer won the championship, so it will be interesting to see what happens this year. Although retired, I am still happy to offer my advice.

“Ray is still racing the MK2 and he’s hoping to go to New Zealand this year with the desire to prove how good the Mallock really is. When it was around originally, there were 100 other Formula race car manufacturers producing cars, but this car has won Formula Junior front-engine titles, and he really wants to prove how Arthurs solid axle design fundamentally works!

“One of the best things about Clubmans is how much of a leveller it is. I will never forget watching Frank Sytner racing Vernon Davis in their Mallocks at Castle Coombe, going into Quarry Bend at 130mph. One was a steelworker from Port Talbot, the other a highly-successful businessman – but at that point they were both feeling the same, absolutely loving it!”

“I have had a wonderful career in motorsport, and I would like to thank Arthur for his obvious inspiration and giving me the fulfilling lifestyle that I have had, and my brother Ray for his continued support – but most of all Sue, for her dedication and support throughout the years.”

“It was a family-run business and it was always run from the heart,” concludes Sue. “It was always a bit hand to mouth, and any money we did get in went straight back into the business, because it always needed to, but at the end of the day, it was all about pleasing the customers... and beating the opposition.

“In some cases, with the customers who really couldn’t spend a lot of money like Vernon, it was the David and Goliath thing. There was a lot of competition at one stage and I recall once, in the Derek Bell Trophy, when we got five Mallocks in the top seven, the other drivers got together and told the organisers either the Clubman cars go or we’re finished.

When a Mallock won at Thruxton, it didn’t go down very well, and we got thrown out in the end – for being too good! Unfortunately, the same issue still applies to the new Thundersports Formula!

“Whenever a Mallock won, it was just great to see how happy the customers were. In the end, I see motorsport as a therapy in a way, and just seeing happy customers, giving us a bit of thanks to us over the PA, that is what gave us the buzz and that’s all we ever wanted. We did not do it for the money, that is for sure!” 🌀

Richard Mallock’s Top Five

Mallock Sports has created around 40 designs over the years, from the original U2 MK1 to the final MK37. Whether it was a Formula Ford or a Clubmans Sports Prototype, each was distinctly a Mallock – but which ones did Richard Mallock like the best?

“A little while ago, I drove four different Mallocks from across the ages at Mallory Park,” he says. “When I came into the pits at the end, I had actually enjoyed driving the MK2 the most – so you could argue, what the hell were we doing?! What’s the point in all those developments if the car you enjoyed the most was one of the first you ever made?!”

“Actually, though, there is a wonderful painting that Ray commissioned of the four Mallocks driving through Copse in what are theoretically our favourite cars. You’ve got Arthur driving his MK2, Ray driving the Nimrod, Ray’s son Michael driving the P20 Clubmans car and me driving my Formula Ford, with Sue and Ray’s wife Elaine as spectators!”



MK9: Formula Ford (1969-71)

Around four or five were built over several seasons and this was the last Mallock car to have a round tail. It was updated to MK9B in 1971 and a third was the MK9DD, which had a De Dion back axle, wedge shape-tail and ‘shark’ nose. Successes included nine wins and three lap records for Richard in 1971 and the first ever 100mph UK Formula Ford average, set by Richard on Silverstone GP circuit.

2



Colin Jackson

MK12: Formula 3 (1972/3)

This was car in which Richard won the Shell Clubmans Championship in 1973. A heavily revised version of the MK11B, it featured new front suspension, fabricated front uprights, disc brakes on the De Dion back axle and a modified chassis. In 1973, all the same options in the MK11B range were offered in De Dion spec and badged MK12S.

3



JFP

MK21: Clubmans Formula car (1980)

This development of the previous year's MK20B featured a stiffer chassis, upright rear dampers, low rear anti-roll bar and an upswept tail. Its drivers enjoyed numerous successes including Nigel Corry (Oceanair Clubmans Champion, 1980); Andy Smith (Tricentrol Clubmans Champion, 1980); Andy Smith, Donington Clubmans Champion, 1981); Charles Wardle (Haynes Leaders Hillclimb Champion, 1982); Charles Wardle (Shell Harewood Hillclimb Champion, 1982); and Mike Muck (Oceanair Clubmans Champion, 1984).

4



MK6R: Road car (1967)

This was a one-off road car built by Richard, with a wider chassis than the 1966 Clubmans Formula car, and was raced by him in numerous Sports Car and Formula Ford events.

MK27: Clubmans Formula car (1985)

This car was an evolution of the previous year's MK26 Clubmans Formula and Thundersports car, which had introduced a brand-new design concept to Mallocks and was the first all-new Mallock since the MK7. It had an extremely rigid chassis, ultra-light all-aluminium bodywork, a wheelbase eight inches longer than the MK25, high downforce and a low frontal area to reduce drag. The upgraded MK27 switched from side to front radiators and had an even longer wheelbase with more conventional bodywork, but it was most notable as the first car to fit the Mumford rear suspension lateral location system, which remains the definitive live axle lateral location system. Its successful drivers included Tony Bridge (Slington & PHM Clubmans champion, 1986); Richard Gilmour (Formula 1300 champion, 1986/88); and David Grace (Harewood Hill Climb champion, 1986).

5



Colin Jackson

FIA Deputy President resigns over 'lack of transparency'

Robert Reid, the 2001 FIA World Rally Champion co-driver has announced his immediate resignation as Deputy President of the sport's international governing body, the FIA, citing a 'fundamental breakdown in governance standards'.

Date: Thursday 10th April 2025

To: FIA Member Clubs

Subject: Robert Reid Resignation as FIA Deputy President for Sport

Dear Presidents, Dear Members

After careful reflection, and with a deep sense of responsibility to the FIA's membership, I have this morning informed the FIA President of my decision to resign from the role of FIA Deputy President for Sport.

This decision has not been made lightly. I took on this role because I believed passionately in the promises we made together; to deliver greater transparency, strengthen governance, and ensure that the FIA exists to serve its members, not the other way around.

While I am proud of the progress we made in the early years, I can no longer ignore the reality that those principles are no longer being upheld. Decisions affecting the future of our sport are being taken without consultation, without appropriate process, and without respect for the Senate and World Motor Sports Council, governance bodies designed to protect the FIA's legitimacy and democratic accountability.

My commitment to the mission of the FIA, and to the global motorsport family it represents, remains stronger than ever. But I cannot, in good conscience, continue to serve in a leadership environment that no longer reflects the values I was elected to represent.

I want to sincerely thank all of you who have supported my work and shared the vision of a transparent, accountable, and member-focused FIA. I will continue to advocate for reforms that place you, the members, at the heart of the Federation.

Motorsport deserves leadership that listens, includes, and protects the integrity of our sport. I will continue to work toward that goal, and I encourage all of you to do the same.

Finally, I would like to acknowledge the tireless commitment of the FIA staff. Their dedication often goes unseen, and they deserve every opportunity to succeed without being hindered by politics or internal dynamics.

With respect and gratitude,



Robert Reid
FIA Deputy President for Sport (Outgoing)

Reid, who was elected to his position in 2021, released a statement expressing his disillusionment with the FIA's governance and lack of transparency in decision making.

Reid affirmed his continued commitment to motorsport, stating, "this is not the end of my service to motorsport. I will continue to advocate for reform, transparency and governance that respects the FIA's members and the integrity of our sport.

"But right now I will be putting my focus on following Edinburgh in the European Rugby Challenge Cup!"





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Services include international freight coordination, aircraft load planning, cargo attendance supervision, and handling of oversized equipment, alongside operational projects! Every task is supported by aviation experts with deep industry knowledge, guaranteeing seamless transitions from airside to trackside.

But precision logistics is not just about speed – it's about performance at every level. Navi Enterprise is proud to operate as a cost-neutral provider, helping teams and logistics managers unlock multi-million-pound annual savings across global campaigns. Through intelligent volume

and weight optimisation, it has helped reduce airframe uplift requirements and achieved up to 25 per cent CO₂ emissions reduction – without sacrificing efficiency or reliability.

The NAVI ethos is focused on operational and logistic points, with streamlined and effortless processes, which include:

- Weight to Volume Utilisation – reduced piece QTY uplift, positional usage within airframes and broader payload capabilities.
- Uplift Quantification – Reducing uplift requirements and lower air logistic costs by specialised Cargo Build and Aircraft Load Planning.
- Emission Reductions – a greener, leaner and cost-efficient operational logistic operation.

Whether you are managing logistics for a top-tier factory team or supporting a privateer outfit across international circuits, Navi Enterprise delivers bespoke, sustainable solutions that align with your goals and reflect the pace of your sport.

When every second and every kilogram matters, you need a logistics partner that understands the stakes and speaks the language of motorsport.

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M-Sport Award for Motorsport UK Pirelli Welsh Rally Championship leaders

Two young contenders from the 2025 Motorsport UK Pirelli Welsh Rally Championship will win a fabulous chance to work with the M-Sport World Rally Championship team on Rally Japan later this year.

In a partnership between the Welsh championship and M-Sport, the leading junior driver and co-driver after the third round of the championship season will be invited to join the M-Sport team to work as a weather crew on Rally Japan in November.

The top scoring under 25 driver and co-driver after the Nicky Grist Stages on 12th July, will have a unique opportunity to see how the M-Sport team works on an event, the chance to learn from team professionals and meet the current M-Sport drivers and co-drivers. Accommodation with the team and travel while at the event is included so the lucky pair will only need to cover their flight costs to Japan.

**Pirelli Welsh Rally
Championship 2024
Junior Champion
Lewis Hooper on the
Nicky Grist Stages**



This unique prize has been developed to help promote young competitors from Wales and there is a tremendous synergy in that the prize will be awarded following the event supported by former World Rally champion co-driver Nicky Grist. M-Sport, of course, has an impressive record of success in Wales over some of the world's finest gravel special stages.

"We would like to thank M-Sport and in particular Rich Millener for coming up with this wonderful prize," announced Bryn Pierce, Pirelli Welsh Rally Championship co-ordinator. "When we approached them with an idea, little did we think that Rally Japan would be offered up. Thank you, M-Sport Ford World Rally Team."

Rich Millener, M-Sport Ford World Rally Team Principal, added "M-Sport has a rich history of developing younger talent, but that development shouldn't necessarily be confined to just focusing on the driving roles. There are many other aspects to becoming professional drivers at the top of their sport. This prize offers the chance for two motivated and upcoming stars to join us on a WRC event to understand how much information is gathered and passed to the crews to operate at the top level of the sport. I hope the experience will give them a competitive edge as they go forward in their careers."

Ben Lawrence

Coaching Conversations underway

Launching across April, May, and June 2025, Motorsport UK is hosting a new series of webinars for coaches and instructors working in any discipline of motorsport, who are looking to learn, connect, innovate and collaborate.

Coaching conversations is open (and free) for anyone involved in coaching and instructing drivers. Across the five weeks it will cover a range of topics and themes supporting you to be the best coach you can be. The themes of the session will be built around:

- Understanding-self
- Understanding the driver
- Understanding your coaching practice
- Understanding the coaching environment

Coaching Conversations will offer a space for you to develop your knowledge, skills and understanding of coaching through shared practice and connection with other coaches and instructors, help you reflect on your current approach

to coaching, and support you to shape your own sense of identity as a coach or instructor. There will also be the opportunity to draw on the collective expertise of the group, solving problems and coaching challenges together, providing Peer support and a way to share the challenges related to coaching and instructing.

By taking part in Coaching Conversations, you will be able to engage with diverse perspectives and approaches to coaching, helping you develop creative and new approaches to supporting drivers.

Register for coaching conversations [HERE](#)

Get further details [HERE](#)





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Motorsport UK Cross Car Championship launch

A new Motorsport UK Cross Car Championship is launching this year, with the new championship joining the British Rallycross Championship 5 Nations Trophy and the British Trial and Rally Drivers Association (BTRDA) Clubmans Rallycross Championship schedule.

Twelve rounds of the Cross Car Championship began at Blyton Park on 30th of March, as part of the BTRDA season opener. The category will join the headline Supercar class and Junior division within 5 Nations BRX as Motorsport UK sanctioned categories as part of the series' roster, with racing at all of both championship's rounds except for October's visit to Mondello Park. The season will culminate at Lydden Hill in November as part of the annual 5 Nations BRX Fireworks Rallycross weekend.

The FIA-sanctioned single-seater buggy category is an accessible and affordable pathway within Rallycross. A range of manufacturers have delivered several iterations of the vehicles that are fitted with motorcycle engines. Cross Car is rising in popularity globally and the launch of the new championship will give competitors added impetus to get behind the wheel.

FIA-sanctioned Cross Car machines were first introduced into UK rallycross in 2022 with four cars entered, and the category honours claimed by Luke Holly. In 2023, there were six Cross Cars which were point scoring, and this continued to grow in 2024 – plus they became part of the 5 Nations BRX roster. Cross Cars also featured at the Autosport Show live action arena in 2025.

"Mygale UK is very pleased with the progress during 2024 in the world of Cross Car," noted James Morgan, CEO, Mygale UK, the distributor of the XC04 Cross Car in the UK, "and the new exciting category already offering a Motorsport UK title for 2025.

"Cross Car has become a pretty hot topic in the world of motorsport over the last two years. The FIA has built a fantastic

pyramid with a very clearly defined set of rules and regulations, and we are very happy to see Motorsport UK leading the way in adopting this new formula.

"We believe this will open up the sports of Rally, Rallycross and other disciplines including Hillclimb, to a whole host of new competitors as the Cross Car formula allows a single vehicle to be used in a multitude of motorsport at a very reasonable cost."

Given the growth of the category and increasing availability of cars, two classes have been introduced – the Motorsport UK Cross Car Championship for FIA Cross Cars, and another for non-FIA compliant cars – known as BTRDA XC.

The Motorsport UK Cross Car Championship will also run on a Control Fuel from Round 2, which will allow for comparison testing to be undertaken to ensure fair competition, and the MRF tyre will continue as the nominated tyre for both classes.

"Everyone at EDSL Sport is delighted by this brand-new championship which promises to elevate the position of Cross Cars in the UK" added Alex Waterman at EDSL Sport, distributors for the LifeLive TN11 and TN5 Cross Car. "The potential these machines have is obvious, proven by their popularity all over the world, so it is fantastic that a Motorsport UK national title is now up for grabs."

The BTRDA has offered the Turton Trophy which will be awarded the highest placed BTRDA member in the Motorsport UK Cross Car category, and the Cooper Trophy will be awarded to the BTRDA XC Class Champion. Competitors will count three dropped scores towards their final total.

"Cross Car is rapidly growing in the UK," noted Motorsport UK CEO Hugh Chambers, "and is becoming a cost effective and accessible discipline open to all. The disciplines inclusion in the 5 Nations British Rallycross in 2024 highlighted its rapid expansion and as its popularity grows in the UK and internationally, we are excited to launch a dedicated British championship for the Formula."

GR WORLD SERIES

2025

ROUND 1

LONDON

7 June

Manufacturers Cup		Nations Cup	
Rd. 1	2 April (Wed)	Rd. 1	23 April (Wed)
Rd. 2	5 April (Sat)	Rd. 2	26 April (Sat)
Rd. 3	9 April (Wed)	Rd. 3	30 April (Wed)
Rd. 4	12 April (Sat)	Rd. 4	3 May (Sat)
Rd. 5	16 April (Wed)	Rd. 5	7 May (Wed)
Rd. 6	19 April (Sat)	Rd. 6	10 May (Sat)



Gran Turismo World Series comes to London

One of the largest sim racing events is coming to the UK, and you could be there to see it unfold live at BBC Television Centre.

The Gran Turismo World Series 2025 includes a live event calendar that visits London, Berlin, Los Angeles and culminates with World Finals in Fukuoka, Japan in December.

The opening round takes place at the BBC Studios at Television Centre, White City, in West London on Saturday 7th June, and will feature the Manufacturers Cup from 4pm, followed by the Nations Cup at 7pm – with a single-entry ticket covering both Cups.

Tickets go on sale from 28th April. Keep an eye on www.gran-turismo.com/gb/news/ and the Gran Turismo social channels for details.



Gran Turismo World Series 2025

If you fancy following the full season, it is quite some road trip:

- | | | | |
|----------------|------------------|--------------------|-----------------------|
| ■ Round 1 | London, UK | 7th June | BBC Television Centre |
| ■ Round 2 | Berlin, Germany | 20th September | Uber Eats Music Hall |
| ■ Round 3 | Los Angeles, USA | 8th November | Orpheum Theatre DTLA |
| ■ World Finals | Fukuoka, Japan | 20th-21st December | Fukuoka ICC |



All the live events will be open to the public, but fans unable to attend the live events will not miss any of the action, as each round is set to be broadcast live on www.gran-turismo.com/world/live/ and www.youtube.com/@GRANTURISMOTV



2025 Motorsport UK Esports GT Challenge concluded

Season 3 of the Motorsport UK Esports GT Challenge has reached its conclusion with the fifth and final round taking place at Brands Hatch on April 1st.

Round 1 got underway back in February and it was Donington Park that hosted the initial race for this mixture of GT3 and GT4 endurance race machinery, before the championship moved on to Snetterton, Spa-Francorchamps, and then Silverstone.

Separated in to four classes – GT4 AM, GT4 Pro, GT3 AM and GT4 Pro – this Motorsport UK hosted series was free-to-enter for drivers with a paid Motorsport UK Esports Membership, and offered prizes to see the British GT Championship live in 2025, a SIMAGIC GT Neo Wheel rim, and the winning driver from each of the four classes would receive a free 1-hour simulator session in the Base Performance Simulator GT Sim.

With Round 5 ready to roll, it was Joe Coffin in GT4 AM who had started the season well with three podiums and fourth place, who took the win – his third from five races. This put him over 200 points, and almost 50 points clear of nearest rival Luca Munro.

The GT4 Pro title was also destined to go to a driver hunting his third win – Kieran Sharp – but at Brands he brought the Aston Martin Vantage GT4 home in second place, which was enough to take the title by six points from Daniel Thomas. These two drivers had been swapping P1 and P2 all season, with Sharp clinching victory with three wins to Thomas's two.

In GT3 AM, Franciszek Sikorski was the clear victor, with four wins over nearest rival Riki Pitman. In GT3 Pro, Adam Watson was able to notch up three wins, and a second place on his way to the GT3 title, his third win coming in Round 5 at Brands.



Visit the Esports Hub and sign up for a Motorsport UK Esports membership



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**Join a Motorsport UK Girls Karting Academy
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Girls who show potential will be invited to join the Motorsport UK Girls Karting Academy, a series of five instructor-led sessions with the goal of supporting girls to progress into competitive motorsport.



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Club Time Attack is fundraising for the British Motorsports Marshals Club

Following the success of its 2024 fundraising campaign, Club Time Attack is proud to confirm that its charitable efforts will continue into the 2025 season with the British Motorsports Marshals Club (BMMC) selected as this year's beneficiary.

Marshals are the unsung heroes of motorsport. Their dedication, professionalism and passion form the very foundation of our sport, ensuring events are run safely and smoothly. It is only fitting that we support their development, training and ongoing service with meaningful contributions throughout the year.

In 2025, our fundraising efforts in aid of BMMC will include a range of initiatives, such as:

- Late payment entry fee penalties as noted within our regulations
- Driver tyre raffles, with tyres generously provided by Yokohama Tyres

- End-of-season Club Time Attack raffle at the 2025 Gala Awards Dinner
- A headline raffle prize of a full season driver entry in a Club Time Attack Championship
- Additional ad-hoc opportunities introduced during the season to raise further funds

All proceeds will be donated to the BMMC in a single lump sum, presented during our annual Gala Awards Dinner on 1st November 2025 in Daventry.

To compliment this and celebrate of 20 years of Time Attack, a series of gifts has been created to recognise and thank the marshal community for supporting us since 2005. These include:

- A minimum of 20 high-quality rucksack / kit bags per meeting, specifically designed for marshals
- A commemorative sew-on patch for every marshal in attendance at our events throughout 2025

Roger Albert Clark Rally entry extended to 200 cars

The 2025 Roger Albert Clark Rally will feature the biggest entry on a UK rally for nearly three decades after the capacity for the rally was extended from 180 to 200 cars.

Following overwhelming demand for places, the November 19-24 event will now start with a maximum of 200 cars, allowing the first 20 reserves shown on the provisional entry list to move up to a guaranteed place. All remaining reserves will move up accordingly.

The increase is possible as the event is a nominated rally within Schedule 4 of the Motor Vehicles (Competition and Trials) Regulations of 1969. Historically, this regulation permits

a small number of rallies to run with more than 180 cars and the permission is a legacy from the international rally previously run by De Lacy Motor Club.



Paul Lawrence

Join the celebration of motorsport photography

The 2025 AUTO PHOTO Awards are back, celebrating and promoting motorsport and automotive photography, to an audience of over 1.8 million people.

Welcoming contributions in five categories, including motorsport, the top 100 photographs selected will be printed in a collectable book, published by Shutter Hub Editions, and showcased in a touring exhibition across the UK.

Motorsport UK CEO, Hugh Chambers, is on the judging panel for this year's awards, with even more opportunities for aspiring motorsport photographers to submit their work for consideration and celebration. Interested applicants can visit the [Auto Photo awards website](#) for more information.



Safety Rocks with British F4

The Wera Tools F4 British Championship, certified by FIA has announced a multi-year partnership with Safety Rocks, the innovative Health and Safety training solutions company.

In conjunction with Motorsport UK, this exciting new collaboration has been launched to facilitate greater access to tailored safety training and education, helping to improve safety standards across motorsport and creating a lasting real-world legacy.

To learn more about Safety Rocks, see www.safetyrocks.co.uk



Fuel Your Passion for Less

Motorsport UK Members can Cut Costs at the Pumps with FuelQ®.

Fuel costs represent a significant expense for all motorsport enthusiasts – whether traveling to race meetings, rallies, attending track events, or managing daily commutes. To help reduce these, FuelQ®, the UK's leading fuel card comparison service, is now offering exclusive benefits to Motorsport UK members.

FuelQ® offers substantial savings – previously only available to large fleet businesses – and the numbers speak for themselves:

- Individual drivers save £100+ annually on average
- Motorsport businesses save £1,500+ per year
- Up to 10 per cent discount on diesel against pump prices
- 3 pence off per litre for unleaded petrol
- 1 per cent cashback on all fuel purchases

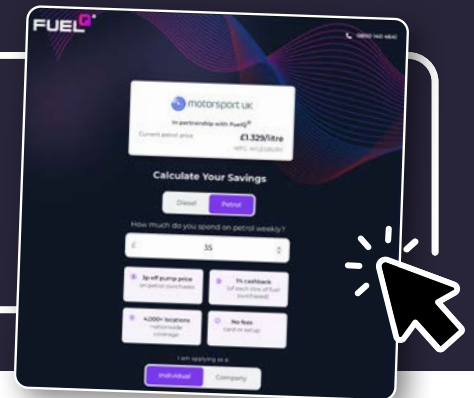
The FuelQ® smart platform calculates your specific savings based on driving habits and displays over 4,000 participating stations nationwide on an interactive map – especially useful when traveling to unfamiliar venues. It provides HMRC-compliant invoices, making expense tracking easier for you or your business.

As part of this exclusive partnership with Motorsport UK, members can apply for their free FuelQ® card with no sign-up fees and start saving immediately. In times when every pound saved can go toward entry fees, parts, or equipment, this benefit offers a practical solution that delivers real value for the motorsport community.

Member Benefit of the Month



Calculate your potential savings and apply online in minutes at [HERE](#), or contact the FuelQ® team directly at help@fuelq.co.uk, by phone at **0800 140 4641**, or via WhatsApp at the same number.



Targa Rallies grant from Jim Clark Memorial Motor Club

The Jim Clark Memorial Motor Club (JCMMC) is offering grants to clubs to host Targa Rallies that they could either not afford to run, to improve the event, or to establish a new venue.

Four grants of £500 each are available, with the aim of developing rallying, attracting new competitors, officials and marshals. Applicant clubs must be members of the SAMSC or ANECC Regional Associations, and be located in Scotland, Northumberland, Cumbria, Tyne and Wear, or County Durham. The hosted rally must also take place in these areas.

Applications can be made to JCMMC's secretary Graham Couser, via email on gac.environmental@gmail.com. One grant will be made each quarter, and applications must be made no more than four months before the event date. Applications should include information which defines the need for the grant, the objectives, costs, and delivery process. These will be reviewed by the JCMMC directors for consideration.

Further details are available from the Jim Clark Memorial Motor Club.

A Sustainable Safari

Last month, Motorsport UK's Sustainability Assistant Lowenna Cleary and Club Development Coordinator Ben Cross, along with Ellie Richards, a Motorsport UK Environmental Volunteer, visited the Junior Competitive Safari test event at Whaddon MX Track, in Buckinghamshire.

Once the team had checked in with the event organisers, they made their way around the paddock, chatting with the young competitors and their families. For some, it was their first time competing, so lots of encouragement was given, and many motorsport journeys were shared. During the process, the team gathered travel data to use in the **Motorsport UK Carbon Calculator**.



Competitive Safari at Whaddon

The event had a strong family atmosphere and there were several female competitors – over half of the field. The team watched as the drivers grew in confidence, developing their techniques and driving skills, and even caught some air over the bumps! The visit also collected sustainability data, including:

- Checking how long engines were idling before runs.
- Talking to marshals and officials about how they travelled to the event and whether they used sustainable transport.
- Looking at how the timing van was powered – solar panels!
- Chatting with the food truck vendor about their journey to the event.

This event was also part of a wider series of test events being conducted by Motorsport UK in permitting Junior drivers from 14 years of age to compete in a Competitive Safari. Current National Competition Rules (NCR) requires a valid RTA licence (age 17+). Motorsport UK is using these test events to shape future regulations, with data from this series feeding into future updates to the NCR.

The Production Car Autotest at Silverstone Rally School



Become a Motorsport UK Environmental Volunteer
 Find out how to get involved, by completing this [online form](#).

Sustainable Carbon Fibre for W16

Mercedes AMG Petronas Formula One Team has announced its intention to use sustainable Carbon Fibre on the W16 Formula One car in 2025.

The team will qualify and apply sustainable carbon fibre composites to its race cars during the 2025 Formula 1 season, without sacrificing any on-track performance. Working closely with the FIA within the scope of the relevant regulations, the aim is to demonstrate that sustainable carbon fibre composites can perform to the same technically demanding requirements as traditional materials.

“Collectively we are moving the dial on sustainable products,” said Toto Wolff, “and demonstrating that Formula 1 continues to be the fastest laboratory in the world.”

Carbon fibre composites are primarily formed of two key components: the fibres and the resin system. By weight, approximately 60 per cent of the composite material is formed of fibres, with 40 per cent made up by the resin system.

Impregnating the fibres with the resin system, followed by curing, creates a lightweight material with outstanding mechanical performance. To qualify a carbon fibre composite material for use on the race car, it must undergo rigorous laboratory testing to provide understanding of its technical properties and performance. Transferring from the lab to the racetrack requires further trials and verification to ensure the material behaviour aligns with expectations.

The identification and subsequent qualification of sustainable materials solutions would not be possible without the continuous innovation and ongoing support of the supply chain; each carbon fibre composite component involves four to eight suppliers to deliver the final product.

“I would like to thank our partners for supporting our drive for material innovation,” added Wolff, “and to the FIA for enabling us to test these materials.”



British driver George Russel will be utilising sustainable carbon fibre on his 2025 Formula One car

Production Car Autotest

The next day Lowenna also attended a Production Car Autotest (PCA) at Silverstone Rally School, hosted by South Oxon Car Club. Here the goal was to measure the event's carbon footprint. This was a smaller event than Saturday's, with mostly individual competitors rather than big family groups. A pre-event travel survey had already been sent out, making data collection smoother, however with a smaller crowd, Lowenna spoke to nearly everyone in person about their journey to the venue.

Once the competition started, Lowenna monitored vehicle idling time, before taking a track walk with the competitors. This was a great opportunity to hear how they were finding the course, and to ask about their fuel choices, and how they transported their cars. Other key checks were:

- The size of the venue and whether it used renewable energy.
- A meet chat with the five marshals on site
- Watching the action from a marshal's post – an amazing viewing spot (but the dust!)

The Results

For the PCA, emissions were relatively low at 1.6 tonnes of CO₂e, with the majority coming from the venue itself. In contrast, the Comp Safari event produced a higher total of 2.6 tonnes of CO₂e, primarily due to travel emissions from competitors and their support teams. As this was a family event, there were around 30 people supporting their children competing, whereas at the PCA it was mostly just the competitor and their navigator attending. This highlights the importance of understanding the nature of your event, as each one varies in its carbon footprint. By identifying the key source of emissions, organisers can make more informed decisions to reduce their environmental impact. A huge thank you to Southern Counties Off Road Club and South Oxon Car Club for supporting us in measuring the emissions from their events. We now have a growing list of volunteers keen to help – if you are a club running an event and would like to get involved, please get in touch by emailing sustainability@motorsportuk.org

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Enhanced DiSE programme applications now open

Applications for the 2025-26 Enhanced Diploma in Sporting Excellence – or DiSE programme for short – run by Motorsport UK and Loughborough College are now open to new applicants. The DiSE programme is an amazing opportunity for emerging motorsport talent to combine competition with studies, without neglecting either.

The two-year BTEC A-Level equivalent programme is designed for 16-18-year-olds and backed by Sport England, with UCAS points awarded to go towards higher education. The two-year course is delivered through a blended learning programme, with a mix of online and in-person tuition. As this is a flexible full-time programme, drivers will be required to be in college twice a month, four days at a time, with the remaining days used to complete coursework and attend remote tutor catchups, alongside competition preparation.

The curriculum over the two-year course includes an Extended Certificate in Esports, supported through a unique

partnership with Williams Esports, Motorsport UK Academy and Loughborough College. New for this academic year will be the introduction of a project-based certificate in Motor Vehicle, following changes to the funding of BTECs. Students will still obtain the same number of UCAS points as previous years, which can go towards a route into Further Education. Over the two-years, students will study:

- Level 3 Diploma in Sporting Excellence & Performance
- Level 3 Extended Certificate in Esports
- Diploma in Sporting Excellence (DiSE)
- Advanced Project-Based Certificate in Motor Vehicle Studies*

Alongside these modules, the Motorsport UK Academy delivers additional development opportunities via a network of expert practitioners, including team training sessions at iZone Driver Performance and fitness assessments with Porsche Human Performance. It also offers practical driving opportunities plus workshops with guest speakers, including ex-students who can showcase the various avenues graduates can take within the motorsport industry.

“The Enhanced DiSE programme provides a unique opportunity for aspiring drivers to continue their education and gain qualifications,” noted Tom Hartley, Head of Competitor Development, “while continuing to develop as a driver. This one-of-a-kind programme supports holistic driver development, in an environment that will provide challenge and support. We are looking forward to receiving applications from drivers who are keen to learn, grow, and develop.”

**the title of this qualification is subject to change.*



To find out more about the programme entry criteria and to apply for the Enhanced DiSE programme, please click [HERE](#). For further information, please contact academy@motorsportuk.org

Live Stream Video from Kielder Forest

The Kielder Carlisle Stages on April 12th will feature live streaming of the Pirelli Welsh Rally Championship as it tackles these iconic stages on a rare trip away from Wales.

The team at Special Stage will be covering all rounds of the championship and will be live streaming from each of the six rallies, with a blend of live action and interviews.



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StreetCar

StreetCar Disabled Driver Scholarship to run at three locations for 2025

Following a record attendance for 2024, the StreetCar Disabled Driver Scholarship is back for 2025, introducing accessible motorsport opportunities to disabled drivers across the UK.

Created by Motorsport UK in partnership with Loughborough Car Club, which has been running the scholarship since 2010, the scholarship aims to make the sport more accessible for disabled participants, drawing on the success of the StreetCar initiative – celebrating grassroots motorsport opportunities for all.

To open this opportunity to even more disabled drivers, this year the StreetCar Disabled Driver Scholarship will take place at three StreetCar affiliated clubs across three different dates and locations:

- **19th April**
Maidstone and Mid Kent Motor Club, Ashford Cattle Market
- **27th April**
Sporting Car Club Norfolk, Lotus Centre, Hethel
- **23rd May**
Loughborough Car Club, Coalville Rugby Club

The most promising drivers will be offered an opportunity to win a fully funded season of AutoSOLOs and access to an adapted car at either Maidstone and Mid Kent Car Club, the Sporting Car Club of Norfolk or Loughborough Car Club.

The vehicles feature flexible adaptations, including hand operated accelerator and brakes, a choice of accelerator positions, additional upper back support and a choice of steering wheels to enable participants to enjoy the thrill of car control within a regulated environment.

“Our StreetCar Disabled Driver Scholarship returns in a format that engages with our clubs who are able to provide access to an adapted vehicle and opens up this opportunity to even more disabled participants across the UK”, said Claire Kirkpatrick, Director of Club and Volunteer Development. “We hope to welcome even more drivers into grassroots motorsport through the opportunity that this scholarship offers.”

Drivers wanting take part can sign up [HERE](#). To find out more about StreetCar see <https://streetcarmotorsportuk.com>



Updated Regulations for Truck Racing

The British Truck Racing Championship has confirmed several changes to the technical regulations for the new season.

For 2025 there will be three different air restrictors in three different sizes – 63mm, 65mm and 67mm. These restrictors will be fitted to the turbocharger inlet on the top three trucks in Division 1, based on the success of the individual participants. At the Brands Hatch season-opener, the top three finishes from the 2024 season (Ryan Smith, David Jenkins and Steven Powell) will be required to have these restrictors fitted to their machine.

First place will be issued the 63mm restrictor, second place the 65mm restrictor and third place the 67mm restrictor.

Following the opening round of the season, those leaving Brands Hatch in the top three positions will then be required to fit the relevant air restrictor for the next round at Pembrey. This process will continue throughout the season.

Additionally, the castor angle of the steering axle on all Division 1 trucks will be limited to a maximum of 30 degrees, with positive camber being allowed up to a maximum of three degrees.



Eddie Jordan



Newspress

Motorsport UK was deeply saddened to learn of the loss of Eddie Jordan OBE.

Born in Dublin, Eddie became one of the biggest characters in the sport, first as a mould-breaking team owner and more recently as a much-loved TV pundit.

Having trained as an accountant, Jordan worked in banking before discovering an inner passion for motorsport that would change his life forever. He bought a kart in 1971 and promptly won the Irish Championship before progressing up through Formula Ford and Formula 3 with some success.

Having run out of funds to go racing himself, he set up his own F3 team in the early 1980s. Martin Brundle, famously, finished runner-up to Ayrton Senna in an Eddie Jordan Racing-entered Ralt in 1983, and Johnny Herbert won the title for Eddie in 1987. Stepping up to F3000, the team then won another title with Jean Alessi in 1989.

Two years later Eddie Jordan was in Formula 1.

With a reputation for punching well above its weight, Jordan Grand Prix contested 250 Grands Prix over a 14-year period, recording four wins and finishing third in the Constructors' World Championship with Damon Hill and Heinz-Harald Frentzen in 1999.

As well as bringing joy to the F1 paddock, Jordan Grand Prix was also renowned for its commercial nous, introducing partners such as 7 Up, Sasol, and Benson & Hedges to the sport.

Alongside his enviable reputation as a deal maker, Eddie Jordan was notable for developing driver talent. He gave both Schumacher brothers their F1 debuts and played a major role in the careers of many others including Eddie Irvine, Alex Zanardi and Giancarlo Fisichella.

Despite all its achievements as a 'disrupter' both on and off the track, Jordan Grand Prix began to struggle financially, and with sourcing a competitive engine supplier, and Eddie eventually sold the team to the Midland Group in 2005. The Silverstone-based team was subsequently sold to Spyker Cars, Force India and Racing Point before becoming Aston Martin in 2021.

Eddie's knowledge and expertise – as well as his forthright opinions – saw him return to the F1 paddock as pundit for the BBC's Grand Prix programme and then as a lead analyst for Channel 4's coverage.

Whether behind the wheel, on the pit wall or behind the microphone, Eddie's unique personality and incredible enthusiasm always shone through. He will be remembered as one of motorsport's greatest personalities and a true ambassador who will be much missed right around the globe.

Back in 2024 he revealed he was being treated for bladder and prostate cancer and echoed calls from Sir Chris Hoy for people to get regularly tested.

A statement from Jordan's family read: "It is with profound sadness that we announce the passing of Eddie Jordan OBE the ex-Formula 1 team owner, TV pundit and entrepreneur.

"He passed away peacefully with family by his side in Cape Town in the early hours of 20th March 2025 at the age of 76.

"EJ brought an abundance of charisma, energy and Irish charm everywhere he went. He will be missed by so many people, but he leaves us with tonnes of great memories to keep us smiling through our sorrow."

Motorsport UK sends its deepest condolences to his family and many friends at this very difficult and sad time.

The Benson & Hedges livery of the Jordan Grand Prix car



Newspress



Rick Dieman / Wikimedia Commons

Eddie Jordan signing F1 Race programmes and the 1996 Montreal Grand Prix



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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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3w · Edited ·

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British Women Racing Drivers' Club is with Motorsport UK and Harewood Speed Hillclimb and Driving Academy.
30 March at 17:24 ·

After the success of last year's IntoSpeed programme, the BWRDC has held another successful Taster Day at Harewood Hillclimb's Driving Academy.

The day started with the pupils being accompanied by their instructors on a track walk, then they got to experience the thrill of driving the course in their road cars, first with an instructor in the passenger seat giving one to one tuition then progressing to runs on their own.

Although some participants were nervous at the start, as the day progressed, the ladies started building their confidence. By lunchtime, there were lots of smiles amongst the group and everyone was having fun.

BWRDC representatives and Motorsport UK were on hand to answer questions and provide encouragement in the glorious Yorkshire sunshine.

Congratulations to all the participants for having a go! We hope you enjoyed yourselves and that you might like to dip your toe in the water by taking part in a competitive event moving forward. The BWRDC is on hand to provide support if so.

Thank you to our partners BARC Yorkshire and all the team at Harewood Driving Academy for helping make the day such a success.

Open to all ladies, there are still a few spaces available at the IntoSpeed Taster Day at Gurston Down Hillclimb School, near Salisbury, on Tuesday 8th April – if you are interested, please contact bwrdcintospeed@gmail.com for booking instructions.

Photos: PS Images



quatermassmotorsport · Follow

quatermassmotorsport Quatermass Motorsport was proud to take part in the Disability in Motorsport discussion hosted by Motorsport UK!

This incredible event brought together key organizations, including FIA, Mission Motorsport, Team Brit, Speed of Sight, Disability Motorsport Scotland, Limitless Motorsport, Drive to Thrive, Absolutely Karting,

Sophia McCall · 3rd Strategic Threat Intelligence Lead (CCTIM) | Co-found...
3w · Edited ·

Something a little different this #IWD2025 as I spent the day at marshal training with Motorsport UK at the beautiful Prescott Speed Hillclimb 🏎️

Today, as we celebrate the incredible achievements of women around the world, I want to take a moment to reflect on my journey as a female marshal in motorsport 🏎️

Being a marshal is not just about being present at the racetrack – it's about ensuring safety, managing high-pressure situations, and playing a critical role in the smooth and safe operations of events. While motorsport has traditionally been male-dominated, I'm proud to be part of a growing group of women (shoutout to [Tamsin Grainger](#) who I met through marshalling!) who are breaking barriers and making their mark on the track 🏎️

In a field where speed, precision, and quick decision-making are key, it's inspiring to see more women stepping into trackside roles that support the safety of motorsport.

Here's to continuing to break stereotypes, challenging the status quo, and paving the way for more women to embrace the thrilling world of motorsport. Let's keep pushing boundaries, because motorsport isn't just for the boys – it's for everyone 🏎️

#IWD2025 #WomenInMotorsport



Dom Gibbons Photography is at Shelsley Walsh
27 March at 18:00 · Worcester ·

Back to cars... A great day out shooting my first Sporting Trials event recently for Motorsport UK at the legendary Shelsley Walsh!



jamesrobertsphoto and racershu
The Lake District

jamesrobertsphoto Can anyone tell me if there is a better background in British rallying? I enjoyed my Saturday in the lakes covering Malcolm Wilson stages! Definitely need to get out and do some more of this.

All images photographed for Motorsport UK
3w

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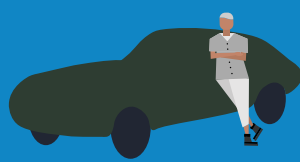
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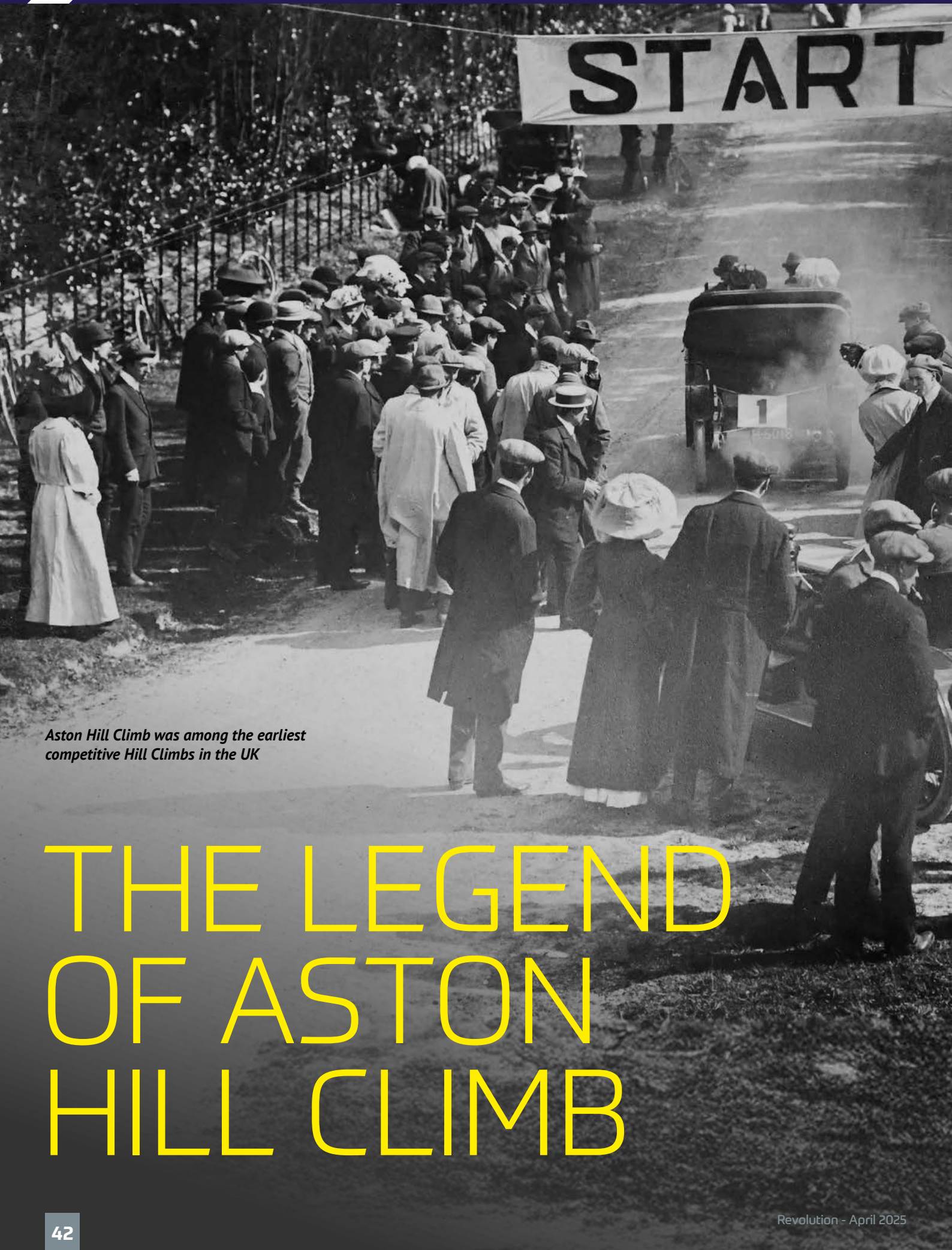
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Aston Hill Climb was among the earliest competitive Hill Climbs in the UK

THE LEGEND OF ASTON HILL CLIMB



Take a drive up the public road towards St Leonards, near the Buckinghamshire village of Aston Clinton, and you will be following the wheel tracks of history – because this narrow country lane running through woodland and open fields was once the site of one of the most famous motorsport venues in the country.

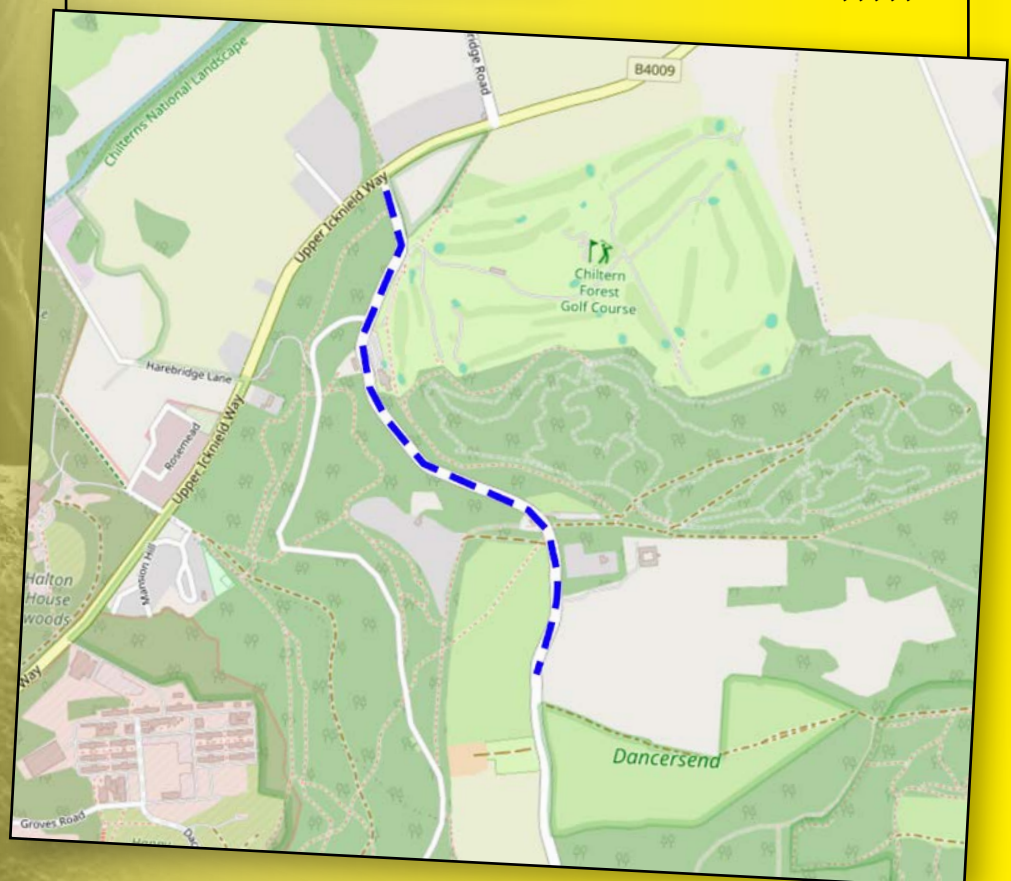
At the turn of the 20th Century, less than 20 years after Karl Benz developed the first practical motor car, motor racing was still in its infancy. The first true speed-based race in the UK, the Bexhill Speed Trials, had taken place in 1902, and in the subsequent years the concept of driving at speed, for fun, had started to take hold.

This led to the development of Hill Climbs, but as very few private venues existed initially, they were run on sections of public road, with local authorities turning a blind eye due to the benefits to the local economy. So, in September 1904, the early protagonists in this fledgling sport, and their magnificent cars, gathered at the bottom of Aston Hill.

Aston Hill Climb, organised by the Hertfordshire Automobile Club (HAC), was among the earliest competitive Hill Climbs in the UK. It ran through grounds owned by the famous Rothschild family, following a three-quarter-mile course from near the junction of the B4009 up to the summit just past Aston Hill Lodge, a property that still exists today.

The course varied slightly in length, depending on the event and year, and the surface was largely chalk. It rose steeply – with a maximum gradient of 12.5% – up to a right-hand bend before levelling along a short straight then rising again through a series of fast left-hand bends and short straights leading to the finish.

>>>>



Simply driving a motorised vehicle up any hill was a challenge back then, so the climb of around 80 meters proved to be tough for vehicles of that period. According to records, S.F. Edge, a prominent figure in early British motorsport who had won the 1902 Gordon Bennett Cup, set the benchmark at the first event, taking his 20hp Napier to the top in 87.6 seconds.

Over the following years, the venue proved a phenomenal success due to its challenging nature, but also the generous hospitality extended to competitors, officials and guests by Alfred de Rothschild, a banker and art collector, who often appeared the events and is reported to have, on occasion, arranged tea for around 800 attendees in a large marquee.

The venue also had an important influence on the pioneering years of the automotive industry, as it was ideal for testing the power and handling of cars – and motorcycles – as the industry developed. As a result, it soon began to attract manufacturers who wanted to see what their machines could achieve.

The nearby Luton-based Vauxhall Car Company built up a considerable reputation and it was the most successful manufacturer on the hill, setting the fastest time 10 times. However, it also faced stiff competition from other legendary marques including Bugatti, Bentley, Daimler, De Dion, Mercedes, Napier, Rolls-Royce, Sunbeam and Talbot.

The Aston Martin 1922 TT1 Green Pea ran on the hill that day, and made an appearance at the Goodwood Festival of Speed in 2022



The Birth of Aston Martin

The venue is best known for its role in the origins of Aston Martin, whose co-founder – racing driver and early motorsport pioneer Lionel Martin – enjoyed great success on the hill. His love of speed and competition led him to participate in a number of motorsport events and in 1913 he formed a partnership with engineer and businessman Robert Bamford.

Initially known as Bamford & Martin Ltd, the firm operated out of a small workshop in London's Kensington district, selling and servicing Singer cars. They created modified versions built for racing and Martin drove one of these to a class victory in the May 1914 Aston Hill Climb, just a year after the company's formation.

The pair soon became inspired to create their own high-performance vehicles and their first ever car, known as Coal Scuttle, took a gold medal in the London to Edinburgh Trial in 1919, completing the journey in a time of just under 24 hours, despite the significant amount of distance driven on unsurfaced roads.

It was back in the Hill Climb and Speed Trials scene, however, where Bamford and Martin really started to make their mark and after a hiatus during World War I, which forced them to suspend operations and put a hold on racing, the pair decided to rebrand their company as Aston Martin – in recognition of Martin's success on Aston Hill.

The demanding nature of these events required a lightweight yet powerful vehicle and led the pair to develop strong, high-torque engines, sharing different bodies and registration numbers between cars to give the impression they had a larger fleet. Their success drew media attention and created the platform to build the company into what it is today.

>>>>



HCAAC Archive

AJ Hancock sets the Fastest Time of the Day in a Vauxhall, 1909

In 1924, three Aston Martins competed at Aston Hill, with E.R. Hall winning the prestigious Jay Cup and Miss Winifred Pink winning Class III. Second in this class was N.T. Beardsell, driving a car registered as XR 1981, which became known as Cloverleaf due to its unique layout of two front seats and one rear seat behind, creating the shape of a three-leaf clover.

Cloverleaf is now one of the oldest road-going Aston Martins in existence, and it has returned to Aston Hill twice since – in 2019, to mark the 95th anniversary of its first outing, driven by three-time Le Mans class winner Darren Turner, and last year, to celebrate the 100th year, in the hands of current owner, well-known Japanese car enthusiast and collector Yuki Hayashi.

The Aston Martin F1 team still proudly reflects on its Hill Climbing heritage and, in a story published on its website, it declared: “For us, the journey began with a challenge. Two pioneers with one ambition: to be the fastest. Our DNA was forged when Lionel Martin took victory in the Aston Clinton Hill Climb in 1914.

“That winning mentality remains. The passion for progress. The thrill of a challenge. The desire to reach the summit of each hill, and then seek out the next one. It’s in our name and in our blood. A team of men and women who have overcome the odds time after time to keep growing, to keep improving... to keep climbing.”

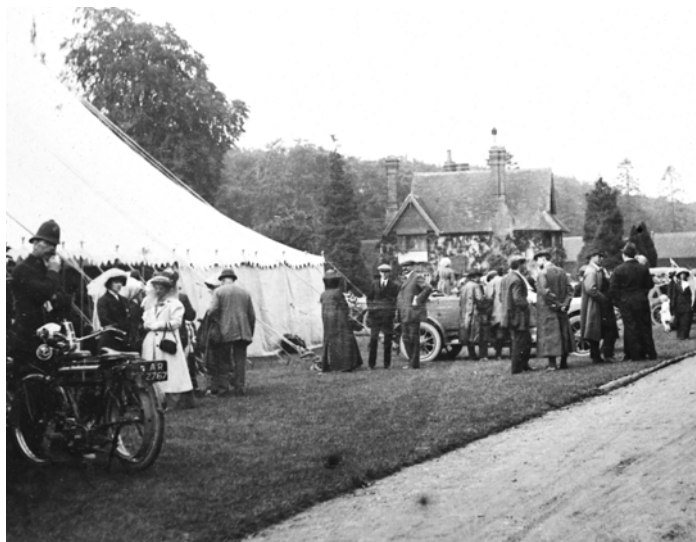
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HCAC Archive



The 10-14hp MAF of M. Darby leaves the start line on 8th June 1912

HCAC Archive



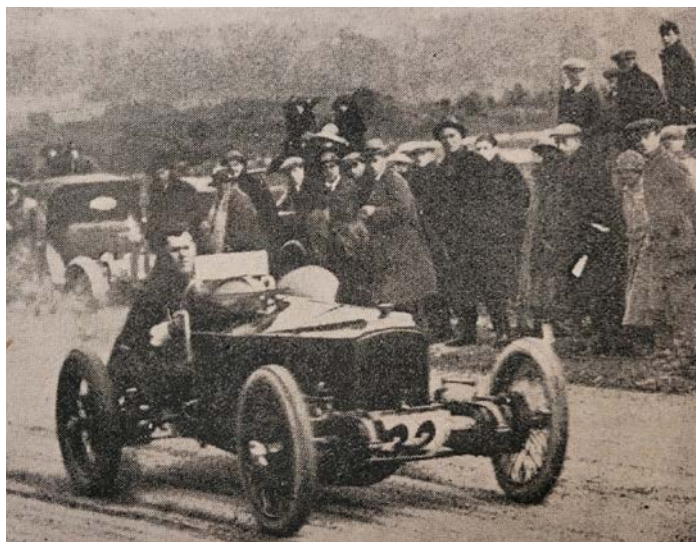
Alfred de Rothschild hosted many guests at the Hill Climb in a grand marquee

The Autocar, 23rd May 1924



Dario Resta's Fastest Time of the Day in a GP Sunbeam was noted in The Autocar magazine

The Motor, 15th May 1923



The Motor celebrated HW Cook recording the Fastest Time of the Day in 1923



The plaque erected by Aston Martin to honour the roll Aston Hill Climb played in the founding of the marque



Darren Turner drives the four-cylinder 1,486 cc side-valve engined 1923 long-chassis 'Cloverleaf'-bodied tourer which came second in the 1924 running of the Aston Hill Climb

To mark the anniversary of its first competitive outing 'Cloverleaf' returned to Aston Hill in 2019 to be driven by Aston Martin Racing driver and three time Le Mans class winner Darren Turner.





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Big names in motorsport

Aston Hill was active for more than 20 years, hosting 30 events including 22 that were run by HAC – later named Hertfordshire County Automobile and Aero Club (HCAAC); one by Essex Motor Club (1912); one by Oxford Motor Club (1921); five Oxford v Cambridge Inter-Varsity events (1913, '20, '21, '23 and '25); and the Cyclecar Club's head-to-head relay (1914).

The venue's popularity reached far and wide and it attracted the great and the good of motorsport from the era – including four individuals who had founded, or would go on to found, some of the great marques in the motorcycling and automotive world – Riley, Bentley, Morgan and ERA / BRM.

The Riley Cycle Company had been established by William Riley Junior in 1890 as a bicycle manufacturer, but expanded into the automotive world and made its first car in 1898. When Victor Riley took over to advance the brand further, he used Aston Hill to make his mark, competing in 1908 using the company's newly developed Riley 12/18hp machine.

Four years later, in 1912, Bentley founder W.O. Bentley made his competition car debut on Aston Hill, driving a modified DFP (Doriot, Flandrin & Parant). He achieved the fastest time in his class with a new 2-litre record and his success not only showcased his driving skills but his engineering prowess, eventually leading him to form Bentley Motors in 1919.

Another pioneering engineer, Henry Morgan, took to the hill in April 1914, participating in his own creation, a Morgan three-wheeler. Again, his performance impressed as the 'Morgan Team' secured overall victory in the relay event and that success played a significant role in establishing the reputation of Morgan cars well into the future.

Raymond Mays made his racing debut on Aston Hill in 1921, winning the event in a modified Speed Model Hillman that he acquired whilst studying engineering at Oxford. He switched to a Bugatti the following year and went on to set a number of Hill Climbing records before eventually becoming the co-founder of ERA and BRM.

It was not just automotive pioneers who drove up the hill – there were many established racing drivers of the era who also took it on. As well as the famous inaugural winner, S.F. Edge, famous names included Goodwood motorcycle record holder Freddie Barnes; Isle of Man TT winner Harry Bashall; and Scottish Six Days Trial winner E.A. Colliver.

The event even drew in champions from top international races, including the 1916 Indy 500 winner Dario Resta and the 1924 Le Mans 24 Hour winner Frank Clement, who happened also to be a local, while Britain's first female racing driver, Dorothy Levitt, and Rosa Hemmett, the pioneering female motorcycle racer, also both made popular appearances.

However, and after an incident at Essex Motor Clubs' Kop Hill Climb in March 1925, when a Bugatti went out of control and collided with a spectator who suffered a broken leg, the Royal Automobile Club withdrew all permits for speed Hill Climbs on public roads, and the Aston Hill Climb was no more... until now.

>>>>



A Morgan cyclecar snapped on Aston Hill during a hill-climb. There were several bends, but they are not very abrupt. The surface of the hill is quite good, while its width is ample.



RELAY HILL-CLIMBING UP-TO-DATE.

At the Relay Hill-Climb at Aston Hill organised by the Cyclecar Club on Saturday last, the competitors were required to pass, instead of the usual flag, a sparking-plug from their engines to their team-mates. Mocatta (G.N.), as seen in the above illustration, is wearing gloves, as did many other competitors.

Images courtesy of Morgan Motor Company



Another car returning to Aston Hill is the 1924 Aston Martin Tourer

A Century Celebration

The last Hill Climb on Aston Hill took place on 28 February 1925. The HCAAC had secured a permit for another, the 31st event, which was planned for 16 May 1925, but the immediate cancellation of permits meant it never happened. So, now, 100 years later, the Club is returning to the hill to finally put it on.

The 'Aston Hillclimb 100 Celebration' will pay tribute to this golden era with a spectacular parade of legendary cars, driving up the hill on the morning of May 17th. It will involve a number of vehicles that actually took part in events between 1907 and 1924, as well as other cars and motorcycles of the period.

A veteran, vintage and classic car show will also be running all day in the show field at the top of Aston Hill, with hundreds of pre-1980 British and European classic vehicles, while a special exhibition on the history

of Aston Hill will be running from 9am to 5pm on 14th-17th May in the Red Kite Pavilion in Aston Clinton Park.

The list of entries includes three Aston Martins that previously raced up the hill – the 1922 TT1 Green Pea, and the 1923 Tourer and Cloverleaf machines – and a Bentley TT from 1921, as well as legendary and rare period vehicles including Aston Martins, Bentleys, Bugattis, Sunbeams, Singers, Talbots, Vauxhalls, GNs, Hispano-Suizas and a Toledo Steam Carriage.

The landmark event has also been commemorated in a book, written by local enthusiasts Mike Stark and Steve Akers. The pair have conducted detailed research of period journals and archives to produce an accurate account of the Hill Climb events that took place there, as well as profiles of many of the notable individuals who competed in the events.



For more information, see <https://astonhill100.com>





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The Hertfordshire County Automobile & Aero Club

The Hertfordshire County Automobile & Aero Club (HCAAC) was formed on 3rd December 1903 as the Hertfordshire Automobile Club – but its original aim was to band together the county’s motorists and fight the increasing number of speed limits that were being imposed.

The sporting side developed quickly, however, and it held the first Aston Hill Climb in 1904, running it for more than 20 years. It also pioneered Motor Gymkhanas on the Watford estate of the Earl of Clarendon (a club Vice-President), in company with HRH Lord Louis of Battenberg, the Earls of Essex and Verulam plus Lord Robert Cecil.

In the early 1900s, the Club also organised a number of ‘balloon chase’ events, in which competitors in cars had to follow a manned balloon as it drifted across the countryside. That led to the addition of the ‘Aero’ in its title in 1910, while the motorcycle section also flourished until it was dissolved in 1923.

The loss of the Hill Climb event in 1925 came as a shock, but a loyal core of members kept the Club going under the chairmanship of Humphrey Cook, who financed the building of ERA racing cars. The club restarted competition in 1938, with speed trials at Beechwood near Markyate, and two more events were run at this Hertfordshire country estate in 1939.

After the Second World War, the Club benefited from an influx of young members, many of whom worked in aircraft production at the nearby De Havilland and Handley Page factories, and this led to a period where enthusiastic organisers and competitors supported the Road Rallying boom of the 1950s and ‘60s.

Speed events were also organised at Tewin Water, Ramsgate, Harleyford and Brands Hatch, and the club also ran the first Westbrook Hay Speed Hill Climb in 1953, continuing to have exclusive use of this venue near Hemel Hempstead to run

events, including a round of the British Hillclimb Championship, until its closure in 1962.

As Road Rallying became more restricted in the late 1960s, the Club benefited from its long experience in organising night trials. The Nocturne, which ran annually from 1951 to 1990, was a light-hearted ‘hunt the marshal’ map reading event run in ordinary family cars, and preceded the modern ‘Navigation Scatter’ events.

The mainstay of the club for the last 35 years has been organising Sprints, and from 1968 until 1976 the HCAAC was one of five Clubs that ran events on Silverstone’s Club Circuit before rules changed to permit only racing. That connection has been maintained through the Eight Clubs consortium, which organises races for amateur drivers there every year.

Duxford airfield was another venue used for Sprint events until the Air Museum took over in 1975, while two sprints were run at Upwood airfield near Ramsey in 1977 then, from 1980 until 1989, North Weald airfield became the Club’s sprint base, with a one-off sprint run at Debden airfield in 1982.

In 1990, the Club returned to Debden and began the series of events on the 1.1-mile course, variants of which have been used twice every year since, often attracting about 100 cars, while the original ‘Aero’ connection is kept alive by visits to London Gliding Club at Dunstable and its involvement in the Aircraft and Cars ‘Race Day’ at Shuttleworth.

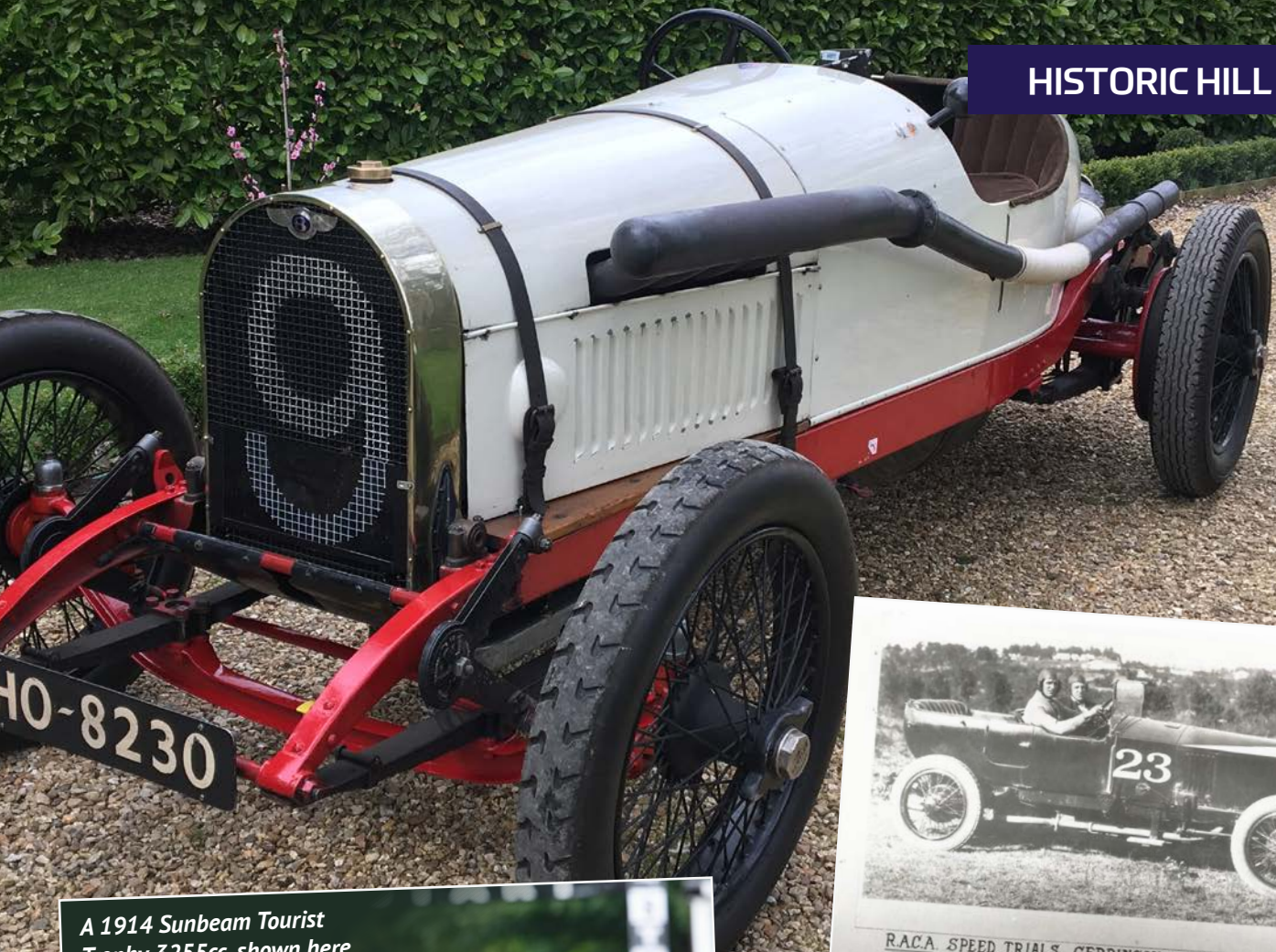


<https://www.hertscountyaac.co.uk>

The 1921 Bentley TT that won the Jay Cup at Aston Hill on 16th September 1922, driven by W.G. Barlow. Current owner Richard Frankel will be at Aston Hill in May, when the car will hopefully be reunited with its original award (made from 100 ounces of silver)



A 1913 GN KIM 11 1098cc, entered by Jonathan Rose for this year



RACA SPEED TRIALS. GERRINGONG BEACH. Sat May 9th -25.
 F.A. PARLES 30/98 VAUXHALL DRIVER J.J. O'ROURKE
 Winner of 12 Mile Time 9 min 46 1/2 sec. also fastest time of any car in trials.

A 1924 Vauxhall 30 / 98 4200cc to be driven by Phil Stainton in 2025... the year Vauxhall factory in nearby Luton has closed.

A 1914 Sunbeam Tourist Trophy 3255cc, shown here being driven by Nicholas Pellett at Goodwood Festival of Speed



The book, which is available from Chaters Motoring Booksellers, includes more than one hundred period photographs, many of which have not been published before, and its forward is written by Nick Mason, a regular motorsport participant and drummer with Pink Floyd, who notes the importance of the historic event for the growth of British motorsport.

He explains: "I have had a long association with vintage and classic Aston Martins, so I was aware of the connection between the marque and Aston Hill. What I wasn't aware of is the key role Aston Hill played in the early development of

cars and motorcycles and how significant this venue was in establishing the popularity of motorised sporting competition.

"The multitude of marques, many long forgotten, that competed for motorists' attention as the age of the motor vehicle rapidly developed, is a theme that comes through strongly – and as the events at Aston Hill were extensively reported by the motoring press of the day, the old adage 'win on Sunday, sell on Monday' was probably founded in these times." 🌀

BUY TICKETS

For more information of the Centenary event and to buy tickets, see <https://astonhill100.com>

The Motorsport History of Aston Hill



Mike Stark & Steve Akers
 Foreword by Nick Mason

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Revolution has pulled out four top 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



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William Bibb gives us an exclusive look around the stunning Morgan Plus Four ClubSport.



The Art of Sporting Trials

Sean and Sarah take on the BTRDA Sporting Trials Driver Development Day.



15-Year Audi Quattro S1 E2 Build
Building one of Hannu Mikkola's 1986 Audi Quattro S1 E2 rally cars from scratch!



How Do I Start Competing in Hillclimb?

Billy Grace introduces the route into competing at a hillclimb event.

Donington Park

The UK's oldest motorsport circuit still in operation, Donington Park welcomes a wide range of events – from major National and International races to Club events – throughout the year.

Circuit: Donington Park

Location: Castle Donington, Derby, Leicestershire DE74 2BN

Length: 2.498 miles (Grand Prix Circuit) / 1.957 miles (National Circuit)

Website: www.donington-park.co.uk

Donington Park in Leicestershire is a must-visit circuit for motorsport fans and competitors

Fascinating fact

Ayrton Senna's lap record from the 1993 Grand Prix was set by driving through the pit lane. The old pit lane for the event cut inside the Goddards corner and the race was held before mandatory pit lane speed limits were introduced, so when Senna was called in by his McLaren team for a stop which didn't actually happen, the pit entry, combined with the full speeds, meant the circuit layout was shorter and a new (unusual!) record was set!

With thanks to Richard Randle, Media & Public Relations Officer at MotorSport Vision

History

The first race at Donington took place in 1931 on the narrow roads of the Hall's Estate. The track was made permanent two years later and hosted pre-war Grand Prix racing, including the legendary Auto Union Silver Arrows driven by Bernd Rosemeyer and Tazio Nuvolari.

It was requisitioned by the MoD in World War II and racing did not return until 1977, when Tom Wheatcroft purchased the land and turned it into one of Europe's premier venues. In 1993, the circuit hosted the European F1 Grand Prix, a rain-drenched event that was one of Ayrton Senna's most legendary races.

A failed bid for the British Grand Prix caused racing to cease in 2009 – and the removal of the landmark Dunlop Bridge – and the circuit fell into a state of disrepair until Kevin Wheatcroft, son of Tom, rescued it and rebuilt it for motorsport once again. It was acquired by MotorSport Vision (MSV) in 2017, after which further improvements were made and the venue is now one of the UK's most prized race circuits.

Track

The circuit is famed for its fast and flowing lines, with 12 corners on the Grand Prix track that provide a wide variety of challenges. The opening section includes the high-speed sweeping Craner Curves, while the Melbourne Hairpin, has a high-speed entry and late braking, marks the end of a challenging lap.

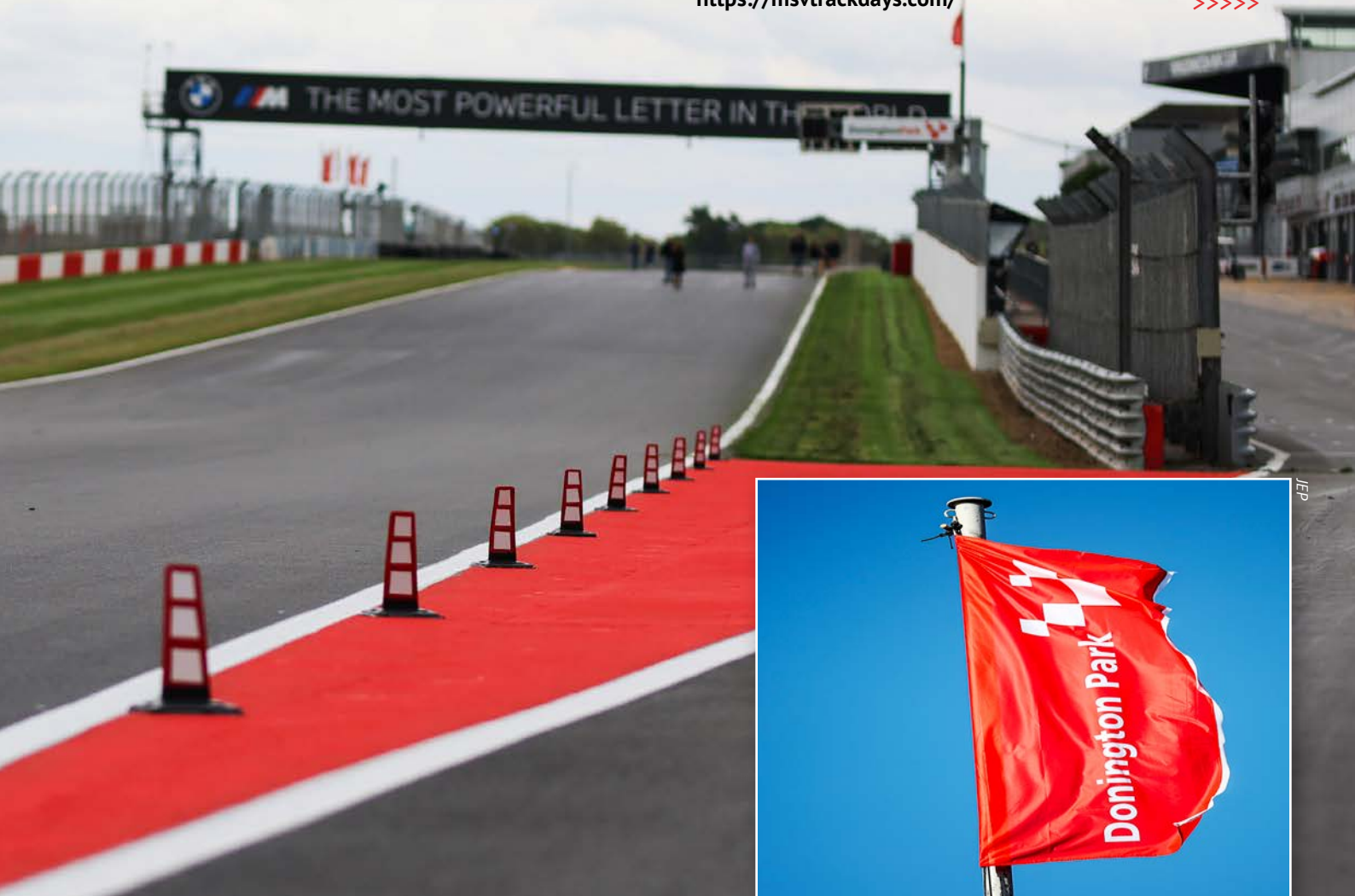
Categories that compete at the track

The circuit welcomes a wide range of four-wheeled racing through the season including rounds of the British Touring Car, British GT, GB3 Championships and British F4, as well as Historic and Vintage Motorsport festivals. It also hosts tarmac Rallies, including the Dukeries Rally in March. Its premier weekend, however, is on two-wheels – with the annual visit of the FIM Superbike World Championship.

How to get on track

The circuit hosts track days throughout the week, providing the opportunity for drivers to take to the famous track in their own cars. MSV runs its own in-house track day operator MSVT, which runs events throughout the year – see <https://msvtrackdays.com/>

>>>>>



Best corner

The swooping and plunging downhill run to the Old Hairpin, combined with the challenging nature of the quick right-hander, makes the corner a real challenge, both in a car and on a bike.

Best viewpoint

The grandstand at Hollywood provides a stunning vantage point with views extending across more than half the circuit, including the run to Redgate at the start of the lap; the fast blast through Hollywood and the Craner Curves; the Old Hairpin; and the dash up the hill to McLeans and Coppice.

Best spot for photography

There are numerous photographic highlights, but the banking around the circuit on the infield and the Craner Curves area are particularly good spots for budding snappers.

Best place to eat

The Garage 39 cafe, restaurant and bar is known as one of the best catering facilities of its type at a UK motorsport venue, with superb food and spacious seating areas. It also has an ex-Justin Wilson IndyCar on display, plus TV screens showing live timing and track action and is open during all race meetings, frequently late into the evenings at major events.

Family fun

Most major events feature additional attractions including funfairs and car display areas, shopping areas and plenty more. The circuit's close proximity to East Midlands Airport offers plenty of plane spotting opportunities too!

First time racing at Donington Park

As a novice racing driver at Donington Park, the excitement begins on the starting grid. The lights come on, you check you are in gear, and then panic drop the clutch, hoping not to spin the wheels as they go out. Redgate approaches fast, and you navigate through it, trying not to get squeezed onto the gravel, with cars colliding ahead and debris flying. The Craner Curves follow quickly, the car descending at full throttle, feeling the G-force as you swing left over the blind decent. Later, at the Esses, you are battling for position. It is tight, with barely enough room for two cars, but three squeeze through, sending two into the gravel while one just makes it out. It is a race to be the last to brake.

After the race, the buzz in Parc Fermé is unmatched, as you chat with fellow competitors about the battles for position, while also applauding those who passed you with daring moves. The rush of racing is unlike anything else.

Myles Eynon, Caterham Academy



Where to stay

At several major events, fans can make a full weekend of it by staying in the circuit itself on the popular infield campsite, or in the outfield campsite. The Donington Park Farmhouse, located just outside the main paddock entrance, is another ideal location, while there are also many hotels and B&Bs in the Melbourne and Castle Donington villages.


Great things to do nearby

There are several interesting properties to view nearby, including Elvaston Castle Country Park to the north and the National Trust's Calke Abbe to the south, while Staunton Harold Reservoir is a pleasant place to stretch the legs with a variety of walks and wildlife-spotting opportunities. For those who are looking for a bit more adrenaline, the Tamworth Snowdome, which was the UK's first full-sized indoor ski slope, is 30 minutes away.

Best pub

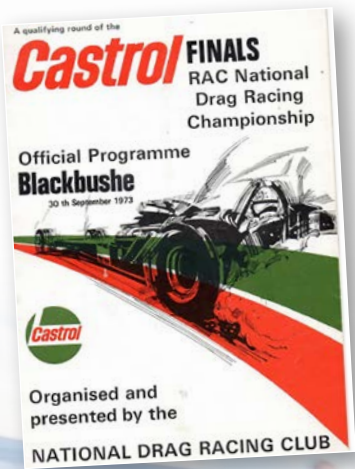
Castle Donington has its fair share of pubs, including the Nags Head on the way into the village and the Castle Inn right in the centre. The Coopers Arms, meanwhile, is a little further away, around 15 minutes from the track, but is a popular historic pub located beside an attractive lake.

How to get there

Donington Park is easily accessed from both the M1 and A42. Spectators attending via the M1 can access the venue from junction 23A and junction 14 of the A42. The circuit also has a dedicated bus stop outside the East Entrance for services operated by Skylink from Nottingham, Leicester, Derby and Loughborough. East Midlands Parkway Railway station is a 15-minute taxi ride away, while domestic and international flights are available via the neighbouring East Midlands Airport. 



Lessons Learned... with Bob Hawkins



A rare combination of circuit racer and dragster driver, Bob Hawkins has enjoyed a career in motorsport that spans more than six decades, from the late 1970s right up to the present day. He is well known at Santa Pod for running the spectacular Time Traveller II, a front-engine 'slingshot' dragster with a Nitro-burning 3,000bhp big block Chevy engine, which is one of the fastest of its kind outside of the USA. In the past, he was also a well-known competitor in Formula Ford 1600, and has recently returned to the cockpit to make a circuit racing comeback in the category he left many years ago. These are some of his lessons learned...



Bob Hawkins drag racing at Santa Pod

1 Be determined and you will find a way – Snetterton, 1976

Ever since I was nine, I dreamed day and night of becoming a racing driver. It became my one goal in life, a total obsession, so I worked hard, saved hard and did everything I could to get an opportunity. It paid off when I got to drive and race my first race car at Snetterton at the age of 19 and from there the dream manifested itself into a reality. Having started off in Clubmans 'B' Sport, I decided to try to get a foot on the mainstream ladder towards Grand Prix racing, which back then was Formula Ford. I could have given up on my dream at any point, but I had that determination and it showed me that if you really want something badly enough, you can make it happen.

2 Always be prepared to broaden your horizons – Blackbushe, 1973

A few years before I started racing, I went with a friend to watch drag racing at Blackbushe. I had never seen it before so was not sure what to expect, but I never imagined it would be such an incredible spectacle of noise, smoke, smells and absolute raw power. If you have never been to a drag race, you do not know what you're missing! These things, especially Top Fuel, are indescribable unless you experience them first hand. I was blown away and even though I was steering towards circuit racing, I was now desperate to get into this incredible sport. A few days later, with my feet back on the ground, I had to make a big decision. I couldn't afford to go circuit racing and drag racing, so it was one or the other and I chose to continue attempting to become a professional racing driver. The drag racing dream slowly faded, but it never left me and eventually I made it happen.



MY TOP FIVE



Ted and Bob (right) in mid-1985, and then again at Brands Hatch, 35 years later

3 Learn from your losses – Brands Hatch, 1985

I was racing in the JPS 'Champion of Brands' series in 1985 and, along with my brother Ted, was forming a wonderful relationship with Ray Formula Cars and the amazingly talented and kind-hearted Bert Ray. We had a great season and I was running second right up until the very last race, when a combination of events caused problems that prevented us from finishing as strongly as we needed to do. Heartbreakingly for everyone, we dropped back to fourth – but that race taught me that sometimes you have to dust yourself off, take a deep breath, and just keep on moving. It was tough and it was character building, but learning from it made me stronger and better in the end.

4 Use your passion as a driving force – Brands Hatch, 1987

Over the course of 11 years, I had been having a blast running cars for various FF1600 racers and driving in up to 20 races a year myself, with one or two memorable wins and podiums. I was in my second race with a new car and all was going well when two cars in front of me got tangled up going into Graham Hill bend. One of them spun onto the grass, shot back across the track and I hit it head-on. If it were not for the amazing strength of the Ray chassis it may have been far worse, but it still caused considerable damage to both feet and ankles. At the same time, my wife Julia was due to have twins within a few weeks, so I decided to be responsible and get a 'proper job' – as my parents called it – outside of motorsport. Over the next 22 years, I was successful in business, enjoyed the challenges and had a wonderful family life, but one of the things that always kept me motivated was that, in my mind, there was still unfinished business in motorsport and one day, at the right time, I would return.

5 It is never too late – Santa Pod, 2009 / Castle Combe, 2021

After my children grew up and left home, I spotted an eBay add for a slingshot dragster and it re-ignited the passion I remembered from that day in Blackbushe. Despite knowing very little about how to run a dragster, I went and bought it! I got a small team together, named it 'Time Traveller' and started running eight seconds on the quarter mile. That was 16 years ago and it has been an incredible journey since then. Around six years ago, though, my son Tom decided to take up Formula Ford and my brother Ted and I started to run him. Being around those cars again, I found the pull of circuit racing inescapable – so I started

driving again, in yet another Ray chassis. Initially, I could not believe how hard it was to find any decent pace and it really brought me down to Earth with a bump. However, I kept working hard, re-learning on a sim, and although there is still a long way to go, I managed to finish eighth overall in the 2024 Combe Championship and have this year acquired a Van Diemen RF89 for a shot at the Combe C Class Championship. So, at the youthful age of 68, I can honestly say it is never too late – whether burning up the quarter mile or going round and round, faster and faster, you cannot help but love it all!

Bob is back in a single seater, here at Castle Combe, and still going strong



The Connexions Ray in 1986 - 87



Shove: Bob's first year in Clubmans, qualifying at Brands Hatch, 1976



Wera Tools British Kart Championship

11th-13th April, Warden Law, Sunderland

The battle for the championships will begin for real when around 100 karting hopefuls across four classes set off to chase their dreams. The twisty track will present a challenge for the rookies but one day, some of them could follow former alumni, including recent F1 recruits Oliver Bearman and Jack Doohan. The universally popular Rotax classes covers power levels for drivers aged seven and up, while the Honda Cadets is specifically for young drivers with sealed engine units to focus purely on driver performance.

<https://britishkartchampionships.org>



Adam Gumbs

Colin Reid Spring Car Trial

13th April, Ivinghoe Aston, Buckinghamshire

Falcon Motor Club's traditional opener to the 2025 Car Trial season takes place at the popular Ivinghoe Aston venue in April. Renamed as the 'Colin Reid Spring Car Trial' in fond memory of club stalwart, and car trialling aficionado, Colin, who sadly passed away last June. The event forms part of the Motorsport UK British Car Trial Championship, the BTRDA Car Trials Championship and the BTRDA Allrounders Championship, plus ASEMCA Car Trials Championship, AWMMC Car Trials Championship and the AMSC 2025 Trials Challenge.

www.falconmotorclub.com/colin_reid_spring_trial.html



Wera Tools British Kart Championship

18th-20th April, Warden Law, Sunderland

The latest field of UK karting hopefuls taking the IAME and KZ2 routes begin their season a week after the Rotax and Honda drivers. This weekend is a double-header for all categories, with twice the opportunity, but also twice the pressure. The IAME field has four options, with the restricted and unrestricted Water Swifts or the popular Junior and restrictor-removed Senior X30s. The geared KZ2 category, meanwhile, is the fastest of the short circuit championships, topping out at 90mph, and counts a multiple F1 world champion as one of its most famous graduates.

<https://britishkartchampionships.org>



Adam Gumbs

Festival of Power at Santa Pod

18th-20th April, Santa Pod Raceway, Bedfordshire

The Motorsport UK British Drag Racing Championship has Andy Robinson launching his bid to win a tenth crown at Santa Pod Raceway's Festival of Power over Easter weekend (not Easter Monday). Robinson will face some stout European opposition joining the homebased entrants seeking to unseat him. Top Fuel Dragsters, Funny Cars and Jets also feature on the family-friendly programme.

<https://santapod.co.uk/festival-of-power.php>



Callum Pudge / Santa Pod

British Truck racing Championship

19th April, Brands Hatch, Kent

Champions, race winners, returning contenders and a host of new faces make up the bumper entry list for the British Truck Racing Championship this season, which gets underway at Brands Hatch on April 19th. In what promises to be an Easter extravaganza at the Kent venue, five colossal contests around the Indy circuit will roll-out a blockbuster new campaign for the super-sized series.

<https://btrc.co>



Graham Holton

Motorsport UK British Rallycross Championship

19th-21st April, Lydden Hill, Kent

Lydden Hill is pleased to welcome back the Motorsport UK British Rallycross Championship 5 Nations Trophy for the first two rounds of the 2025 season over the Easter weekend. This event will be over two days, one round on each day with round one taking place on Saturday the 19th of April, and round two on Monday the 21st of April. There will be no track action on Sunday the 20th, however there will be the annual Soapbox race that day, so campers are welcome to stay for the entire weekend.

www.rallycrossbrx.com



Speyside Stages

26th April, Elgin, Moray, Scotland

The McDonald and Munro Speyside Stages kicks off the 2025 Asset Alliance Group Scottish Rally Championship. 11-time winner and 6-time Scottish Champion David Bogie will lead competitors away for two blasts through Elgin's Cooper Park preceding six stages in the Moray forests. The seven round series consists of five forest rallies and two tarmac events, across Scotland and north England between April and December.

www.speyside-stages.co.uk



AF Motorsport Media

Rallye-Donia 2025

26th April, Campsie Hills, Strathblane, Scotland

The Scottish Sporting Car Club is running a Regularity Rally, open to electric vehicles, based around the scenic west central Scotland. The route of around 90 miles includes over 40 miles of regularity on public, tarmac roads. Refreshments at start and finish as well as lunch are included in the entry fee. This event is also a training event for the upcoming EcoRally Scotland – Scotland's round of the Bridgestone FIA EcoRally Cup, being organised and run by the Scottish Motor Racing Club. The winning crew from Rallye-Donia 2025 will receive a £100 discount on their entry to EcoRally Scotland.

<https://scottishsportingcc.wordpress.com>



StreetCar

British Touring Car Championship

26th-27th April, Donington Park, Leicestershire

The 2025 Kwik Fit British Touring Car Championship kicks off at Donington Park with a triple-header on the National circuit. Reigning champion Jake Hill will be defending his title from Ash Sutton, Tom Ingram, Josh Cook and others, with drivers delivering close action in pinnacle machinery from Ford, BMW, Hyundai, Toyota and Honda. A full weekend programme includes Free Practice plus Qualifying on Saturday. Sunday will feature the three headline races with a full support programme across the weekend.

<https://btcc.net>



JEP

Wera Tools F4 British Championship, certified by FIA

26th-27th April, Donington Park, Leicestershire

2025 is going to be big for Wera Tools British F4! Over 20 drivers on the grid, eight teams in the paddock, and an action-packed 10-event calendar including two GP tracks at Silverstone and Zandvoort. Whether they are an experienced returnee or a rookie stepping up from karting, these drivers want to win – but only one can take the championship title.

<https://fiaformula4.com>



JEP

Blackpalfrey Anniversary 20/20 Navigational Regularity Rally

27th April, The Polo Farm Club, Littlebourne Road, Canterbury CT3 4AF

To celebrate Blackpalfrey Motor Club of Kent's 60th year, this standalone event has been added to the calendar, offering a day of rallying without the pressure of a championship. Route on OS Map 179. All the details are available on the link below. For those who do not wish to compete, please consider signing up as a marshal – contact Grahame Standen via grahame.blackpalfrey@gmail.com to help us stage this event.

www.blackpalfrey.club/anniversary-regularity-20-20



Brian Millen

British Hill Climb Championship

27th April, Prescott, Gloucestershire, GL52 9RE

The opening round of the Motorsport UK British Hillclimb Championship (BHC) presented by Nova Motorsport takes place at Prescott, near Cheltenham. Reigning Champion Matt Ryder will be looking for a fast start to kick-off his title defence. One week later the championship returns to Craigantlet near Belfast on 3rd May. This will be a big test for Matt who is yet to shine on the fast and sweeping public roads.

www.britishhillclimb.co.uk



Paul Lawrence

Jiggers Jug Trial and Raymond Baxter Trial

4th and 5th May, Croglin, Cumbria

The Northern Phoenix Sporting Trials Club welcomes competitors to the May Two Day trial. Day One explores the sun-drenched slopes of Bluebell Wood at Croglin, known worldwide for its rabbit holes and rhododendrons, while day two spans hummocky Hay Fell where Lakeland poet Bobby Picket probably gazed over the smoking chimneys of Kendal while writing Monster Mash. Check out the website for details.

nptcc.org.uk



Rob Baxter

Peter Pan EcoRally

9th May, Bicester Motion, OX26 5HA

The Peter Pan EcoRally will be supporting the Streetcar British EcoRally Series which culminates with their round of the European Series later in the year. The event will start at Motorsport UK's headquarters at Bicester and traverse about 50 miles of the lanes of east Oxfordshire on Map 164. With two classes the event is for Electric and Hybrid vehicles only and is aimed at the Beginner and Novice crews who will have simple route instructions or marked maps.

www.oxfordmotorclub.co.uk/peter-pan-12-car-eco-rally-friday-9th-may/



Border Counties Rally

10th May, Jedburgh, Scottish Borders

The second round of the Reis Motorsport Insurance Motorsport UK English Rally Championship takes contenders to the very north of the country for the Border Counties Rally. Defending English Rally Champion Elliot Payne won the event last year but currently trails Matthew Hirst, who beat him on Round One – The Malcolm Wilson Rally – along with five others who also scored maximum points in Cumbria. The Border Counties Rally will also feature as part of the BTRDA, HRCR Motoscope Northern Historic, and S G Petch Stage Rally Championships.

www.bordercountiesrally.co.uk



Kevin Money

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Trials and
Cross Country



Rally



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

RESULTS

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

British GT Championship



2 Seas' Charles Dawson and Kiern Jewiss converted pole position into their first British GT3 Championship wins in the season opener at Donington where Jack Brown began his GT4 title defence with class victory alongside new Optimum co-driver Marc Warren. 1.1 seconds separated the #42 Mercedes-AMG from Sandy Mitchell's charging Barwell Lamborghini, which threatened to derail an otherwise faultless performance in the final 10 minutes. 2 Seas' second entry completed the overall podium courtesy of Kevin Tse and Maximilian Götz. GT3 Silver-Am spoils went to Beechdean AMR's Andrew Howard and Tom Wood.

Latest Championship Positions

GT3

1st	Charles Dawson / Kiern Jewiss	37.5 points
2nd	Alex Martin / Sandy Mitchell	27 points
3rd	Kevin Tse / Maximilian Götz	22.5 points

GT4

1st	Marc Warren / Jack Brown	37.5 points
2nd	Ravi Ramyeed / Charlie Robertson	27 points
3rd	Ed McDermott / Seb Morris	22.5 points

Woodford Trailers Motorsport UK HSA British Sprint Championship

A quality turnout at Anglesey for rounds 3-6 of the Woodford Trailers HSA British Sprint Championship saw current champion Chris Jones lay down his title defence with two run off wins in glorious sunshine at the Longton DMC run event. The following day on the international circuit Steve Broughton in a DJ Firehawk took both run off wins to push Jones into second place.

Latest Championship Positions

1st	Steve Brown	139 points
2nd	Pete Goulding	133 points
3rd	Steve Miles	125 points



Brown & Brown Northern Ireland Rally Championship



Garry Jennings and Rory Kennedy took command of the GO Tour of the Sperrins – round two of the Brown & Brown Northern Ireland Rally Championship – and, despite Aidan Wray going faster on the final two stages, remained the winners at the finish. Aidan Wray with Paddy McCrudden in a Volkswagen Polo Rally2 were runners up, just ahead of Ryan Caldwell and Stephen O'Brien in a Skoda Fabia Rally2.

Latest Championship Positions

Drivers

1st	Aaron McLaughlin	60 points
2nd	Conor Wilson	51 points
3rd	Joe Hegarty	48 points

Co-Drivers

1st	Darren Curran	60 points
2nd	Kyle McDaid	53 points
3rd	David Turkington	51 points

Wera Tools British Kart Championships

The Rotax season kicked off at PFi with drivers battling for the prestigious 'O Plate' in all four categories. Benediktas Masiokas took a dominant victory in the MicroMax class, finishing 7.89s ahead of second-placed Dhian Pahal, while Max Jolly beat Theo Bradshaw to top the MiniMax 950s by a comfortable 3.96s. It was far tighter in Junior Rotax as Leon Hastie crossed the line first, just 0.1s ahead of Harry Freeman, while in the Seniors Kai Hunter pipped Matthew Higgins by the same margin. The event also hosted the Tillotson T4 Nations Cup Qualifier, with Ralphie Branscombe taking victory by more than 20s in the Junior category and Aaron Coogan claiming the Seniors win.

The IAME and Honda drivers were in O'Plate action at Whilton Mill. In the Water Swift [Restricted] category, Albi-Jay Stubbs climbed four places to clinch victory from Dimitar Uzunov, while the unrestricted Water Swifts saw Harry Williams win from pole, as Austin Newstead and Zac Champney both rose five places to end up second and third. Riley Cranham won the Junior X30 ahead of Isaac Seah, and in the Senior X30s, Fred Green swapped places with pole sitter Cian Geraghty to take the win. In the Hondas, Ronnie Jones took a comfortable victory from pole.



Motorsport UK British Sporting Trials Championship

Dom Gibbons



The Midlands Automobile Club ran the Peter Blankstone Sporting trial on the grass and bracken covered banks just to the left of the Shelley Walsh Hillclimb track. A popular event on the Sporting Trials calendar, 36 competitors took to the eight sections in glorious sunshine. Victory went to Josh Vale, with Thomas Bricknell continuing his high scoring run in second place. Boyd Webster came home third.

Championship Positions after Round 3

1st	Thomas Bricknell	44 points
2nd	Andy Wilks	37 points
3rd	George Watson	29 points



Adam Gumbs

Benediktas Masiokas



Adam Gumbs

Max Jolly



Adam Gumbs

Leon Hastie



Adam Gumbs

Kai Hunter



Joe Sassoon

Albi-Jay Stubbs



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The Parting Shot

The Midland Automobile Club hosted the Peter Blankstone Sporting Trial at Shelsley Walsh Hill Climb last month. Pictured here are current championship leader Thomas Bricknell and Beth Carroll competing in the red indy class of Sporting Trials.

www.motorsportuk.org/events/british-championships/british-sporting-trials-championship/

