

Revolution

May 2025

The official magazine of  motorsport uk

POWER AND CONTROL

The British Truck Racing Championship heads to Pembrey this month



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For quite some time coaching has been an intrinsic part of sport and has evolved into a huge global industry. From the early years of childhood, when swarms of kids descend onto football fields on Saturday mornings, they are led by a legion of qualified coaches helping them to accumulate and refine their core skills. From these early beginnings kids are in a pathway of coaching, mostly for fun but with some being selected on a fast track to sporting academies, and with the promise of a professional career of sport ahead of them. For those seeking the best support and advice, there is an endless selection of professional coaches, whether it be in tennis or golf or swimming.

Having worked for several years in the Olympic world and seen first-hand the coaching structures of over 30 different summer and winter sports, it is impressive how the Olympic sports have such a highly evolved and structured coaching environment. These combine generic aspects of sports performance, married together with the technical skills of their particular discipline. I had the good fortune to work alongside Sir Clive Woodward at the British Olympic Association, and with Sir Dave Brailsford when he was Performance Director of British Cycling, going on to work with Dave at Team Sky. So, I guess that I have some perspective of what 'great' looks like. The attention to detail

and focus on extracting maximum performance is a highly evolved science, measured in the crucible of performance. And in the Olympic sports, against the exacting standards of government funding through UK Sport.

By contrast, motorsport has, to a very large extent, been on a different pathway when it comes coaching – and to the development and optimisation of the performance of the athlete. There are hundreds of driving coaches and instructors in the UK, and they deliver a valuable service to the community, but it is generally lacking in a formal structure of training and qualification. Even at the elite level, when I was working in the World Rally Championship and Formula One in the early 2000s, our management team was at the vanguard of developing High Performance Centres for our drivers and co-drivers. We were breaking new ground in considering how a holistic approach to the development of athlete performance could enhance the driver's ability to deliver at the highest level. I have reflected on why motorsport has lagged behind for so long, and I think it is in part due to the specific demands on a racing driver, and possibly something to do with the very real dangers associated with the sport, certainly historically. In addition, the use of a powerful and often complex piece of technology that needed to be mastered, was a world away from the broader sports industry view of athlete performance. I certainly remember growing up in my teens and twenties, surrounded by racing drivers, many of whom seemed oblivious to any notion that physical health and

Coaching can transform, develop, and improve the experience of competitors within motorsport



Atlantic rowers Zara Lachlan, pictured with Hugh, and his father-in-law Stein Hoff, both hold records for the crossing from Portugal to Guyana



fitness could in some way add to their performance. The epitome of this juxtaposition would be James Hunt and his playboy lifestyle, that made for good entertainment in the film *Rush* – but would hardly be a model for the youngsters aspiring to Formula One these days. I think I would go as far as to say that it was rather frowned upon during a certain period of time to take it all too seriously, and the view was that a racing driver was, or was not, born with a God-given talent, and to need to refine this was an admission that perhaps your talent was not as natural as others. The world of sport has, of course, proven that it is not just a matter of natural talent, but that 10,000 hours of high-level training is regarded as the norm, as well as a holistic high-performance programme for mental and physical health. On top of insane levels of natural talent of course.

Motorsport UK has made enormous strides in the last few years in the development of a comprehensive coaching strategy and programme of development for our coaching community. Inevitably this has focused largely on the top end of the sport, and those professionals that help in the development of young drivers in particular. But for some time, I have been of the belief that given the universal challenges of driving a race or rally car, there is enormous opportunity to improve people's enjoyment at all levels of performance with the right levels of coaching and assistance. For most people they are not aspiring to the elite level but simply want to be the best they can at the level they enjoy. This is certainly something we are exploring in a lot more detail and is part of the Future Coach Project Group that has a vision based around the simple insight that coaching has the immense potential to transform, develop and improve the experience of competitors within motorsport.

We believe that increasing the number of skilled coaches will enhance participation, development and performance across the whole sport as well as raising the bar for British driving talent. However, there is currently a lack of

evidence to define what is 'the gold standard' for coaching in our sport, and this group aims to address that gap by developing a blueprint that sets out professional standards, understands coaching practices and nurtures a robust coaching culture within motorsport. It is made up of over 30 people, representing different levels and disciplines of motorsport, as well as coaches and leaders from Olympic and professional sport, bringing a wide perspective, knowledge and experience. As you will have gathered, I am extremely excited about all of this, and I think it can make a tremendous impact on our community, plus develop exciting professional pathways for coaches through adding their experience to the success and enjoyment of others.

Spring Scramble

Back in January, 5,000 very hardy people made their way to Bicester for the first Scramble of the year and endured one of those especially cold and windy days that seem unique to former-World War II airfields across the country. This was in stark contrast to the second 2025 Scramble at Bicester, held in the middle of April, where everyone basked in Mediterranean temperatures and lingered long into the afternoon being entertained with a cocktail of exotic cars. As is always the case, you bump into a wide variety of friends, old and new, and hear tales of the restoration of machinery and the exploits of enthusiasts. You might be slightly surprised to see a photograph here of a transatlantic rowing boat, and wonder what place that has not only in *Revolution*, but indeed at the Bicester Scramble? The link is that one of the businesses that is based with us up at Bicester called Motor Spirit, a supplier of all types of motor oils and sustainable fuels. Owner Guy Lachlan has raced an Edwardian aero engine racing car Goodwood – the Fafnir – and is a founding member of the Historic and Classic Vehicles Alliance (HCVA), which is a not-for-profit organisation dedicated to ensuring the survival of classic cars and the industries that support them against numerous challenges.

The connection to rowing is Guy's daughter, Zara, an inspirational figure, who, in between graduating in physics and heading to Sandhurst Military Academy this autumn to join the army as a Technical Officer, decided she would row solo across the Atlantic. Now, many people have rowed across the Atlantic, either in groups as part of races or as individual exploits. The common route is from the Canary Islands to the Caribbean and that is no mean feat, but as all of us can see, this is from islands offshore of Europe to islands offshore of mainland America. (You may be wondering why I am in any way qualified to offer this perspective, and it is in fact due to my wife's family, who are a rare breed of Norwegian adventurers who have sailed and rowed across multiple oceans). Zara bravely decided to reject the conventional route, as described above, and instead to row the ocean from mainland Europe, Portugal, to mainland South America in Guyana – a distance of some 4,100 miles. I am delighted to record that she completed this distance in 97 days, 9 hours and 20 minutes, which is a magnificent achievement. The twist to the story is that despite Zara's heroics, my father-in-law Stein Hoff, remains the fastest rower over the same distance in 96 days, 12 hours and 45 minutes, which he completed in 2002 at the age of 67. Speaking to Zara at the Scramble, she is rightfully proud of being the only woman and the youngest rower to have completed the continent-to-continent rowing exploit, and my father-in-law was equally thrilled to see this photograph as he remains a great ambassador for those brave souls that row Transocean distances.

We are fully into the peak of our event season, with dozens of competitions every weekend, ably managed by our incredible community of volunteers across the whole of the country. It is only a couple of months until the British Grand Prix, when we call upon the help of hundreds of marshals who consistently ensure that the British Grand Prix is regarded by fans, and the professionals in the industry, as the pinnacle of the sport. But there are many other extraordinary events this summer, and one I would draw your attention to that is perhaps less well known is the FIA Eco Rally Scotland that will be held on the 26th and 27th July. The 2025 FIA Bridgestone Eco Rally Cup is at the forefront of new methods of propulsion and technology and is the perfect way of inviting pure electric vehicles into our sport in a highly relevant and engaging way. You may recall that a couple of years ago David Richards and I competed in such a type of event in Spain off the back of an FIA conference – and through some fluke managed to win the event outright – so I speak from personal experience that the combination of a regularity rally married to a power efficiency black box that measures the amount of electricity used by the vehicle, is a formula that I am sure has much broader appeal than the pure sporting side of the enterprise. So much so that we are seeing fantastic support from the vehicle industry, in a way that is no longer enjoyed unilaterally across club and national racing as we once had back in the pre 2000 decades. EVs have not really been seen of a sporting disposition, although there is something of a power arms race – where 0 to 60 acceleration times and copious amounts of power are a headline feature. But when

that is coupled together with a vehicle approaching three tonnes, it is the antithesis of Colin Chapman's formula for automotive enjoyment. This combination of functionality and performance is one that I certainly welcome, and hopefully it will help us encourage a new community of EV enthusiasts into our competition world.

Talking of our volunteer community, and the thousands of people that collaborate in putting on events, I would draw your attention to a new initiative for Event Officials to register with Motorsport UK. The benefits of registering are to gain access to training, receive updates from us, and to have recognition of the role that they do for our sport, and to be equipped with a digital card. I think formally recognising this community is so important as they are pivotal in the creation of thousands of events each year and should receive the recognition they so richly deserve. Registrations will go live next week on Sport 80.

On a final note, I'd like to thank Christopher Tate for taking over as Chair of Motor Sports Council, following the retirement of Tom Purves who did such a fantastic job. The first Council meeting of the year was held last month and engendered great debate from a wide variety of members of our community. For it is Motor Sports Council that holds that



Christopher Tate is the new Chair of Motor Sport Council

crucial role of highlighting issues from the community and identifying opportunities for how the sport can evolve and meet new challenges.

With the long-range forecast predicting warm and sunny weather over the next few weeks, it is a great backdrop for the busiest month of our competition year, and I hope that everybody competing, organising and supporting events has a safe and enjoyable month ahead.

Best regards,
Hugh Chambers
CEO, Motorsport UK

Volunteer registrations will go live next week on Sport 80

The 2025 FIA Bridgestone Eco Rally Cup will help encourage a new community of EV enthusiasts to participate in motorsport



James Roberts

Inside this issue: This month the **British Truck Racing Championship** returns to Pembrey Circuit for the Convoy Cymru Truck Festival, and we meet with Phil Davies – Circuit Manager for 35 years and who has overseen the latest safety upgrades that are now in place. **Tom Hartley** joins *Revolution* to share the success of the Motorsport UK Academy graduates who are now competing on the global stage. **National Motorsport Week** is back in July and celebrates Motorsport UK's 12,000 registered volunteers and pathways into motorsport. **In Numbers** crunches the data on UK Race Circuits, and Nicky Grist and Cameron Fair disclose their **Six Fantastic UK Rally Stages**, plus **What's On**, British Championship **Results...** and more.



Power Games
Truck Racing at Pembrey, plus 35 years of Circuit Management with Phil Davies

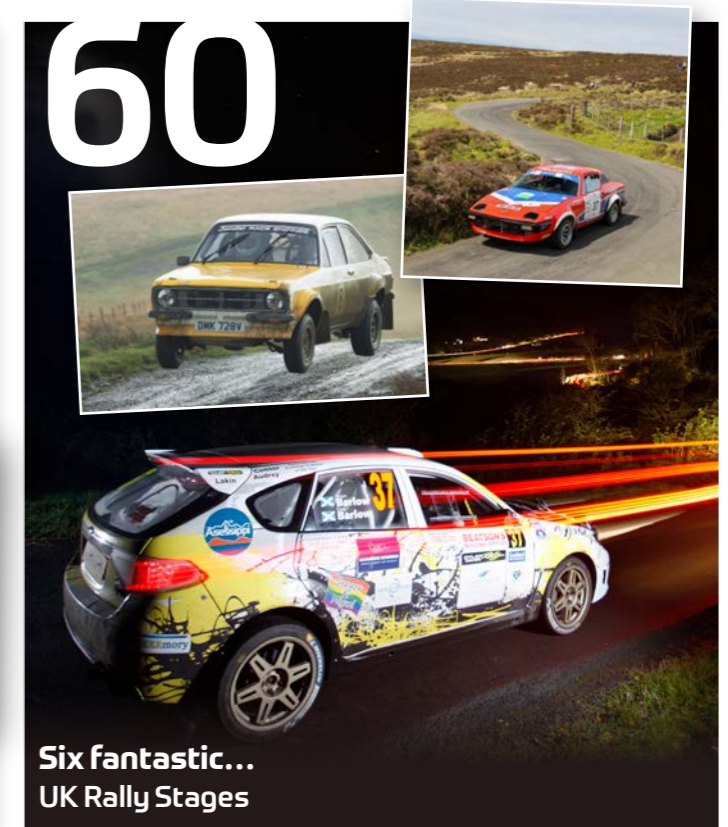
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Academy Internationals
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What's On



British Championship Results

POWER GAMES

As the British Truck Racing Championship begins its most competitive season in years, **Will Gray** learns more about the UK's Big Rig racing

Throttles open, elbows out and a fast-moving pack of five-tonne trucks blasts through Paddock Hill Bend wheel-to-wheel, launching the British Truck Racing Championship season in front of a grandstand full of cheering fans. Welcome to one of the most highly anticipated seasons in the history of British 'Big Rig' racing.

At the head of the field are two drivers with a combined total of 19 titles, battling as hard as ever. Leading by a nose, the bright green truck of Ryan Smith, reigning champion and the driver who has won for nine years in a row; beside him Stuart Oliver, a ten-time title winner determined to finally end his rival's dominance and take his haul up to 11.

This season, which follows 2024's 40th anniversary of the Championship, has attracted a capacity grid containing eight former title winners and five newcomers to the sport, and with updates to the regulations that promise to make the racing tighter than ever.

Championship manager Gordon Snell took the helm three years ago, having previously worked with Hill Climbs and Sprints. He was expecting to take on an entirely different world of motorsport, but instead, he quickly discovered it was quite the opposite.

"It's a British Championship, so these guys are racing at a national level, but actually the paddock feels like a Club meeting," he explains. "Most of the drivers do have a trucking background – either in haulage, or heavy recovery, or in engineering and vehicle repairs – but we do have some who have come straight into this form of racing.

"It's extremely popular with the fans, and the crowds are always pretty big – in fact most circuits tell me it is their biggest crowd of the season, other than the British Touring Car Championship, but the most interesting thing is that around 40 per cent of the people coming to races are female, and there are also lots of children because it is a really family friendly environment.

>>>>>





BTRC
BRITISH TRUCK RACING
CHAMPIONSHIP

Championship History

The British Truck Racing Championship (BTRC) was launched in 1984, with the first race at Donington Park, and it quickly grew to become a highly competitive racing discipline.

The presence of motorcycle heroes Barry Sheene and Steve Parrish made it popular with fans but it was Richard Walker who won the first title and went on to become a three-time European Champion. As the BTRC progressed into the 1990s, with regular TV coverage on BBC Grandstand, the technical regulations became more refined, safety standards improved and performance dramatically increased. This led to the creation of the Division One class for advanced trucks and Division Two for more production-based vehicles.

Stuart Oliver is one of the most successful names in the sport's history and was a dominant force from the late 1990s into the 2000s, winning ten BTRC titles and also a European crown, but recently Ryan Smith has taken the spotlight with his incredible run of consecutive championships.

"The paddock is open to everybody, so you get to touch the trucks and talk to the drivers, and kids love trucks! In fact, a lot of people, although they drive on the roads, do not actually realise how big these things are until they are standing right up next to them – and when they see them on track, it is jaw-dropping!

"We have got a great mix of experienced and new drivers and people happily get their hands dirty to help each other out. It is that camaraderie that makes it so good, and we have even got one driver from Finland, which shows the quality of the field. We would love to have larger grids, but they are capped at 20 for safety reasons."

At over two-and-a-half metres tall, a typical race truck weighs in at between 5.3 and 6.5 tonnes. To put that in context, a current British Touring Car tops out at around 1.3 tonnes while a British F4 car is 600kg – including the driver.

To propel such heavy machines around a racetrack requires very powerful engines – and the units inside these trucks produce up to 1,300bhp and around 5,000 newton metres of torque. That makes them the most powerful vehicles on British race circuits – even more than F1. Only the drag strip at Santa Pod has machines with more brake horsepower.

There are two classes, with the modern highest performance Division One trucks leading the way, and the older Division Two machines running restrictions on engines and suspension castor and camber. Newcomers must gain experience and race for a year in Division Two before moving into Division One, unless they have an exemption based on ability.

Although these trucks sound astonishing, it turns out they are relatively close to the cabs you might see on the motorway, trailing their heavy loads from place to place. To be eligible to compete, there must be at least 50 of the same chassis in production for road use, and the engines are derived from a standard unit.

Introducing... Phil Davies – Pembrey Circuit Manager

The British Truck Racing Championship heads to Pembrey this month, so Revolution asked Circuit Manager Phil Davies about the legendary Welsh venue, where he has steered from the front for thirty-five years!

The former RAF airfield turned chicken farm at Pembrey was being run by Llanelli Borough Council as a venue for bike racing and Rallycross when the British Automobile Racing Club (BARC) signed a long-term lease to take it over in 1990. One of the first through the door was Circuit Manager Phil Davies – and he has remained at the helm ever since.

Davies had initially been involved in motorcycle racing – his father raced bikes at Aberdare Park in the 1950s and he started to get involved himself in the late 1970s. When he spotted an advert for the job at the track, he decided to go for it, and he recalls: "I was the country's youngest Clerk of the Course at the age of 21, but I was only ever involved with bikes.

"I was 35 when I applied for the role, having already been organising the National 'Prince of Pembrey' motorcycle racing events at the circuit between 1985 and 1989. I only really did that so I could see the new people who had taken it over! I never expected to get the job, so I was very surprised when I did – and all these years later, I am still here now!"

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Phil Davies has been Circuit Manager at Pembrey for 35 years



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CAR PREPARATION



The drivers of Division One and Division Two for 2025

"They're very much based on road-going trucks," reveals Snell. "The cabs are removed to fit the roll cages then put back around them, with a lot of the bodywork reworked with fiberglass because that makes it easier and cheaper to replace. The engines are enhanced a little and moved back slightly to help with the weight balance, which is split three fifths front, two fifths rear.

"The rear axles come from normal trucks and the height and the floor level are all set in the regulations. Aerodynamics are free reign, providing they stay within the size limit of the truck, so you get a range of different looks between the trucks, with some running bull noses and some run straight fronts."

To further increase safety, speeds are limited to a maximum of 100mph – although their acceleration from 30-100mph takes just five seconds, and the drivers will assure you that is extremely fast at the wheel of a 5-tonne racing truck.

The Championship visits six-rounds each season and includes two events at Brands Hatch that bookend the season, along with trips to Pembrey in Wales, Thruxton, Donington, and Snetterton, plus an overseas round at Le Mans in September.

Each racing weekend involves five races lasting 15 minutes each, ensuring that the racing is short and sharp, with plenty of wheel-to-wheel action.

"Each track has its merits when it comes to racing," says Snell. "Some drivers like Thruxton or Snetterton because of the speed, while others prefer Donington because you need more driving ability. Pembrey has a lot of trucking history and its combination of tight turns and fast straights make it really interesting, particularly the start going straight into a hairpin!

TRUCK RACING CHAMPIONSHIP

Davies started on 4th January 1990 and his first car race was the event at Easter, with the BARC Saloon Car championship as the main event. Since then, he has welcomed an incredible roster of motorsport names to the circuit, attracted by the privacy and the challenge of what is widely acknowledged as an extremely taxing layout.

"We used to have Ayrton Senna and Alain Prost down here a lot with McLaren in the early days and Ayrton said it was his favourite test venue," Davies proudly states. "He was very keen on his engineering and the amount of data they could get back within just a mile-and-a-half gave them so much to work on, covering lots of different aspects of performance.

"It is a damn good circuit – probably the best mile-and-a-half circuit in the UK, even if I do say so myself! It puts a lot of pressure on the car and the driver, and you really do have to have a good car and be a good driver to perform well here, because it is very fast in certain areas but very technical in others."

In the days when F1 was allowed open testing, Pembrey became a popular destination due to its variety of fast sweeping corners and tight hairpins – as well as the ability to rent it at a relatively low cost and run privately, away from prying eyes. As well as McLaren, Davies also hosted Arrows, Benetton, Jordan and Williams F1 teams at the track during that era.

The circuit has had several updates and is a popular testing and racing facility



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“At Le Mans we run on the Bugatti Circuit and that is an amazing weekend of truck racing because we have the European, French and British Championships all on track. The Brands Hatch finale is at the start of November, so we have a big fireworks event and that is normally a sell-out, even though the Championship is usually already settled by then.”

As Snell suggests, title battles have often been decided before the final race of the year, and with two drivers on this year's grid who have both won more than eight titles each – a feat neither Michael Schumacher nor Lewis Hamilton achieved despite dominating in F1 – demonstrates just how much a driver-truck combination can take hold.

Ryan Smith has now won the Division One title every single year for the last nine years – and that non-stop winning run must rank highly in motorsport – as even ten-time British Autotest Champion Alastair Moffatt has only won four Championships in a row!

New rules, new regulations

That could all change for Smith this season, however, because for the first time ever, the engine power and performance of the front-runners will be restricted. The top three trucks will be fitted with varying sizes of restrictor, based on championship position, to help create a closer competition.

The approach is no different to the ballast used in British Touring Car Championship, which evens even up the pack and creates exciting racing to the final round. The reverse grid approach is also in play, with the first and second qualifying laps setting the race one and two grids, reverse order for the top eight in races three and four, and the fifth taking positions from the fourth.

As a result, there is now plenty to mix up the order and with such a varied mix of talent on the grid, Snell is excited to see what the season holds. “It is not that Ryan has got to be stopped, it is also that it has got to be challenging for him,” explains Snell. “He sees it as a good challenge for him, and that is part of his positive mental attitude.”

Callum Eason has raced in the MINI Challenge and now in the British Truck Racing Championship, with lots of transferable skills



“There has always been lots of overtaking and plenty of action anyway, particularly if a leading truck has had a bad qualifying or during the reverse-grid races, where they have to fight their way through the field. That's where Ryan has always proved his abilities – and last year he still managed to win some races when he started at the back of the field.”

“It should hopefully mix the results up a little bit more than in the past, but in a wet meeting, trucks with less power have actually won races because they do not get the wheel spin and that can benefit them. So, it could actually prove to be an advantage in some cases. It's going to be interesting to see what happens.”

On the evidence of the first round at Brands Hatch, the restrictors did their job as the field was much tighter than in previous years. The top three in qualifying was covered by just three tenths of a second but it was still no surprise to see Smith and Oliver share the victory spoils, underlining their class and experience and laying down a marker to their rivals.

The third race will already go down in history as an all-time classic, with the top-six covered by a little over two seconds. In a grandstand finish, Smith battled back from an early race incident to pass Tom O'Rourke for second on the final lap at Druids and then chase down Martin Gibson, diving down the inside at Clearways to claim the win.



The podiums at Round One, Brands Hatch, had a mix of new and familiar faces



The trucks line up ready for Race 3

“We have had so many great drivers here and met so many great people – and a lot of the time most people would never know they were here,” he smiles. “We still do a lot of work with McLaren and the historic side, and the Senna cars of that era are quite often back down here, which is just wonderful to see.”

“Virtually every F1 champion has been here either before or during their career. John Surtees was a lovely man. He was always quite frugal. He used to book the circuit and hire the car himself, to make sure nobody was taking a cut... He won his first race in bikes at Aberdare Park in the 1950s when my dad was on the grid so that was interesting to discuss.”

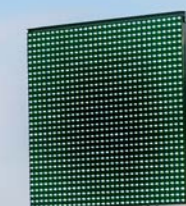
“We did a lot with Nigel Mansell for a couple of years when he went into GP Legends – although we never had him when he was in F1 because I think he always thought somebody else should do that... He also came here when his boys were getting into racing, and we did a lot of running with them too.”

“When Michael Schumacher signed for Jordan, there was a PR event at Silverstone but then they came here for first test in the 7-Up car. He also tested here with Benetton and when Kimi Räikkönen jumped from Formula Renault into F1 he was with us two days a week every other week. He was called back to Finland to do national service, but I think he did that in Wales, belting around in an F3 car.”

“Lando Norris was here with his brother when he was still karting and his brother was testing a Ginetta, but by the end of the day he was driving me crazy because he had a golf buggy, and he was bored out of his mind flying around the paddock... He eventually jumped in the car, and you could see even back then that he was very talented.”

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The new lighting panels bring Pembrey in line with other UK race circuits



In the Cab

Michael Oliver, who has been watching his dad race since the age of 14 and began racing himself in 2015, built up momentum during the weekend and after claiming a podium in race four he followed his dad home for a family 1-2 in the final race of the meeting, setting up an enticing potential challenge for the rest of the season.

For Oliver, Truck racing is all about race craft and he explains: “No spectacle in motorsport comes close to a grid of trucks charging into turn one, but you cannot be over-aggressive because any mistake can have big consequences. You cannot just send it up the inside of another [truck] and hope it sticks, you have to be calculated and forward plan.

“We all want to help grow the Championship and do what is best for the sport, and this year, the new regulations should open Division One. It is anyone’s to win. Last year, I ended up fourth, but felt I had the pace for second, so I will be aiming to put the Oliver name back on the Championship trophy this time!”

In Division Two, last year’s title winner John Powell has graduated to Division One, so a new champion will be crowned in 2025. Last year’s runner-up Simon Cole was the early favourite, and he will be joined on the grid by his teenage son, Archie Handy, who claimed countless podium finishes on his debut season last year.

However, it was Jake Evans who took the early Championship lead at Brands Hatch. Having worked with his dad as a team operator up to 2023, he finally pulled together the budget to go racing this season and made a great start, with two wins and several podiums putting him ahead of fellow newcomer Callum Eason.

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In the cab, it is all race-focused



Graham Holbon

Davies admits he has “one or two” rather impressive visitors books full of autographs, but it has not all been celebrity adventures. Much of his 35 years have involved hard graft and commitment and he is so entwined with track, that over the years it has turned into a family business, with around 90 per cent of the staff being related.

Davies’ son Daniel is currently the Operations Manager, running the rescue, medical and recovery teams, and also putting in a lot of the new infrastructure; his stepson Andrew looks after the ground works; his wife Tina worked in the office for 30 years; his daughters Emma and Tammy were involved in between their education; and now his granddaughter is there with him, working on the site whenever she can amidst her studies.

The workforce is not the only thing that has grown and evolved since over time. The original circuit was very different to what it is now and Davies recalls: “When I started, there was nothing here at all. It was just a field with an old fence going around, so the first year we put in a scrutineering bay, then we put the tower up and then the restaurant.

“I only had a little room – you did not need offices, you did not have computers, you just had a little typewriter – and the first few years were very, very tight financially. The BARC also owned Thruxton, as they do now, and for the first five years, I owed them quite a bit of money, but I changed quite a few things we were doing, and it became more stable.

“We basically decided to do as much as we could ourselves rather than using contractors because when you are hiring in, it is more expensive, and you also do not know who you are having every other week. We still do that to this day. We brought the ambulances and recovery services inhouse, and we have dozen or so people we call on for marshalling.”

The Circuit now operates with a 50-50 split between private events and race meetings. Alongside the popular British Truck Racing Championship meet – which is one of the biggest crowd draws of the season – the venue hosts a full spectrum of motorsports, from cars to bikes, including Rallies, Rallycross, Supermoto and Motocross.

The team also runs track days for cars, bikes and Rallying, and launched the Welsh Motorsport and Supercar Festival last year, attracting a huge collection of rare and

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A business of Marsh McLennan

Eason joined the field from car racing, where he competed in the Focus Cup and the Mini Challenge Trophy. Truck racing is in his blood as his parents were the first husband and wife pairing to compete against each other in the Championship.

"I had the opportunity to do trucks but I wanted to pursue car racing," explains Eason. "In my first season, I won the rookie championship as part of the Focus Cup despite missing an entire round because of an accident. Then last year, I went with my dad to a sponsor day to help him out and he asked if I wanted to have a go in the truck.

"I was still recovering from a car accident, and my ribs were bruised, but after 20 minutes I was going sideways and when I got out, it was the happiest I have ever been after driving something! Dad is friends with Ryan Smith, so he sent him a video and Ryan told him 'I think it's time...' so dad offered me a drive. I have a lot to learn, but I have always been a fast learner..."

Eason displayed exactly that with a consistent opening round in which he took four fourth places and one podium to immediately put him second in Division Two. Switching from a mini to a truck, it turned out, was actually far easier than you might imagine – and he was surprised by just how well these giant machines handle.

"The general turn-in is quite similar to cars," he explains. "I drive a lot of HGVs and you get a lot of movement as you turn in, but these are really stable. I thought they would be constantly sideways, but when you are throwing them around, they only feel like they weigh a tonne, not five tonnes, so they are really just like a big race car.

"If you get on the power a bit early, you will leave the tail end out on the kerb, but even when they were sideways, they were just so easy. It was great fun and I gelled with it quicker than with any race car in the past. In fact, we quickly got to the maximum capability of the truck, so we are looking at a few different routes on how to improve that now."



Michael Oliver charging towards a family 1-2 at Brands

Graham Holbon



To find out more about the British Truck Racing Championship, see <https://btrc.co>



Graham Holbon

unusual supercars, as well as many motorsport vehicles from across the ages. It immediately became one of the region's biggest events and is on again in September this year.

"It was the first time we had gone all-out to put on something like that and I could not believe how many people came," says Davies. "They just kept coming and coming! We had one of Ayrton Senna's McLarens down here that year, and this time we have a collection of James Bond cars – so we have got a few special surprises up our sleeves for that one!

"We have a good variety of race meetings through the year which also feed the testing days, then we do a lot of private work where the gates are closed and it is totally confidential. In fact, if I see any of the staff taking a photo of a private event, they are sacked! The customer comes first and you've got to be hard-lined sometimes.

"It is a difficult game to be in these days because people's expectations are far higher. We are always looking to try to improve the venue and make things more efficient, and the pressures of costs mean we want to get as much racing through as we can, because that makes it more viable."

To bring Pembrey up to date, Davies is currently overseeing the installation of the new marshalling lighting panels, bringing it in line with other circuits around the country. These have been installed with the help of a Motorsport UK and British Motorsport Trust part-funded grant to further improve safety. It is this constant commitment to raising safety levels, improving facilities and delivering smooth operation that ensures Pembrey remains a legendary venue that continues to shine.

"As well as the lighting panels we've put fibre optic cables out to all the marshal posts, so we have a fast and reliable CCTV feed to race control, so the set-up for organisers is the same as what is used everywhere," he adds.

"A couple of Clubs on the motorcycle side have dropped away but things like StreetCar are opening opportunities. We try to use every bit of tarmac that we've got for different things and we've even got a small drift track, so we do a Championship event on the circuit once a year and once a month we run drifting on the small circuit."

Over his 35 years, Davies has always looked to make sure Pembrey is at the top of its game and a match for other circuits around the UK. The venue is now one of five in the UK that are operated by BARC, the others being the Thruxton and Croft race circuits and the Gurston Down and Harewood Hill Climb courses.

Davies, however, is now in his fourth decade of the job and will soon be seeking a successor. Where the story continues is not yet clear, but this fantastic Welsh venue has established its position within the great and most popular circuits in the UK is testament to Davies and all his family's long-running hard work.

So, what are his most memorable and proudest moments of his time at the helm? "I did enjoy the buzz of F1 with the testing, but in terms of race meetings, the early 1990s was great," he recalls. "We had the British Touring Cars and the Shell Oils Supercup and we were awarded 'Most Improved Circuit in the UK' then too, so that was a proud moment.

"We are a bit out of the way and it's sometimes difficult to pull some of the biggest events over here, but we are proud to have the British Truck Racing and British Rallycross Championships, and both of those are fantastic. It's just always so nice to see people coming to the track and enjoying themselves – because that's ultimately what it's all about."



Kim Broughton



The British Sprint Championship is a regular visitor to Pembrey

Revolution - May 2025

Revolution - May 2025



Prescott Hill Climb hosted eight members of the Girls on Track community

Meanwhile over at the British GT round at Silverstone, Northamptonshire, a much larger group of around 60 Girls on Track community members being welcomed in the hospitality space of SRO Motorsport in the Silverstone paddock. The day offered the chance to meet new and familiar faces from the community, hear from a panel of women who work in the British GT paddock, and get up close to the motorsport action with the racing and garage tours – the members were fully immersed into the sport.

The speaker panel consisted of women at varying levels of their careers, and included the Sporting Director at SRO Motorsport, Abi Hay, and Head of Public Events at Silverstone Circuit, Tanya Cash. Two young engineers from Jolt Racing also joined the panel to share their experiences of the industry.

Race for Diversity at Donnington

Race for Diversity, the Motorsport UK initiative which aims to increase the participation and engagement of young people from underrepresented backgrounds, held its first volunteer Taster Day for some of its community members at Donington Park Circuit last month.

Hosted by Motorsport UK Inclusion Ambassador Carol Glenn, the event gave attendees hands-on insight into key roles such as scrutineering, timekeeping, marshalling, media, and race control, during a live race weekend. Participants not only observed these roles in action but also had the chance to step onto the track and try marshalling themselves. They engaged directly with experienced volunteers, gaining valuable knowledge about the vital roles that keep motorsport running smoothly. The day highlighted the many pathways into the sport, and by providing practical experience and direct industry engagement, Race for Diversity continues its mission to make motorsport more inclusive.



The Race for Diversity volunteer Taster Day at Donnington



Four-into-one for inclusive Motorsport

The weekend of 26-27th of April was a four-way split across multiple venues, as the Motorsport UK teams supported inclusion programmes at some very different motorsport events.

Prescott Hill Climb in Gloucestershire hosted eight members of the Girls on Track community as they learned about the different roles needed to make a motorsport event happen. The day began with a guided walk up the hill by the chief marshal, and detailed discussion around marshalling. Once the track had been completed, the team visited scrutineering and race control, to discover the responsibilities and opportunities that these provide, and finally they got to hear about the club roles from the management team at Prescott. The women also spoke to competitors, got a chance to sit in the cars, and discover how and what goes into delivering a Hill Climb event.

The trip was hosted by Motorsport UK Inclusion Ambassador Evelyn MacRitchie and has already sparked some interest in scrutineering.

The BWRDC IntoSpeed programme was also at Prescott, with the new members visiting the Hill Climb venue to experience a competition day. This event brought together the group of enthusiastic women racers who had participated in track days and were meeting together in one location for the first time.

“With the support of Motorsport UK, we are proud to have created this programme to take women through the sport from the very early stages to their first competition,” declared Helen Allen, Chair of the BWRDC.

The IntoSpeed initiative returns to Prescott in June, where they will have the opportunity to enter their first competitive event,



Orange Racing Work Experience

Following the introduction of the Girls on Track UK Community to a British GT Team Orange Racing last May at Donington, a positive relationship between the two organisations has blossomed. Community member, Amy, went and spoke to Orange Racing following the Girls on Track UK event and asked for some shadowing opportunities. The team was impressed with Amy's approach, passion and knowledge, and offered her some work experience for the following race weekend. Amy made such a good impression with the team that she has now been offered a full season.

Amy now has a full season of races in which to gain experience while continuing her engineering studies at Queen Mary's University in London, plus Orange Racing has also facilitated additional work experience opportunities for the Girls on Track community at each of the UK rounds of the British GTs for the 2025 season. Both Grace and Sophie have now completed their weekends with the team and loved every second. A real highlight is also having the Girls on Track logo proudly displayed on the car!



Girls on Track at the British GT Championship round, Silverstone




StreetCar FESTIVAL

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MOTORSPORT IN YOUR EVERYDAY ROAD CAR

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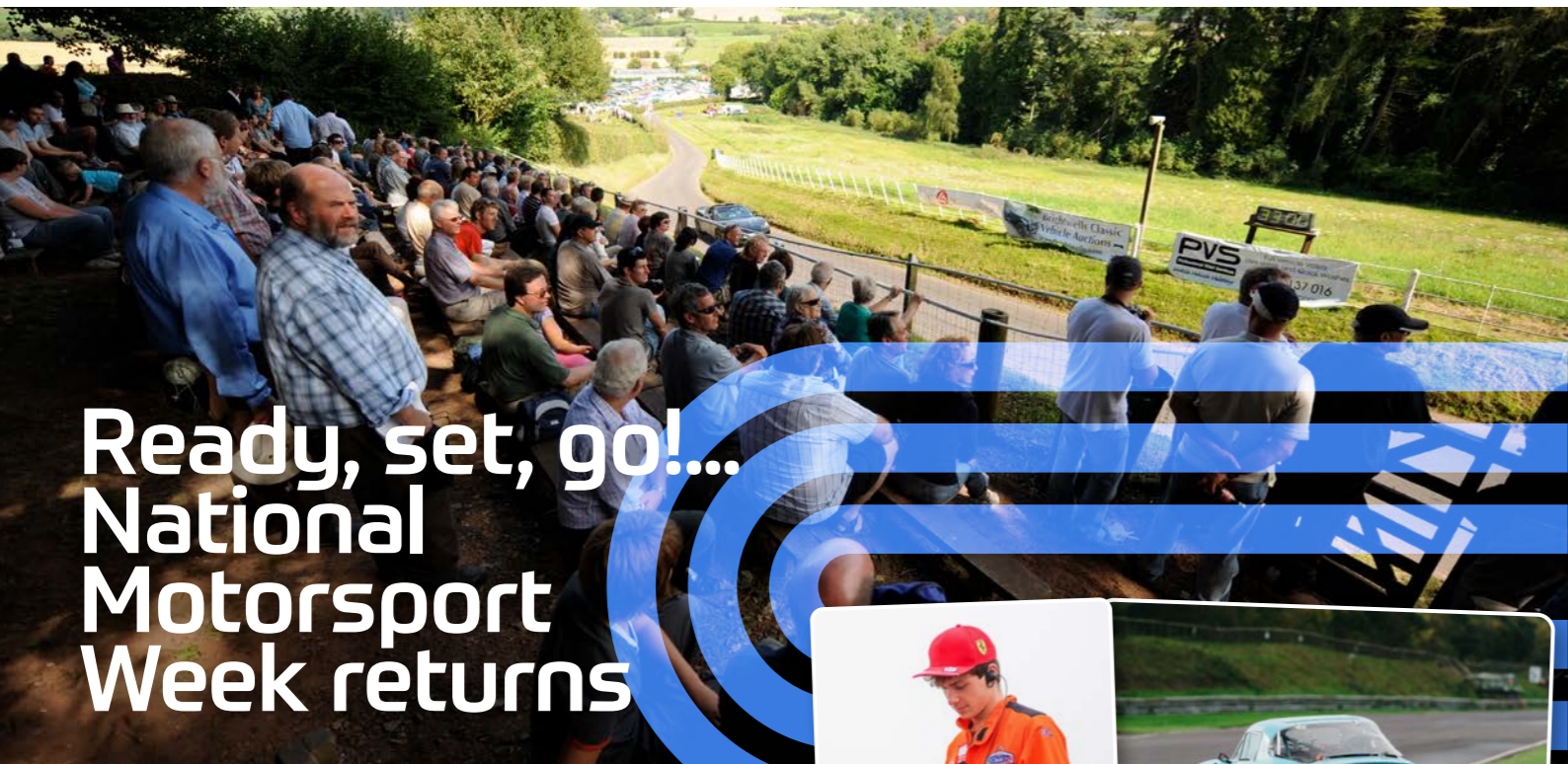
ENTRIES NOW OPEN



ENTRIES NOW OPEN

ENTRIES NOW OPEN





Ready, set, go!... National Motorsport Week returns

Motorsport UK's National Motorsport week is back for 2025, celebrating the sport that remains at the beating heart of Britain's sporting psyche. Come rain or shine, events from grassroots levels upwards take place across the country – and we want you to get involved.

From the high-octane Goodwood Festival of Speed and British GT at Snetterton, to the Down Rally in Northern Ireland and Classic Nostalgia at Shelsley Walsh, from 10 to 20 July 2025 – get involved and join us, be it volunteering or competing at an event with one of our over 700 affiliated motor clubs around the country.

Keeping our engine ticking over

This year we want to hear from you – its straightforward to get started or involved in motorsport and it doesn't need to break the bank – find out more about our **StreetCar** programme and try an AutoSOLO or Autotest for yourself.

With 13 categories of competition and multiple individual disciplines that are open to competitors from the age of six upwards, visit <https://motorsportweek.org/> to find out more and get involved.



Our social media channels will be filled with content from your clubs, and we'd love to hear from you – keep an eye out for templates that we will share, celebrating this year's campaign and the news from your local motorsport club, don't forget to use our hashtag **#NationalMotorsportWeek**

Our National Motorsport Week website will have a fully updated event finder for you to peruse and discover events around the country, celebrating all that grassroots motorsport has to offer.

So far, Cannock and District Car Club will be running their Wheelspin Anniversary AutoSOLO on 13th July. While Autotest fans can attend a variety of events, including Loughborough Car Club' Evening Grass Autotest on 15th July, Knutsford & District Motor Club's Grass Autotest on 19th July and Oxford Motor Club's Twisted Arms Grass Autotest on 20th July – all these and more will be happening around the country.

Join us to ready, set, go for a summer of motorsport!



Staffordshire Motorsport Show

The first Staffordshire Motorsport Show based at Uttoxeter Racecourse is being held on the 31st May and 1st of June.

The event is reminiscent of the Chatsworth Rallyshow, where visitors can be up close and personal with the cars and drivers all day long and aims to get more people involved with motorsport from children through to adults. It also gives the different disciplines of motorsport a chance to promote themselves to a wider audience.

The proceedings begin on Saturday evening with a Co-Driver Forum with guests such as Phil Mills, Gerry Johnstone, Andy Bull and Steve Harris, followed by a live band. This social evening for all the demonstration crews who can catch up and chat all things motorsport.

On Sunday there is a 1.7km Demonstration Stage with 60 motorsport vehicles taking part, featuring Stage Rally, Cross Country and Crosscars. Other disciplines represented in the Oval Zone will be Autograss, UK Modified, Modstox, Heritage F1 Stockcars, Hotstox and more – even Hovercraft Racing.

The show also includes two Trade Areas, a Kids Zone, a Motorsport Exhibitor Zone, and Food Court, plus Arts & Crafts.

For further details see www.powerofmotorsport.co.uk



Revised Karting Driving Standards

Motorsport UK's Karting Driving Standards Guidelines are now available, following a Driving Standards Review in 2023 as part of the broader Kart Class Restructure programme.

This review was designed to comprehensively assess and strengthen the standards of racing across all levels of UK karting, with a focus on:

- A strong desire for greater clarity around the judicial process, particularly regarding how officials make decisions and how penalties are issued in karting.
- The need for improved consistency in the application of regulations across events.
- Requests for new digital resources to better explain procedures and standards to the karting community.
- A call for education resources specifically aimed at drivers and parents to make the "rules of engagement" more transparent and accessible.

In response, Motorsport UK developed the new Driving Standards Guidelines, created with the input of a wide range of voices – including drivers who have competed at the highest levels internationally, alongside club and international-level officials, team managers, and parents.

The written guidelines are complemented by a short online film, which combines real-life racing footage with specially filmed simulations using drones and

onboard cameras. This innovative approach provides the best possible insights and practical examples for viewers.

"We are committed to creating a safer, fairer, and more transparent environment for everyone involved in karting", says Dan Parker, Head of Karting, Motorsport UK, "from grassroots participants to national competitors. I hope that the revised Driving Standards Guidelines and video will ensure that drivers can Race with Respect and enjoy the 2025 season, and beyond."

Watch the **video** now on Motorsport UK TV and read the latest guidelines **HERE**





Navi Enterprise
HERE FOR THE PEOPLE

Powered by Precision

NAVI Enterprise Ltd is Revolutionising Motorsport Logistics



In the fast-paced, high-stakes world of motorsport, every second counts – not just on the track, but behind the scenes. Logistics is the invisible engine driving team performance, and no one understands this better than NAVI Enterprise Ltd, a leader in air freight and specialised logistics solutions tailored to the motorsport industry.

With years of Logistics and Air Cargo experience, already operating at the highest level of competitive motorsport, NAVI Enterprise Ltd is at the forefront of redefining how teams move cars, components, and critical equipment across the globe – faster, smarter, and greener.

Driving Efficiency with a Sustainable Edge

Environmental sustainability is no longer a luxury – it is a necessity. NAVI Enterprise Ltd integrates cutting-edge emissions reduction strategies into every leg of the logistics chain. By leveraging the latest fuel-efficient aircraft options, consolidated freight movements, and advanced route optimisation, NAVI helps motorsport clients cut carbon output without compromising on performance.

Budgetary constraints are part of the competitive balance in motorsport. NAVI's tailored logistics processes introduce cost-saving / cost-neutral measures through proactive planning, multi-modal freight options, and consolidated cargo

operations. This ensures that teams maximise return on every logistics investment, allowing more room for development, innovation, and on-track performance.

Unused space is lost potential. NAVI Enterprise Ltd specialises in capacity utilisation strategies that ensure every flight, container, and vehicle is packed for peak efficiency. Whether it's timing shipments to coincide with partner team movements or optimising cargo shapes and packaging, NAVI's logistics framework is engineered to make the most of every available cubic inch.

Streamlined Solutions

From paddock to pit lane, NAVI understands the rhythm of race weekends. Their team works hand-in-hand with operations personnel to deliver end-to-end logistics streamlining – to last-mile delivery at circuits across the globe. With NAVI, teams experience fewer delays, fewer headaches, and more time to focus on winning.

In motorsport, victory begins before the green light. With NAVI Enterprise Ltd as your logistics partner, you are not just moving parts – you are moving ahead.

Discover how NAVI Enterprise Ltd can help your team run cleaner, leaner, and faster. Contact us today to take pole position in logistics performance.

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Advice on single-use plastic tyre wrap

Since 2023 single-use plastics for tyre wrapping purposes have been banned from all Sprint and Hill Climb events (see NCR Ch.14 App.3 Art.1.3). This means that competitors cannot use single-use plastic tyre wrap at any point during the event in accordance with this regulation.

Following requests for advice from competitors considering an alternative method in storing their tyres and transportation to and from events, Motorsport UK consulted with the tyre manufacturers represented on the Production Tyre Panel. The advice is that there are no discernible benefits to a tyre's performance by wrapping in plastic for storage. Providing the tyre is kept at the correct stable temperature and out of direct sunlight, for example covered with a blanket, the tyres do not need to be plastic wrapped to maintain their performance. Environmental responsibility and legislation mean that the tyre manufacturers themselves no longer store or transport tyres in plastic packaging.

It was also highlighted that reusable tyre covers made of fabric and other durable materials are widely available and suitable to be used for keeping tyres clean during transportation.



Single-use plastics for tyre wrapping has been banned from Sprint and Hill Climb events since 2023

Become a Motorsport Coach

Motorsport UK has developed the Motorsport Coach qualification (1st4Sport, level 2) to set the standard for coaching in motor sport.

The qualification will provide both personalised and collaborative experiences to develop and support coach learning, using a blend of face to face and online videos and workshops as well as practical observation and expert insights. It will cover technical, tactical, physical and mental skills and more importantly, the underpinning coaching principles drawn from best practice within the sporting industry.

This course is for anyone that's supporting and developing a driver at any stage of their career from grassroots right through to elite. You might be an existing instructor or motorsport coach wanting to develop your skills, or you may

be brand new to motorsport coaching. You might even be fulfilling a different supporting role in the industry such as a motorsport engineer, team manager, a parent or even a driver coaching another driver. Whatever your motivation, this course will cover everything you need to know to make your coaching more successful and more effective.

NEW COHORT

Cohort 13 Course Dates 2025

All webinars are 3pm-5pm.
All workshops are held at Motorsport UK HQ, Silverstone Motors, MK27 9FY.
Days running from 9am-5:30pm.
Assessment days are 9am-2pm also held at Motorsport UK HQ

Webinar 1 Tuesday 20 June	Webinar 2 Tuesday 27 June
Webinar 3 Tuesday 24 June	Webinar 4 Tuesday 1 July
Workshop 1 Monday 24 July	Workshop 2 Tuesday 27 July
Webinar 5 Tuesday 29 July	Workshop 3 Wednesday 20 August
Assessment Day Thursday 21 August	



Protect What Matters Most

Life Insurance, Income Protection, and Critical Illness Cover for racing drivers

Racing drivers live on the edge, pushing their limits to achieve excellence on the track. While the thrill and adrenaline of motorsport are undeniable, the inherent risks of the sport cannot be overlooked. Whether you're navigating the high-speed bends of a circuit or competing in rally championships, ensuring financial security off the track is paramount. That's where life insurance, income protection, and critical illness cover come into play.

For racing drivers, **life insurance** isn't just a policy – it's peace of mind. It provides financial support to loved ones in the event of an untimely death. With motorsport's higher-risk nature, it's crucial to select a plan tailored to your specific needs. Many insurers offer bespoke policies that cater to the unique demands of professional and amateur drivers, ensuring value for money cover while taking the sport's risks into account.

Income protection is another key consideration. Racing drivers may face extended periods of recovery following an accident, during which regular income might be disrupted. Income protection cover steps in to provide a steady income if you're unable to work due to injury or illness. This ensures a payment to help meet mortgage payments, bills and other day-to-day expenses, allowing you to focus on rehabilitation without added financial stress.

Critical illness cover is equally vital. It offers a lump-sum payout in the event you're diagnosed with a serious medical condition such as cancer, a heart attack, or severe injuries. For racing drivers, the physical demands and potential impacts of the sport make this coverage especially relevant. It can provide funds for medical treatments, adaptations to your lifestyle, or simply to give you breathing room while you recover.

When considering these policies, it is important to consult with an insurance provider experienced in motorsport. Sports Financial Services can help guide you through the complexities of finding the right coverage and ensure that your needs as a driver are fully met.

Motorsport is a lifestyle filled with passion and determination. But protecting your future off the track is just as important as achieving success on it. Life insurance, income protection, and critical illness cover are essential tools for safeguarding not just yourself, but the people who matter most in your life.

Stay safe on the track—and off it.

For more information about financial protection for motorsports contact Sports Financial Services on **0345 565 0935** or visit www.sports-fs.co.uk/sports-insurance/motor-sports-life-insurance-cover

Sports Financial Services Ltd is an appointed representative of Suttons Independent Financial Advisers Ltd which is authorised and regulated by the Financial Conduct Authority. Registered in England and Wales. Registered No. 493197.



Formula E returns to London's ExCel in Docklands on 26th-27th July

Plug in for Motorsport UK's Electric Weekend

The future of motorsport is changing. From fully electric championships to sustainable fuels and alternative propulsion, these new technologies will safeguard the future of our sport, with Motorsport UK embracing these alternatives as part of a blended approach to innovation.

The Motorsport UK Electric Weekend on 26th-27th July will celebrate two very different disciplines, with both showcasing electric motorsport from grassroots level upwards.

EcoRally Scotland features teams of two – a driver and a navigator – and their EV, tackle a road route across the Tayside. Teams will need to record all check points within the given times and complete 'regularity tests' checking average speed along the route – precision navigating, problem solving, and teamwork will be the order of the day.

Through Motorsport UK's StreetCar programme, there's still the chance for EV or Hybrid drivers to take part and join the nationwide British StreetCar EcoRally, through a series of 12 car format events across the UK. The winner of each round will gain £100 off their entry to the EcoRally event.

You can compete at:

- **Oxford Motor Club** (leaving from Bicester Motion) – 9th May
- **North Wales Car Club** – 30th May
- **Ilkley & District Motor Club** – 14th June

Join the next round of the StreetCar British EcoRally [HERE](#)



Electric Racing

The all-electric Formula E has showcased electrification since its inception in 2014 and London's ExCel plays host to the World Championship climax again in 2025. The bespoke indoor / outdoor circuit, a world-first in international motorsport, hosts two 45-minute, plus-one-lap races, with drivers reaching speeds of up to 200mph.

"The future of motorsport is evolving," notes Ian Smith, Technical Director at Motorsport UK, "and so too are opportunities to engage in and enjoy a wide range of disciplines with vehicles that utilise a range of propulsion methods. The Motorsport UK Electric Weekend celebrates two of these diverse disciplines: Regularity Rallying (ecoRally Scotland) and Circuit Racing (Formula E), which showcase how Electric and Hybrid vehicles can form part of an innovative, blended approach to safeguarding the future of motorsport across the UK."



Formula E / Sam Bagnall

Fastest Mini in the World race powers a sustainable future

The Fastest mini in the World race is back for 2025 as part of the MSV-run Mini Festival at Brands Hatch, now in its 31st year.

For Nigel Death, Race Director, innovation is key to ensuring the future of club racing, "As a race we make it affordable, and want to move towards driving sustainability in our race and motorsport as a whole. We want to put on a good show that has longevity for spectators. With help from Sustain, we continue to offer the latest sustainable fuel to be purchased and delivered at Brands Hatch."

Following Dyno testing in 2023 with SUSTAIN, the organisers worked to make sure that the fuel was compatible with all variants of cars on the grid when first used in 2023, spanning four classes across an array of power units, including A-series (5-, 7- and 8-port), Vauxhall 16v, Ford VTEC, Suzuki Hayabusa, Kawasaki and PowerTech V8, plus the addition of turbos and superchargers.

The record-result demonstrates that sustainable fuel can be used across a wide range of racing powerplants, with positive feedback received from drivers and fuel data sheets provided in advance.

Motorsport UK recognises that sustainable fuels are already widely used within motorsport and their extended introduction will help the sport to reduce its carbon footprint, demonstrate innovation and safeguard the future of motorsport in the UK.

To find out more about the Fastest Mini in the World Race see www.fmitw.com



The Fastest mini in the World race runs on SUSTAIN and is compatible with all variants of the classic mini racing

Maximise your membership

Motorsport UK's RS Clubman licence enables thousands of people to enjoy the thriving scene of grassroots motorsport across the UK.

Completely free-of-charge, the RS Clubman licence allows competitors to get started in StreetCar and grassroots events such as Autotest's, AutoSOLO's, Trials, Cross Country, Road Rallies and Navigational Rallies.

Motorsport UK also offers RS Clubman licence holders an opportunity to enhance their experience and to access a range of benefits by upgrading their licence for just £21.99.

The RS Clubman licence upgrade is a gateway to a heightened experience with Motorsport UK and includes:

- Personalised and physical 2025 licence card, lanyard and 2025 car sticker
- Access to a range of member discounts including:
 - » Discount online and in store at Halfords
 - » A free fuel card (RRP £43) with a discount on the pump price of both petrol and diesel
 - » Discounted MOTs, road tyres and competition tyres at Protyre
 - » Cashback on Pirelli tyres
 - » Free 90-day Tastecard trial that gives you access to a range of 2-for-1 dining or 50 per cent discounts at a wide range of restaurants, discounted cinema tickets and days out.

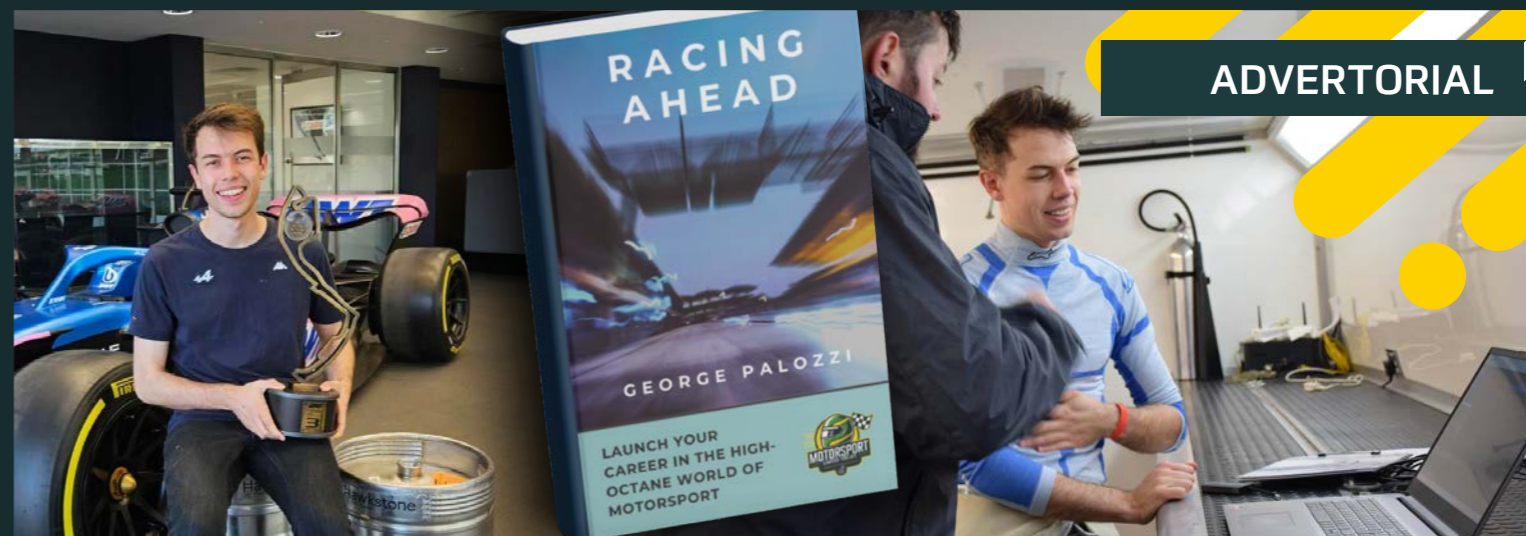
Many more additional motorsport, automotive, event, experience, travel and high street savings.

Plus, peace of mind with additional Personal Accident Insurance while competing at Motorsport UK permitted events*



To secure your RS Clubman upgrade with all these additional benefits, simply login to your Motorsport UK account [HERE](#) and select: > View profile; > Option and Totals from the main menu; > + Add Options and Totals

*All signed on competitors at these events, under Motorsport UK's Event Permit, benefit from the organisations £100m Public Liability Insurance.



Drive Your Motorsport Career

George Palozzi's new book is giving the next generation a real shot at turning their passion into a career.

If you've ever dreamed about working in motorsport but had no idea where to start, George Palozzi has written the guide you wish you had years ago.

From the outside, the motorsport world can feel like a closed shop: an exciting but intimidating space with no clear entry point.

Without any pre-existing industry connections, George knows first-hand how confusing the journey can be. "There's so much conflicting advice online," he explains. "It's easy to feel overwhelmed or like you've missed the boat if you didn't grow up at a racetrack or go to a top-tier engineering school."

But this book isn't just for aspiring engineers. It's a full-spectrum resource for anyone interested in motorsport- from marketing to operations.

One of the book's greatest strengths? Its perspective. "I still remember what it's like to be a student wondering how on earth you even get your foot in the door."

To make the book truly global and representative, George interviewed professionals across multiple continents, offering case studies and stories that show there's no single 'right way' in- but plenty of smart steps you can take.

Whether you're in school, part of a Formula Student team, or just trying to figure out how to turn a love for racing into a meaningful job, **Racing Ahead** offers something valuable, real-world and up-to-date guidance.



motorsportcareertoolkit.com





Knockhill celebrates 50 years

The 18th of May 2025 marks 50 years to the day since Knockhill hosted its first car race meeting, and the Scottish circuit will be celebrating in style, as it hosts more than 50 champion drivers who have featured at the Fife circuit during the last five decades.

The are plans in place for a programme of 11 races, plus track parades and grid walks, interviews with star drivers, a recreation of the opening ceremony and track sessions for race cars from the 1970s and 1980s.

Among the champion drivers in attendance will be Edward Labinjoh from Edinburgh, who won the first ever car race in an Alfa Romeo and will return with a racing Alfa 75 to take part in track sessions. Over 40 competition cars will be on show, many of which will be demonstrated by their original racers to recreate to the early years of Knockhill.

“We are honoured and delighted to have had such a response from the drivers who have featured so prominently over the years”, noted Stuart Gray, Knockhill Director of Events. “Within the event, we are hosting a special British Touring Car feature with a display of cars on show and on track that have played a huge part of Knockhill’s history. Alan Gow is one of the guests of honour, alongside twice champion John Cleland, and three-time champion Gordon Shedden.”

Further details on the weekends racing and how to get your tickets, can be found [HERE](#)



Derek Butcher (centre left) who owned Knockhill for 35 years, together with his son Rory Butcher (left), Jillian Shedden (centre right), who now owns Knockhill and her husband Gordon Shedden (right), three times British Touring Car Champion



Formula One driver Chris Amon from New Zealand opening the circuit at 1pm on the 18th of May 1975



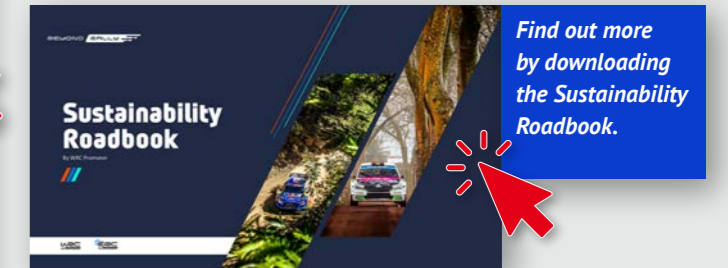
Edward Labinjoh from Edinburgh in his Alfa (no 12) leading into Duffus Dip on his way to winning the first car ever race at Knockhill

Beyond Rally: Fuelling the Future

A new podcast series has been launched, which explores how the FIA World Rally Championship (WRC) is redefining sustainability in motorsport, both on and off the track.

Beyond Rally is the WRC’s platform for sustainability initiatives that contribute to shaping the future of

motorsport and materialise its positive impact on society. Through this platform, the WRC will articulate, address, and communicate the sport’s wider messages on areas such as climate, biodiversity, innovation, responsible management, and social impact, while driving the transition towards a sustainable future.



Find out more by downloading the Sustainability Roadbook.

Reducing waste in F1

McLaren Racing, Deloitte UK, and the Fédération Internationale de l'Automobile (FIA) have revealed details of the F1 Constructors’ Circularity Handbook, which has been designed to improve sustainable practices in the development and manufacture of the F1 cars.

These practices will minimise the resources consumed, reduce waste processes, and maximise the value of the products and materials used.

The Handbook will serve as a manual for all F1 teams to measure the circularity of their individual chassis manufacture, creating opportunities for future regulatory change to improve the overall sustainability of the sport. Over time, the goal is for the Handbook to be adopted across the motorsport landscape.



WHAT IS THE CIRCULARITY HANDBOOK?

- The Circularity Handbook is a manual designed to improve sustainable practices in the development and manufacture of F1 cars
- It will enable F1 teams to measure the circularity of their chassis manufacture
- It includes a step-by-step methodology to identify and gather data
- Over time, the goal is for the Handbook to be adopted across motor sport and the broader automotive industry

Renewable Diesel returns to BTRC

The British Truck Racing Championship (BTRC) has renewed its commitment to using a more sustainable fuel for the 2025 season.

One of the biggest racing categories in the UK, the BTRC trucks weigh in at more than five tonnes and producing more than 1,000bhp.

The BTRC was one of the first championships in the UK to commit to solely using sustainable fuel, and for 2025 will ensure that all competitors power their machines on Renewable Diesel (HVO), with fuel to be distributed to teams and drivers at all seven events this year.

Made from 100 per cent renewable and sustainable feedstocks, Renewable Diesel (HVO) can achieve a net 90 per cent reduction in greenhouse gas emissions. It is a safe and easy alternative that can be used in place of conventional diesel without having to make any engine modifications.

Motorsport UK has a comprehensive Sustainability Strategy that acts as a roadmap on the journey to net zero.

Find out more about BTRC sustainability [HERE](#)



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LATEST NEWS



A day in the life of Laith Khan...

Revolution caught up with Laith Khan as he was gearing up to compete in the British Championships this year. From starting out in Bambino class, to being one of the youngest on the grid for Senior IAME X30, Khan has been putting in the practice as he continues his motorsport journey...

What age did you start karting? What made you decide to give it a go?

I first went karting for my fifth birthday, my parents took me along – they didn't know anything about motorsport! But after some research they took me along to Rye House and I drove the small electric karts, and I fell in love with it. I then started racing in local championships and moved onto Bambino class in the British championship.

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

Lewis Hamilton. He's British, he wasn't from a wealthy background, and he is black so seeing him and seeing him win so many titles and be so successful at Formula One made me feel that it was realistic and possible. I can make it. He really inspired me.

Other drivers who have inspired me are Enaam Ahmed who was a British Karting Champion who competed in Formula Two, and Arvid Lindblad, he's currently in Formula Two. They both come from a British Asian background, and I used to watch them on the track, especially Arvid, and it made me think it was possible.

What does a typical race day look like for you?

You have to start preparing for race day a couple of days before, my mum helps me pack, organising hotels, organising travel, and bits with the team. On race day, I would not recommend this, but I normally have a cup cake for breakfast. I love Indian food, so I usually have that for lunch. I always pray before I go out on track.

How do you prepare for a training session during Ramadan, do you have any tips for other practicing Muslim drivers?

During Ramadan I would not fast if I am racing because it is a physical activity. Fasting during the week does make you tired and fatigued so you need to make sure that you eat really well and have some protein and carbs for breakfast to have energy during the day.

What are your hopes for the British Championship?

To improve and learn as much as I can from the older, more experienced drivers. Everyone that I am racing with are European and British champions as well as being older than me – I am probably the youngest on the grid. I want to focus on making myself a better driver. I want to work hard and get ready for next year.

Do you have any advice or tips for anyone considering getting into karting?

Be prepared to make sacrifices, it is very tough but keep working at it and be dedicated. 🌀



Greenpower Kit Car competition heads to Gateshead Stadium

Children from primary schools across the North East will test their engineering skills on the track at Gateshead International Stadium

The Reece Foundation North East Goblin Event takes place on 19th May, where teams of school children will put the electric Greenpower Goblin Kit Cars they have built through their paces on the stadium racetrack.

The event is an opportunity to meet and compete with other school teams and share in the excitement of taking part in this live sporting event.

The race day is organised by the charity Greenpower Education Trust, with backing from the Reece Foundation. Greenpower helps get young people into Science, Technology, Engineering and Maths (STEM) through a team challenge. School teams assemble electric kit cars and compete them at venues around the UK and abroad.

Greenpower Goblin Kit Cars are designed to be built and driven by teams of school children aged 9 to 11. Schools can run the project as part of the Design and Technology curriculum.

Spectators are welcome to attend the event at Gateshead stadium, which is free of charge. Team challenge heats begin at 10.15am after scrutineering and the team briefing.

Greenpower also holds Formula 24 events for 11- to 16-year-olds and Formula 24+ events for 16- to 25-year-olds. Over 10,000 students take part each year.

There are sponsorship and volunteering opportunities and other ways to get involved. For more information see www.greenpower.co.uk

New Autotest records set

Steven Ferguson competed in his first season in Autotesting in 1999. Wins in the Beginner and Semi-Expert sections in his first couple of years, moved him to the Saloon Car class in the main Northern Ireland (NI) Championship.

Switching to a Mini Special, Ferguson moved into topline competition with several former Champions included in the opposition. He was soon setting competitive test times and then winning events outright.

Ferguson's calm temperament and ability led to his first NI Championship win in 2010, but this was just the beginning. In 2011 he went in search of the 'treble' – claiming the NI, Republic of Ireland Hewison, and British Championships in the same year, joining John Lyons and Sam Bowden on that elite list of winners. In 2012, he went one better, winning four major titles, by repeating the treble and adding the British Trials and Rally Drivers Association title. Ferguson is the only person to achieve this so far.

A run of six consecutive NI Championship wins from 2018-2024, brought Fergusons's NI total to 10 – making him the first driver to win six NI Championships in a row, and the first driver to win 10 NI Championships.



Steven Ferguson is the first driver to win six NI Championships in a row, and the first driver to collect 10 NI Championships

Base Performance Simulators – The ultimate driver coaching destination

Member Benefit of the Month

In the heart of British motorsport country, just a stone's throw from Silverstone, Base Performance Simulators (BPS) has established itself as a pivotal asset in modern driver development. Founded in 2009 by Aston Martin works driver and triple Le Mans winner Darren Turner, BPS has grown into a premier destination for professional and aspiring racers seeking a competitive edge.

Its in-house facility houses two world-class simulators: a GT rig with a highly immersive static set-up, and a state-of-the-art single-seater simulator mounted on a full-motion six-degrees-of-freedom platform. This dual offering allows drivers to prepare for the unique demands of both categories with unparalleled accuracy and feedback.

But it's not just the technology that sets BPS apart; it is the people – and the holistic approach. As the demands on modern drivers grow ever more complex, Base Performance Simulators offers the tools, environment, and expertise to meet those challenges.

Alongside elite-level engineers and driver coaches with top-tier motorsport credentials, BPS offers a comprehensive driver development programme. On-site facilities also include a private gym, with structured physical conditioning overseen by specialist partners.

Whether preparing for a debut season, dialling in for a major championship, or returning to racing after a break, every element of the BPS experience is tailored to the individual. Each session blends telemetry analysis, live coaching, and post-session debriefs to maximise learning and development – both in and out of the cockpit.

With a customer base spanning F3, F4 WEC, BTCC, GB4, GB3, GT and beyond, Base Performance Simulators continues to set the benchmark for simulator-based coaching – it is a place where talent is refined, confidence is built, and milliseconds are found.



Motorsport UK member can now claim 10% discount on BPS products. Scan the QR code to be directed to the BPS website and enter the code **MemberSpeed10** at checkout to receive your discount.



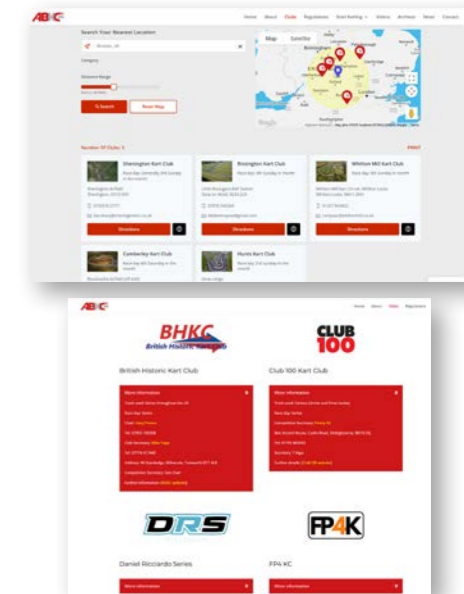
New Website for ABKC

The Association of British Kart Clubs (ABKC) has a new website design and an innovative club finder. Visitors need only put in their location and set the distance they are prepared to travel, then they will be returned with a list of member kart clubs within range.

There are also several clubs that do not have a fixed venue and are travelling clubs or championship organisers that hire kart circuits as needed. These are separately listed on the Clubs page. The Start Karting page shows more details of these type of clubs.

The ABKC is very privileged to be the only discipline specific Regional Association. The ABKC was founded in 1990 and for a decade published the Kart Class Regulations, which became the Karting Yearbook, now available from Motorsport UK.

www.abkc.org.uk



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Awards night at ANECCC

The Annual General Meeting of the Association of North East and Cumbria Car Clubs (ANECCC) was held last month, and John Ryan, Sport and Safety Director at Motorsport UK, was present to help celebrate the awards.

At the end of the AGM, the Chairman presented the two main Association's Trophies; The Silver Salver – awarded for meritorious service to the Association; and the Bill Troughear Trophy – awarded to an unsung hero of the Association who has performed their duties in the background. This trophy was donated by the widow of the late Bill Troughear, who had been Chairman of the Association and Chairman of the Motorsport UK Regional Committee for many years.



Award winners: Lindsay Burnip with John Ryan, John Parker and chair Andy Whittaker

Ryan also presented an update on various strategic projects that are being undertaken by Motorsport UK and took onboard the concerns expressed by some of the delegates and promised to provide suitable feed back to the ANECCC management committee.

The Salver was presented to John Parker, the Association's Forestry Liaison Officer, who has undertaken the role for 40 years and is keen to continue, while he can. As the Association's AGM coincided with John's 82nd birthday an additional presentation of a Colin the Caterpillar Cake was made by the Chairman to the birthday boy.

The Association's Chairman, Andy Whittaker, warmly welcomed all the delegates, especially the North East 4x4 Club who have recently joined the Association. Delegates from the new club felt that the meeting was very informative.

The Bill Troughear Trophy was presented to one of the Association's Vice-Chairs, Lindsay Burnip, for the work she has done for the benefit of both the Association and Motorsport in the North of England and Scotland.



John Parker, the Association's Forestry Liaison Officer, receives the Silver Salver from Chairman, Andy Whittaker

The Phil Price Memorial Woodpecker Rally will remain in its new home of Newtown, Powys, in 2025, following the successful transition from Ludlow last year. The 2025 edition will feature a brand-new format centred around the spectacular forests of mid-Wales. Crews will contest around 45 competitive miles through iconic gravel stages, including the rarely used fast and flowing roads of Myherin. The technical challenges of Hafren will form the nucleus of the event, with the popular forest complex hosting three of the event's four tests in the morning loop. To keep road miles to a minimum and enhance the rally experience, servicing will be located at Llanidloes Rugby Club, offering the perfect location for access back into the forests for the afternoon run. The event is a competitive round for the Fuchs Lubricants British Historic Rally Championship, REIS English Rally Championship, and Pirelli Welsh Rally Championship.

www.woodpecker-rally.co.uk



Andrew Scott Photograph / Xerater.net

William Beattie



William 'Bill' Beattie with his trophies, 1962

Motorsport UK is saddened to learn of the death of Officiel D'Honneur Bill Beattie, aged 96.

Born in September 1928, William Beattie, better known as Bill, was enthused by cars from an early age. In 1953, shortly after graduating in Mechanical Engineering from Queens University, Belfast, he bought his first car, a VW Beetle. The car was immediately entered in local rallies and hillclimbs and within the year he was a class winner. On their first Circuit of Ireland Rally, during the last night of this five-day epic, he and navigator John McFarlane got lost in rural Galway. But when they asked for directions, it was found that the locals only spoke Gaelic! Bill would compete in eight more Circuits, both as driver and navigator.

Using his engineering knowledge, he became a noted Beetle tuner and was the Northern Ireland agent for tuning firm OKRASA, upgrading the Beetles of most of the local top VW runners at that time. In 1961 he developed his

own special OKRASA Beetle, in which the engine had been modified to take a Porsche 356 crank. This resulted in a car capable of exceeding 100mph, which proved successful in both hillclimbs and racing, where he won the prestigious Baird Memorial Trophy at Kirkistown in 1962. His skill on the maps meant that his navigational talents were at times called on by the likes of Paddy Hopkirk, Ronnie McCartney and Derek Boyd.

Bill stopped competing in 'modern' machinery in 1966 and turned his attention to the Vintage / PVT side of the sport. Between 1969 and 2003 he enjoyed success in both an Austin 7 Mulliner two-seater and later a Riley 12/4 Special in Ulster Vintage Car Club (UVCC) rallies, autotests, hillclimbs and races. During the 1960s, he also officiated in various roles such as timekeeper, handicapper and stage commander, while also serving on committees of both the Ulster Automobile Club and Five Hundred Motor Racing Club of Ireland. Around



Competing at Craigantlet in an Austin Mulliner, 1970



Driving a Riley at Eagle's Rock, 1997

1971, he was invited to become a Royal Automobile Club Steward, where he enjoyed attending the whole gamut of motorsport events held in Ulster at that time. He took great interest in his son Michael's hillclimbing campaigns and was always there to help when things went awry.

In 1997, Bill was delighted to be awarded Officiel D'Honneur by the Motorsports Association. His last event as an official was acting as Club Steward at Craigantlet hillclimb in 2017.

Motorsport UK sends its condolences to Bills family and friends.



The OKRASA Beetle at Cairncastle, 1962



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The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals

Sitting on 15th-16th February. 2025

Case No. J2025/7

Mark Heywood KC (Chair), Nicky Moffit, Duncan McGregor

Ms Sian Woolley and Mr Nick Bamber appeared on behalf of Motorsport UK

Inquiry

NCR Chapter 2 Appendix 7 Art.9.1

Telford Auto Club Moonbeam Rally

The Court heard from the following:

- A. Mr Tim Harding and Mr Kevin Hutchings on behalf of Telford Auto Club, and Mr Darren Ikin, on behalf of the Club and as Clerk of the Course.
- B. Mr David Powell (Competition Authorisation Office, Motorsport UK) and Mr Jonathan Jackson (Head of Rallying, Motorsport UK).
- C. Mr Mark Roberts (Driver) and Mr Steven Price (Co-driver), competitors in Car Number 4.

Introduction

1. The Moonbeam Rally 2025 was a “Rallying – Road Timed” event organised by Telford Auto Club over 15-16 February 2025, starting and finishing in the Shrewsbury area.
2. Shortly after midnight on 16 February, competing car number 4 slid wide while negotiating a 90° right-hand bend in low grip conditions. Two members of the public spectating on the outside of the corner were struck by the rear nearside quarter of the car as it did. Both were injured, though fortunately their injuries were comparatively minor.
3. The spectator information pack identified this corner as a spectator area. It had been supervised by marshals, but at the direction of the organisers those marshals had moved to another location before this incident, and the large number of spectators on the inside and outside of this corner were unsupervised when car 4 passed.
4. Motorsport UK was first notified of this incident on 17 February, and then only by chance. A representative of Motorsport UK’s insurers had happened to come across a video on social media which showed car 4 striking the spectators. They forwarded this to Motorsport UK’s Finance Director, Mr Murray and the Director of Commercial & Events, Mr Clark with the understandable comment, “guys, this has come up onto my radar, it needs investigating quickly!” Mr Clark forwarded the message to Mr Ryan, the Sport and Safety Director, the same day.
5. Motorsport UK has investigated the circumstances in

which this incident occurred and the wider management of the Moonbeam Rally. Accordingly, this Inquiry has been convened to consider the particular allegations presented by Motorsport UK, and all further matters arising.

6. In the interests of clarity, our findings, based on the wide-ranging evidence before us, follow the structure of the allegations presented by Motorsport UK. Specific findings are set out in context. General conclusions follow at the end of this document.
7. We are conscious that a police investigation into possible road traffic offences may still be under consideration. Accordingly, where it is unnecessary to go into further detail to explain our findings, we have not done so in order not to create any potential prejudice.

Telford Auto Club: The Organiser

Ground 1(b)¹

The failure by the Organiser to follow ASN Route Authorisation as a condition of issuing the ASN Permit, resulting in sections of the Event not being authorised as required by the National Competition Rules and UK legislation, in contravention of:

- i. *Schedule 3 s1(a) Motor Vehicles (Competitions and Trials) Regulations 1969(MVCTR 1969) (Standard Conditions)*
- ii. *NCR Ch.13 App.1 Art.1.2 (Any Competition traversing a Public Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations. Applications to run such events must be made to the Competition Authorisation Office (CAO) at the ASN or in the case of Scotland to the Royal Scottish Automobile Club. Details of the authorisation procedure are available from either organisation.*
- iii. *NCR Ch.3 App.2 Art.1.2 (Competitions taking place on the Public Highway must conform with the laws of the country in which they take place. Any breach of such laws by a Competitor or Driver during a Competition shall be a breach of these Regulations and may be dealt with accordingly.*

iv. *NCR Ch.3 App.2 Art.1.3 (Any Event utilising the Public Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations)*

8. The starting point for this issue is to recognise and emphasise from the outset the stringency of the conditions applying to competition on the public roads.
9. The Road Traffic Act 1988 provides (s12) that it is a criminal offence for any person to promote or take part in a race or trial of speed between motor vehicles on a public highway, other than in accordance with a permit granted by motorsport’s governing body.
10. The application for a permit must be made in accordance with the provisions of the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended). Schedule 2 of the Regulations obliges the applicant to make a formal declaration in the following terms (included on the application form, Form E.404).

“I declare that the event if authorised will be held in accordance with such of the standard conditions contained in the Motor Vehicles (Competitions and Trials) Regulations 1969 as apply to the event, subject to any modifications which may be made by [Motorsport UK], and in accordance with any additional conditions imposed by the [Motorsport UK].”

11. Before issuing such a permit, the governing body is obliged by the Act (s12B) to consult with a number of statutory consultees. These include (among others) the highway authority, the local authority, the police authority for the area in which the event is to take place or is likely to be significantly affected, and each person who has in the previous 12 months given notice that they wish to be consulted.
12. Motorsport UK was actively involved in the approval process. The first proposed route was rejected, and explanatory comments were relayed to the Organisers. The second proposed route was accepted. The permit issued in this case, permit #201194, explicitly states that insurance cover for the event is conditional upon the organiser’s compliance at all times with the ASN regulations and requirements.
13. Nevertheless, the route which the Organisers provided on the day of the event deviated markedly from that authorised. No fewer than 11 control points were moved without approval, lengthening or shortening the distance between controls mostly by around 0.5 miles, some less, but 3 by over a mile, with all that implies for the average speeds to be achieved.
14. It was explained, principally by Mr Ikin, that the alterations were made primarily in response to road conditions as he had found them on the afternoon of 15th February, with a great deal of mud after extreme rain. There was also a concern to make best use of marshals’ placements, but in response to that, we feel obliged to state that, as events proved, “best use” was what led to the marshals being

moved from the corner to the farm where it was believed that the spectators should be controlled in order to preserve the club’s good relations with the landowner and the future use of the area. While that might have involved preventing spectators from climbing on farm equipment for a better view, as was suggested, we consider that the primary responsibility of placing marshals is to safeguard spectators from the competing cars.

15. We take account of the degree of dispute between the Organiser and Motorsport UK about how accurately the amended route could be plotted against the permitted one on the recording system, but we are satisfied that the route was well outside any tolerated allowances between the mapping and the actual geography of the road. It was common ground that Motorsport UK would take a realistic, common-sense approach to deviations from a route and some minor safety related alterations raise no issue, but the route as run deviated too far to be excusable. It is timely to record that among the written submissions before us was one from an inexperienced crew expressing their frustration at the confusion created by the amended distances, another from a motor club passing on reports to them that the plotted controls were beyond understandable force majeure.
16. In fairness to the Organiser, they recognised their failings and expressed a wish to learn from the experience.

Ground 1(c)

That the actions by the Organiser at a. above inhibited the ASN’s ability to properly consider the nature and suitability of the actual route utilised (s.11(d) MVCTR 1969).

17. Although put forward separately, this ground is but one example of the effect that failure to comply with the formalities has on the governing body. As we have set out, the wider seriousness of failure to comply with the formalities, particularly the potential to prejudice insurance cover speaks for itself.

Ground 1(d)

18. The obligation set out in the permit under the heading Public Highway Events - Motor Vehicles (Competitions & Trials) Regulations 1969 (as amended) reads as follows. “Note Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code. Any injury incidents must be reported to the Police Authority. Details must also be included in the Stewards Report to the ASN. Clubs are obliged to remind competitors of their statutory duty to stop and/or report any accident as required by the Road Traffic Act.”
19. On behalf of Motorsport UK, it was argued that the words “injury incidents must be reported to the Police Authority” imposed a duty on the Organisers, once aware of an incident during the event that may have caused injury, were themselves under an obligation to report the incident to the police. In support, they cite the response of Mr Connelly, the Traffic Management Advisor of West Mercia Police’s response

¹ There is no Ground (a).

after Mr Powell properly drew his attention to the incident of which Motorsport UK were aware.

20. However, Mr Connelly does no more than re-state the fact that an obligation to report arises where even minor injury occurs, and that as the driver failed to stop for the collision, a potential road traffic offence would have to be investigated. The obligation created by s170 of the Road Traffic Act 1988 is an obligation on the driver of the vehicle concerned only. The Act does not impose an obligation on a third party such as a passenger in the vehicle, or an Organiser.
21. In our judgment therefore, the terms of Event Permit number #201194 do not impose a duty on the Organiser to notify the police of an incident involving injury, as alleged.
22. The scrutiny brought to this issue has been insightful. It seems to us that it is open to Motorsport UK to impose a duty to report on third parties (organisers, co-drivers or officials) even though Motorsport UK cannot invoke the statutory duty that lies on a driver. We recommend that consideration is given to how that duty should be defined, to whom it should apply and in what circumstances with a view to future incorporation within the National Competition Rules.
23. Motorsport UK also point to the duty imposed by the term of the permit that “Clubs are obliged to remind competitors of their statutory duty to stop and/or report any accident as required by the Road Traffic Act.”
24. The Supplementary Regulations for the event provide (page 8, “Damage”),
“Competitors are reminded that submitting a damage declaration form does not negate their legal responsibilities if they have been involved in a Road Traffic Collision. Any injury or damage to third parties MUST be reported to the Police and event organisers immediately so they may arrange prompt action or repairs.”
25. There is room for improving the language in both documents in the interests of clarity on this important issue. However, we consider that for these purposes, the language of the Supplementary Regulations is sufficient to discharge the duty imposed on the Club by the terms of the permit.

Ground 1(e)

That the Organiser failed to notify Motorsport UK of a serious incident involving injury to spectators in contravention of the ASN Incident Pack.

26. “Serious Incident” is defined in the Incident Pack as,
“A1. Any incident that results in either a fatal or critical injury as defined below. When such an event occurs, the Clerk of the Course and Motorsport UK Steward must refer to the Motorsport UK Incident Pack and ensure all information required is collected.
Fatal injury: an incident that leads to a fatal outcome of an individual within 30 days of the incident.

Critical injury: any injury that leads to long term serious incapacitation or may lead to a fatality.

- A2.** Any incident that the CMO has identified as causing a serious injury as defined below. When such an event occurs, the Clerk of the Course must complete an ‘Incident Report form’ and ensure that the information required is collected.
Serious injury: Any injury that does not fall into the fatal or critical category but requires two or more nights in hospital.”
27. The guidance then provides (our emphasis),
 “In both scenarios, the CMO must complete the ‘Medical Statistics Sheet’ and update the Clerk of the Course with any subsequent developments.
 The Motorsport UK Steward or **Senior Official** where a Motorsport UK Steward is not appointed shall contact Motorsport UK via the emergency number found on the back of the permit to inform Motorsport UK **of the Serious Incident** immediately after being made aware.
 Furthermore, any incident that involves a **vehicle entering a spectator area or any injury to a member of the public, official or marshal must be reported**, investigated and highlighted **to Motorsport UK in the same way** as litigation may follow.”
28. Spectator A’s injuries were swelling and discolouration to his foot and a blow to his chest. He attended hospital for treatment, after which he was discharged with advice. When he made his statement, some 7 weeks after the incident, he was still suffering numbness and discomfort in the foot.
29. Spectator B suffered swelling to her knees, and bruising. She also hit her head when she fell. She attended hospital with Spectator A, but like him was treated as an out-patient. She was nauseous during the following day, but her injuries healed fully. We recognise that Spectator B was advised to rest as a precaution in case of concussion, but no concussion was diagnosed.
30. In our judgment therefore, this incident did not meet the definition of a “serious incident” as defined in the Incident Pack. It was an incident arguably involving a vehicle entering a spectator area and one in which an injury was caused to a member of the public. The duty to report, since there was no Motorsport UK Steward present, is explicitly on the Senior Official who Motorsport UK describe (see below) as being Mr Ikin, the Clerk of the Course. Nothing states that a duty to report, as alleged, lies on the Organiser.
31. The club officials drew our attention to the provisions in the Incident Pack requiring notification of an “Incident near-miss.” This reads,
Category (ii), Other – any incident that the Clerk of the Course or Steward deems had potential to cause a serious, critical or fatal injury,” which the Pack directs should be “recorded and submitted to Motorsport UK.” This category does not require immediate, telephone notification.
32. The Event Steward’s Report was correctly completed by Mr Harding, indicating (page 1) that there had been injuries, and

attaching a full account of the circumstances of “Incident 1”, together with the contact details of Spectators A and B. The form is dated 18 February and was emailed by Mr Harding to Motorsport UK on 20 February.

33. We therefore conclude that the Organiser followed the correct procedure that their duties required in that regard.

The Clerk of the Course: Mr Ikin

Ground 2(a)

That the Clerk, in addition to the Organiser, failed to ensure the organisation of the Event met the requirements of the relevant Statutory Instruments pursuant to NCR Ch.13 App.2 Art.2.1.a.

34. We have dealt with the organisation of the event route and the relevant statutory and regulatory requirements in the wider context of the Organisers, above. Having set out Mr Ikin’s involvement there, there is no need to repeat that here.

Ground 2(b)

That the Clerk, as the Senior Official of the Event, failed to notify Motorsport UK of a serious incident involving spectators in contravention of the ASN Incident Pack.

35. As we have set out above, we have concluded that this incident was not a “serious incident” within the definition contained in the Incident Pack.
36. However, as set out within section A2 of the Incident Pack, the incident was one which potentially involved a vehicle entering a spectator area (the area and position of Spectators A and B are not precisely identified to us) and involved “any injury to a member of the public”, so should, according to the guidance, have been reported by Mr Ikin as the Senior Official, immediately after he became aware, using the emergency contact number. That awareness had arisen no later than around 01.00 hours on 16 February. This important procedure was not followed.
37. We recommend that consideration is given to amending any definitions that refer, possibly ambiguously, to non-specific officials such as here, where there is reference to “The Motorsport UK Steward or Senior Official where a Motorsport UK Steward is not present”. A clear statement of where responsibilities fall would be to the benefit of all.

Ground 2(c)

That the Clerk of the Course failed to communicate both adequately and respectfully with the injured parties in contravention of Ch.2 App.1 Art.1.16 and the ASN Incident Pack (Incident Definitions, A. Serious Incident).

38. We feel that it should be emphasised that the responsibilities of the Clerk of the Course conclude once the results have been published, protest times have expired, any post-event inspections have been concluded and any Right to Review procedure has been completed. NCR Ch.5 App5 Art 1.1.

39. Mr Ikin explained that he felt it was “part of his role” as Clerk of the Course to find out who the injured parties were. In the helpful Timeline compiled and submitted by all the club officials, Mr Ikin refers to calls he made to Spectator A on 17th, 18th, 19th and 20th February 2025, “to discuss the incident, in an attempt to gather any facts that were available to clarify the incident.” We have also seen emails between the two. Spectator A refers to speaking to Mr Ikin about the necessity for the competing crew to have insurance, the reason why marshals had left the corner and Mr Ikin’s reference to where fault lay. That last point straying into what might be a highly contested legal issue.
40. NCR Ch.1 App.3, Art11.1 provides, (emphasis in original),
 “In the event of any incident involving injury to a spectator or official, or damage to third party property, a full report must be made to the ASN as soon as possible. There must be no discussions or correspondence whatsoever regarding the incident other than to confirm that the facts are being reported to the ASN.”
41. Before us, Mr Ikin frankly admitted that he was unaware of this provision.
42. NCR Ch.1 App.3 Art11.1 is not new. It reflects what was General Regulations Appendix 2, Insurance and Motor Competitions, paragraph 12 in the ‘Blue Book’ up to 2024.
43. NCR Ch.2 App.1 Art.1.16 refers to “misbehaviour or unfair practice.” Misbehaviour is not defined in the NCR, but its general meaning encompasses breaking a rule, such as here. There is no suggestion that the exchanges were other than polite and, as Mr Ikin explained, well- intentioned on his part. The gravity of the situation, as we see it, is that private opinions are irrelevant to determining issues of fault and/or negligence, and the restriction on discussion or correspondence exists specifically to protect parties’ abilities to defend themselves if litigation ensues and to ensure the ability to obtain future insurance cover. We cannot but conclude that for an experienced Clerk of the Course to fall into such an error is serious enough. That it was done in ignorance of a well-established regulation compounds the error.
44. We have set out our conclusions relating to Incident Definitions. Nothing more need be added here.

The Competing Crew: Mr Roberts (Driver), Mr Price (Co-Driver)

Ground 3(a).

That the Driver failed to notify the Police of an incident occurring on the Public Highway, specifically the failure to comply with the requirements under s170(2) and / or (3) and (6) of the Road Traffic Act 1988 (RTA 1988)

45. In respect of Ground (a), MSUK relied upon NCR Ch.3 App.2 Art 1.2. This provides,
 “Competitions taking place on the Public Highway must conform with the laws of the country in which they take

place. Any breach of such laws by a Competitor or Driver during a Competition shall be a breach of these Regulations and may be dealt with accordingly.”

46. The first question therefore, is whether there has been a breach of the law?
47. Provided the competitor or driver concerned was able to make a fully informed decision as to whether they had breached the law, they could admit the breach, irrespective of whether or not legal proceedings were taken. In which case, NCR Ch.3 App.2 Art 1.2 could apply.
48. However, where the alleged breach is not admitted, it could only be proved before the appropriate court of law, which in this case would be a magistrates' court. It would be wrong for the National Court to express any view about whether an offence against the law could be proved. Our jurisdiction is limited to acting in accordance with the NCR where it has been.
49. It should also be noted that the standard of proof employed in the National Court is the balance of probabilities. Breaches of road traffic law are subject to the criminal standard of proof, i.e., proof so the tribunal is sure of guilt (previously referred to as proof beyond a reasonable doubt.)
50. There is evidence before us that an accident within the meaning of s170(1)2 did occur, by which personal injury was caused to a person / persons other than the driver, but those are not the only issues. There is also the question of knowledge of the accident.
51. Since we do not have the power to rule on the alleged breach, we feel it would be improper to decide the facts, and inappropriate to set out the various evidence or arguments in this context. It is sufficient to record that Mr Roberts denies that he is in breach of the relevant law.
52. Ground 3(a) therefore cannot succeed at this stage.

Ground 3(b)

That the Competing Crew drove recklessly, incompatible with general safety and / or in a manner likely to bring motor sport into disrepute in contravention of Ch.13 App.2 Art.3.8 (Driving in a manner incompatible with general safety, and/ or departing from the standard of a reasonably competent driver) and Ch.2 App.1 Art.1.13. (Any Competitor driving at an excessive speed or recklessly or in a manner likely to bring motor sport into disrepute or convicted of any driving offence committed during an Event may be Disqualified.)

53. In respect of Ground 3(b), the National Competition Rules apply and no precondition of proving a breach of law arises.
54. We have considered the accounts of Spectators A and B, Spectator C (another eyewitness to the incident), video footage submitted by spectators and Messrs Roberts and Price, as well as their own accounts. Both Mr Roberts and Mr Price have the benefit of considerable support within the rally community, evidenced by the written letters of support before us and Mr Ikin's testimonial in the course of the

hearing. They are clearly experienced and well-regarded as competitors and for their wider efforts to support rallying.

55. Though Motorsport UK make the allegations in Ground (b) against Mr Roberts and Mr Price collectively, as the crew, different circumstances apply to each of them. As the driver, the primary responsibility for operating the car safely lay with Mr Roberts. Mr Price, as the co-driver, had no direct control over the speed in particular. His role is to navigate and manage the time controls. It does not follow that he was responsible for assessing outside risks and directing the driver. In fact, he made it clear that he supported Mr Roberts.
56. We find that Mr Roberts was aware of the presence of spectators on the approach to the corner, and directly ahead, where some were wearing high visibility clothing. There was a risk of harm to at least some if he was unable to control his car to avoid contact with them, but aware of that risk, he drove at excessive speed incompatible with the conditions and accordingly, with general safety.
57. Mr Roberts' excessive speed cannot be excused, as he argues, as a critical, split-second decision. He did not have to react to a hazard in the road, he was unable to control the car without leaving the road. He had not left sufficient margin to deal with the lack of grip on the road and was, as we find, determined to drive as quickly as he could.
58. While the offence under NCR Ch.2 App.1 Art.1.13 is made out on our findings that Mr Roberts drove at excessive speed and /or recklessly. It is not necessary to prove all the elements including that Mr Roberts drove in a manner likely to bring motorsport into disrepute. It cannot be the case that any driving resulting in an accident brings motorsport, rather than the individual, into disrepute. No conclusions can be drawn from Mr Roberts' driving on without stopping, since that depends on proof of the road traffic offence. We are not satisfied that Mr Roberts drove in a manner likely to bring motorsport into disrepute.
59. Though a member of the crew of car number 4, Mr Price cannot be held responsible for the driving of the car. We are not satisfied that any breach of the NCR can be established in his case.

Summary of Findings and Associated Penalties

60. In respect of the Organisers, the Court finds Ground 1(b) proved. Telford Auto Club is prohibited from obtaining a Motorsport UK permit to organise a Rallying-Road Timed event until 1st January 2028. The operation of that prohibition will be partly suspended. It will operate until 31st December 2026. Thereafter, the prohibition will be suspended until 31st December 2027. Any further breach of the National Competition Rules in that period of suspension is to be referred by Motorsport UK to the National Court for its consideration.
61. We find Ground 1(c) proved, but as set out above, it is an example of the effect of 1(b) and we have taken it into account as such, therefore we impose no separate penalty.

62. Ground 1(d) is not proved.
63. Ground 1(e) is not proved.
64. In respect of Mr Ikin, we find Ground 2(a) proved. The responsibility was not entirely his own. Any Motorsport UK official's licence which Mr Ikin currently holds is suspended until 31st December 2027. Before any future official's licence is issued to Mr Ikin, he must have satisfactorily completed afresh Motorsport UK's training programme and passed the assessment for upgrade to the level of licence sought. Mr Ikin is further prohibited from acting in an official capacity as Clerk of the Course or other senior official at any permitted event not requiring a Motorsport UK licence until 1st January 2028.
65. We find Ground 2(b) and Ground 2(c) proved. Taking the same approach as we have for Ground 1(b), we have taken these grounds into account in our assessment of Ground 2(a) and so impose no separate penalty in either case.
66. In respect of Messrs Roberts and Price we find Ground 3(a) is not proved.
67. We find Ground 3(b) proved in Mr Roberts' case. Mr Robert's competition licence is suspended until 31st December 2027. That operation of that suspension will itself be partly suspended. It will operate until 31st December 2026. Thereafter, the suspension of his competition licence will itself be suspended until 31st December 2027. Any further breach of the National Competition Rules in that period of suspension is to be referred by Motorsport UK to the National Court for its consideration.
68. Had the car and crew finished the rally, we would have disqualified them from the event but owing to a mechanical failure they did not.
69. Ground 3(b) is not proved against Mr Price.

General Conclusions

70. During the course of this Inquiry, it became apparent to the Court that the familiarity of those involved with the process of running such events, and with the individuals involved had contributed to a failure to observe the detail of regulations.
71. Another theme that emerged were references to general "duties of care" which appeared to be based on expectations of behaviour, not clear regulatory guidance.
72. The Court recommends, given the nature of evidence presented and the potential consequences for all other organising Clubs across the United Kingdom, that Motorsport UK should provide support and training to all Clerks of Course and Senior Club Officials which organise and manage Road Rally Timed events, and this action should include (but not be restricted to) the following:
 - a. Specific training and understanding of all relevant sections from the National Competition Rules (NCR) as they apply to events under Permit which utilise the Public Highway.
 - b. Licencing of all Clerks of Course for Road Rally Timed permit events.
 - c. Individual Clerk of Course assessment and appraisal to confirm knowledge and understanding prior to issuing a Road Rally Clerk of Course licence.
 - d. Creation of Road Rally Safety Requirements relevant to events utilising the Public Highway with emphasis on management and control of spectators who may attend an event.

Mark Heywood KC, Nicky Moffit and Duncan McGregor
5th May 2025



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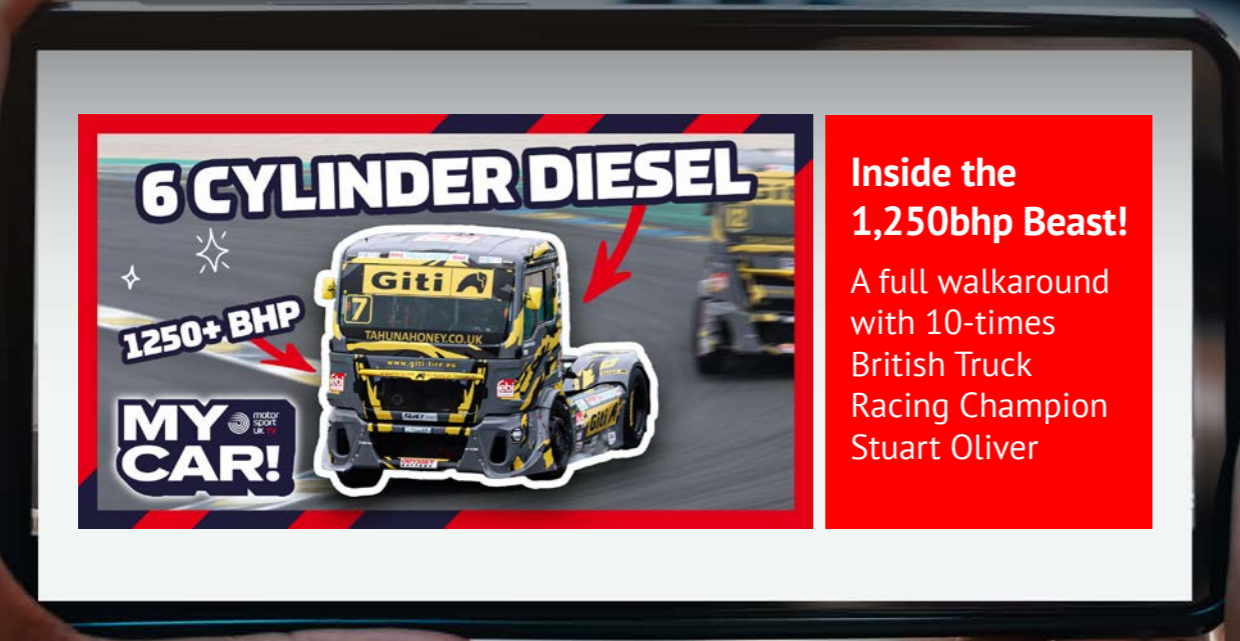
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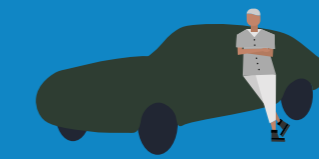
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James Roberts

Tom Hartley heads up the Competitor Development Team

The Motorsport UK Academy has developed an impressive list of talent over the years and the new Head of Competitor Development Tom Hartley is on a mission to grow it even further. George Russell, Elfyn Evans, Jess Hawkins, Harry Ticknell, Callum Ilott and Jake Dennis are well recognised in international motorsport, and they are all graduates from an impressive pool of UK talent schooled in the Motorsport UK Academy since its launch almost 20 years ago.

This talent pathway has supported hundreds of competitors on their way up the ladder, providing guidance on all the different aspects that are required to achieve motorsport success, from physical fitness to driving technique. The list of alumni goes well beyond the biggest names and now spreads far and wide across the motorsport globe.

In 2024, the Academy boasted an impressive 19 champions and two vice champions, marking the most successful season in its history. However, things never stand still and, determined not to rest on its laurels, Motorsport UK has reached outside its own boundaries to hire in sports coach and coach developer Tom Hartley to take things to the next level.

Hartley brings a wealth of experience from some of the biggest names in sport including three years with Arsenal Football Club, more than a decade at the Football Association (FA) and, most recently, a five-year stint with UK Coaching, where he helped to develop coaching expertise in all environments, working closely with Olympic, Paralympic and professional sports.

During the first six months of his new role, Hartley has discovered an impressive set-up, which has similarities to many of the places he has been before. "It's all about delivering a high level of support that helps the driver in and out of the car," explains Hartley. "That's massively important for the performance, but also for the person."

>>>>>

BUILDING TALENT FROM GRASSROOTS TO THE ACADEMY

Harry Tincknell competes in the FIA World Endurance Championship racing the Thor Team Aston Martin Valkyrie Hypercar

Motorsport UK Academy's graduates are producing impressive achievements in different disciplines around the world. *Revolution* learns about the evolving methods behind the success stories

“The current Academy set-up has a large number of unique selling points. It is the only competitor academy in motorsport that is led directly by the national governing body and it supports aspiring drivers and co-drivers across any discipline of the sport, which offers huge opportunities for cross-discipline learning.

“We have a number of world leading practitioners delivering on our Academy programme and as well as supporting the participants with motorsport-specific skills, we also expose them to other Olympic and Professional sports, which gives them the opportunity to learn from other high-performance and high-pressure environments.

“The keys to success are the same in all sports – having a thirst for learning; being relentless in reflecting on your performance and using that to set goals for the next one; and behaving like an athlete, thinking about things like mental preparation, nutrition, sleep, and many other areas that can create a competitive advantage.

“At the Academy, we don’t have a first team squad, or a Team GB, and we are not preparing drivers to all play for the same team, so its purpose is slightly different, but the important

Nick Yelloly, ELMS driver
Graduated: 2016

Yelloly began in single seaters in 2008, rising from Formula Renault UK to GP2 by 2014 before making a switch to sportscar racing. Since graduating from the Academy, he has enjoyed success in GT and Endurance Racing and has also worked as an F1 simulator driver, most recently for the Aston Martin team.



similarity is that we are not just helping on the technical skills, we are also helping on that wider psychological, emotional and environmental development.

“What we have in the Academy at the moment, and what we are moving further towards the future, is for a person first, driver second approach. That is very consistent with how other talent development programs or academies are set up across different sports, and they all need really clear standards for deployment.”

Perhaps the most important aspect of the academy for Hartley is accessibility for all. When F1 first raced in China, Michael Schumacher remarked that there was probably a future F1 champion driving around the streets of Shanghai, but they just had not been spotted yet. The same could be said for aspiring youngsters all around the UK.

Football operates a well-developed talent development system, with the FA supporting and keeping an eye on development from the elite in the England training camp at St George’s Park right down to the players in junior

grassroots teams, where teams are often led by parents who have attained some form of official coaching badge.

Having spent the last five years coaching coaches, Hartley believes deeply in the need to provide structured support to develop talent throughout the pathway. In football terms, the Academy is motorsport’s St George’s Park, but all the motorsport clubs, karting tracks and StreetCar events around the country are the grassroots where that future talent is first formed.

“If you took a Premier League club, they would be interested in players within an hour of where they are, but from our point of view, as a national governing body, we’re interested in everybody everywhere,” explains Hartley. “So, we need to be able to have an Academy program that’s really accessible and takes away barriers for participation.

“The Motorsport UK Girls’ Karting Academy, for example, launched in April, is at the beginning of that pathway and the idea is to use it as a way of helping girls fall in love with karting and motorsport. We then need to be able to have places for them to go and people to support them as they move through the pathway.

“I’m keen to provide more frequent, personalised support at a local level. Racing costs can put up a barrier, but that does not mean we should not create incredible environments for young people all around the country. Currently the funnel is quite narrow but if we can broaden it, we will have even better drivers coming through the system in years to come.”

Harry Tinknell, WEC driver
Graduated: 2013

Tinknell showed his talent in single seaters in Formula Renault UK and British F3 during his time at the Academy before transitioning to endurance racing. He has since competed with leading manufacturers including Ford and Porsche, winning the Le Mans 24 Hours in the LMP2 class in 2014 and achieving multiple race victories in the WEC.



Scott Martin, WRC Co-driver
Graduated: Pre-2013

Martin was runner-up co-driver in the British Rally Championship with Matthew Wilson in 2004 and the pair reunited in the WRC from 2008-11. He won the Acropolis Rally with Craig Breen in 2014 and teamed up with fellow Academy graduate Elfyn Evans at M-Sport in 2019. The pair joined Toyota a year later and have been consistent title challengers ever since.



Jake Dennis, Formula E driver
Graduated: 2019

Dennis worked his way up through European single-seater championships and finished fourth in GP3 while at the Academy. After a successful stint in GT and Endurance Racing, he switched to Formula E in 2020, where he quickly became a race winner and clinched the 2022-23 World Championship. He currently drives for Andretti Formula E.



Elfyn Evans and Scott Martin currently lead the 2025 World Rally Championship

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Elliott Edmondson, WRC Co-driver Graduated: 2014

Edmondson started out in Road Rallying and Endurance Road Rallying before making his Stage Rally debut in 2010. He had his first experience of the WRC at the Academy, making his debut on Wales Rally GB, and has since partnered with drivers including Gus Greensmith and Oliver Solberg in the top tier, currently competing with Solberg in a Toyota GR Yaris Rally2.



Michael Jurin / Red Bull Content Pool

To enable that pathway to broaden, Hartley is keen to put an emphasis on the talents of the team behind it. Coaching, he says, never stands still, and new knowledge is continually developing – so the challenge to develop and improve the prospects for the Academy begins by developing the network and skills of motorsport coaches across the board.

“I believe that all aspects of motorsport need access to a greater number of qualified people with more capacity and capability to work and support drivers,” he explains. “One thing I have noticed since I joined is that being qualified as a coach does not necessarily hold the same currency as it would do in other sports.

“People have done good work for so long and I am keen that we start to find ways to recognise these things and help to create a culture that being a coach means you engage with ongoing learning and development. Other sports have a lot more history around coaching than motorsport does, and that gives us more agility to set things up.

“If you look at things from a grassroots perspective, when there are more people who know about coaching, it raises the floor. We need to start to build a greater pool of coaches who have the knowledge and experience of working with drivers participating at all the different levels of the sport.

“A lot of the work I did at UK Coaching was supporting the people who support the coaches, and for the future work we do in motorsport, being able to establish that coach development workforce is hugely important. Driver, coach, coach developer is like an onion and the more people that engage in this, the better it will be for everybody.”

The Coaching Pathway

Motorsport UK relaunched its coaching pathway in 2023 and since then more than 100 people have completed their Level Two qualification, after which they can choose to become a driver coach – which requires them have the appropriate instructor licence to coach inside the car – or a support coach – which allows them to offer guidance from the sidelines.

One challenge Hartley has found since his arrival is that the distinction between an instructor and a coach is blurred, but he sees the two as overlapping circles and explains: “If you ask five people what the difference is between instruction and coaching, you will probably get five different answers and that highlights the lack of coherence.

“Coaching involves anything that would take into account human performance – and that includes physical, psychological, emotional and environmental aspects. The word I would use is holistic, and what I want to do is help everybody who is working to support a driver to be as good as they can be in all areas.



Elfyn Evans, WRC Driver Graduated: 2015

The son of former WRC star Gwyndaf Evans is now one of the UK’s most recognised Rally stars in his own right. He had already won the British Rally Championship and the WRC Academy before joining the Motorsport UK Academy, after which he went on to earn a WRC seat with M-Sport. He joined Toyota in 2020 and is currently at the top of the WRC leaderboard.



“If instructors want to hold on to that identity, that is great, but I want us to then be able to provide the help to improve what they are already doing in that area. Every good coach needs to have some tools in their toolbox that lean into instructing, but they also need to have some other aspects to help the driver in other areas too.”

Coming from sectors of sport where performance gains come mostly from the individual rather than their equipment has given Hartley a unique take on motorsport – and one of the things he has been most astonished about is the relative lack of focus on improving human performance, even in the top tiers of the sport.

In F1, for example, advances in driver fitness in recent years have been immense, yet Hartley recognises that in some teams only a very small proportion of the workforce is employed to focus on driver performance, despite the fact that in some pressure situations, more could be gained from training the mind than honing the machine.

“There is so much financial investment into machinery, yet the investment into the human is where I think the most gain can be made now,” he explains. “Getting the right support around drivers and having a number of different specialists who they can engage with gives them the opportunity to select the right person to help them improve.”

That is exactly what the Academy has been built on, with expertise across the board. Its four programmes – Team UK, Futures, Co-Drivers and the Enhanced Diploma in Sporting Excellence (DiSE) – provide varying levels of access to on-track training, technical and tactical insights and support for psychology, fitness and commercial aspects.

The talent development pathways integrate key industry experts and practitioners to deliver practical learning through in-person workshops and industry site visits,

Jamie Chadwick is the first woman to win in the LMP2 class race in the European Le Mans Series, and did so on her debut in prototype racing at the 4 Hours of Barcelona

Jamie Chadwick, ELMS driver
Graduated: 2022

Chadwick won the British GT4 title in 2015 and hit world stage as the inaugural W Series Champion in 2019, winning again in 2021 and 2022 while in the Academy. She has since been a test and development driver for Williams in F1 and Jaguar in Formula E, spent two seasons in IndyCar NXT, and is currently racing in ELMS, where she won on her LMP2 debut.



drawing on a support network that includes Porsche Human Performance, Hints & iZone, Williams Esports, M-Sport and Bicester Hotel Golf & Spa, and more.

Hartley sees huge potential in the opportunity to bring his fresh perspective to build upon that base and concludes: “I was really keen to come into an environment that was quite alien to me, and I genuinely think coaching is a sleeping giant in motorsport that has the potential to make a huge difference to the experience of drivers.

“This is a brilliant opportunity to apply lots of the work I’ve been doing in UK Coaching and bring it to life in this sport. I appreciate that what we have in motorsport is ahead of other nations and I feel there is so much opportunity to take that rich history of what has gone before and innovate on that to do something genuinely world leading.



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“As we move up the pathway, where we are making talent selection decisions, we want to make sure those drivers or co-drivers we are working with have a good support team around us from what we offer on our academy program, curating subject matter experts and specialist services to help them be even better.

“The Academy gives really clear handrails to drivers in the early stages of the process then the more experience they get, the more autonomy they have to choose what support they have. Part of that is having a performance manager, as we call it, or a coach, who helps them make sense of their whole competitive outlook.

“As they move through the process, it goes from high to moderate to low structure because we create an environment where there is more choice for the drivers to focus on the areas they want, based on their specific needs, and we can then remove some of the barriers to getting the help that they need.

“When I worked at Arsenal, one of the things that really stuck with me was helping players to be really intentional about what they are working on. We developed a new approach for players to be the leading voice in their own development. Aspiring athletes should own their personal journey – and we can bring those principles to supporting drivers in motorsport.

“Traditionally in football and many other sports, coaches give feedback about the things that athletes should be getting better at, but for me, I want to think about coaches as treasure hunters rather than deficit detectors. Rather than finding all the things we are not doing well – find strengths, build on them, and use them to strengthen other areas.

“When I turned up to a coaching session, rather than asking the coach what they were working on, I would ask the players themselves. I would love for that mindset to transfer into the motorsport world, where we are able to help drivers have clarity on the one thing they are working on today, or next week, or this year. That is going to help them become just a bit better.

“This sport is so data rich, it can help give real clarity about the things they could improve on and then the role of the coach just changes slightly, from someone who gives feedback to someone who can work with a driver to generate feedback. There is a subtle difference, but it matters.

“Ultimately, I think ‘voice, choice and journey’ will be massive for the drivers who come into our Academy in the future. We want to be able to listen and understand what is important to them, what they are working on, and how we can help them; to offer them choice, with a big element of personalisation; and to help them on the journey of long-term development.

“We need to be able to work out exactly what high potential is in motorsport, what the indicators of potential are, what it takes to maximise the opportunities in all those areas. Then by getting support around drivers as early as we possibly can in their careers, we can increase the chances of them going as far as they possibly can.”

Ross Whittock, WRC2 Co-driver
Graduated: 2016

Whittock's father was also a professional Co-Driver, and Ross started his own journey reading notes in Road Rallying before stepping up to compete on Stage events. He competed at National level while in the Academy, and went on to win the Junior WRC title in 2019 alongside Jan Solans. He is now competing in WRC2 with Filip Kohn.



George Russell, F1 driver
Graduated: 2015

Russell won the British F4 title in 2014 and raced in European F3 during his time at the Academy before going on to win the GP3 Series in 2017 and the F2 title the following year. He graduated to F1 with Williams in 2019 and stepped up to Mercedes in 2022, winning his first race in Sao Paulo that year. He is now a potential title contender this year.



Jake Hughes: Formula E driver
Graduated: 2020

Hughes won the inaugural British F4 Championship in 2013 and climbed up to F3 and F2 while at the Academy. After graduating, he continued to compete at that level while also becoming a reserve and development driver in Formula E and working as an F1 simulator driver. He joined the Formula E field in 2022 and currently races for Maserati MSG.



Callum Hogg, Indycar driver
Graduated: 2021

Hogg made his car racing debut in 2015 and joined the Ferrari Driver Academy in 2017. After finishing third in GP3, he took on an F1 test role for Alfa Romeo and stepped up to F2 in 2019, finishing runner-up to Mick Schumacher in 2020. He made his Indycar debut the following year and now competes in the US series with Prema Racing.



UK Rally stages

The UK is home to some incredible Rally stages, ranging from legendary forest stages to testing tarmac runs over hills and dales. The exact routes may change over time, each location has its own distinctive character, mystique and history. *Revolution* has picked out six of the best, with the help of co-drivers Nicky Grist and Cameron Fair.

1 Sweet Lamb / Hafren

Location: Wales
Surface: Gravel

Every top flight driver knows these stages, which are found in one of the UK's most popular Rally regions. The area has so much forest, with so many beautiful gravel roads, that the stages have been used in many different directions and formats over the years.

The pair can be run alone or combined to create a 30-kilometre Stage. Hafren, which first appeared on the RAC Rally in 1973, is fast and technical, while Sweet Lamb, which debuted in 1988, resembles a super special with chicanes, jumps, hairpins and water splashes.

"I remember one year finishing in Sweet Lamb and coming down into the bowl with Colin McRae in a Ford Focus just as it was going dark, with masses of fireworks going off everywhere. I will never forget that moment!"

Nicky Grist



Russ Ormoy / 90 right

2 Calgary Bay

Location: Isle of Mull
Surface: Tarmac

This picturesque part of the Mull Rally runs around the west coast of the island for 35 kilometres and offers no room for error. It is fast and bumpy throughout, with an onslaught of blind crests, jumps, hairpins and limiter-bashing straights.

To add to the challenge, it is typically run at night, usually towards the end of two days of non-stop rallying. It is a real test for both the crew and machine.

"Maybe I am slightly biased on this as it is on my doorstep, but I know I am not alone with the opinion that this is a classic."

Cameron Fair



John Lindsay

3 The Baldwins

Location: Isle of Man
Surface: Tarmac

This 20-kilometre stage is one of the most challenging and exciting parts of the famous annual Manx Rally, crossing the island's central mountains from north to south between the rural region of Ravensdale and the outskirts of its capital, Douglas.

The most interesting section is the rapid run in the middle, which is extremely quick with endless corners that come thick and fast and are not only taken at high speeds but are also taken blind as they mostly arrive over crests.

"This stage is not for the faint-hearted and is a true test of the relationship between driver and co-driver."

Nicky Grist



Ben Lawrence

4

Llyn Brienne**Location:** Aberystwyth
Surface: Tarmac

This rapid run through the picturesque Welsh mountains has a super-fast start where the road is quite wide, then narrows up as it climbs the hill and starts working its way past the lake towards its forested finish.

A regular on the Rali Ceredigion, it runs at about 27 kilometres and offers spectators the opportunity for exceptional extended viewing, with a series of flowing corners into a tight left hander right in front of the viewing area.



"On the Rali Ceredigion last year, it was a really close battle in the Junior European Rally Championship, and we were all on the door handles through it. I think Max (McRae) and I had more moments in this one stage than we had all season!"

Cameron Fair

Russ Ormrod / 90 right

5

Grizedale West**Location:** Lake District
Surface: Gravel

This legendary forest stage has everything. It is extremely technical but also extremely fast and is attacked in one single run. As a regular destination for RAC Rally in the 1980s and 1990s, it boasts a competition history that few others can come close to.

Located beside Coniston Water, it covers around 30 kilometres and can be run in both directions. The longest straight is only around 150 metres – so there are lots of corners to keep co-drivers busy on the notes and challenge drivers to their limits.

"Partnering Jock Armstrong through this testing route in a cumbersome orange Subaru, lock to lock, ditch to ditch, for 30km is an experience I'll never forget!"

Cameron Fair

Russ Ormrod / 90 right

6

Dyfi / Gartheiniog**Location:** Machynlleth, Wales
Surface: Gravel

This two-stage combination, which runs through the Dyfi Forest, epitomises the character of the best Welsh Rally roads, combining plenty of fast-flowing sections with a selection of varied junctions and tighter sections that really challenge driver skill.

Dyfi is a long and twisty stage, winding its way back on itself several times for around 25 kilometres, as it snakes through the trees, while the shorter run through Gartheiniog, located further to the east, climbs for 10 kilometres and is equally testing.

"This never fails to put a smile on the face of the crew, and it was always one of my personal favourites on Wales Rally GB. It is impossible to not like this stage."

Nicky Grist

Russ Ormrod / 90 right

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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

officialbarc and 2 others
officialbarc No matter where you are in the British Isles this weekend, thank you to everyone for giving up their Easter weekend to make motorsport happen.
Without our marshals, officials, stewards, scrutineers, volunteers - race meetings just wouldn't tick.
Thank you! It means so much!
Holbonphotography.com #BARC

British Women Racing Drivers' Club
about 2 weeks ago
A brilliant day at Gurston Down Hillclimb Drivers School for IntoSpeed 2025!
It was fantastic to see so many ladies trying hillclimbing for the first time at BARC South West Centre's Gurston Down Hillclimb School recently. The seven female participants taking part were supported on the day by BWRDC committee – themselves competitors or marshals (one committee member is both), who were on hand to provide encouragement and answer any questions.

luciegutteridge · Follow
luciegutteridge Recce and Rally preparation training session with the @motorsportukacademy co-drivers yesterday
What an amazing day, learnt some very valuable skills, and some great tips and tricks off the best
This session involved going out to recce two "stages" around the area, writing the notes and calling them on the second run, but with a twist. A "valuable training tool" was used, I had to wear a hat with a piece of cardboard on when calling them so I couldn't see anything but the notes, and couldn't look up to see where I was, and just had to feel where I was.
I did my recce session with Nicky Grist, which was absolutely amazing, learnt some new skills and had some great feedback during the recce

ourmotorsportuk and motorspor
ourmotorsportuk We came, we karded, we crushed it.
A Week of Girls Karting Academy Taster Days powered by Charlotte Tilbury, Motorsport UK and TeamSport.
This is just the beginning.
Follow along to be the first to find out about the next taster sessions!
freyckin_drives Was a great day and met lots of #racinggirls! Thanks
sukhmanikheracing Awesome job, well done girls

britishf4 and 4 others
Donington Park
britishf4 First #BritishF4 podium of the season
@augustrbr
@fionn.mclaughlin
@tommy_harfield_racing
@jakobebrey
forecast_f1 Great weekend
fionnhassey08 Cmon fionn lad lovely stuff

Donington Park National, Round One Race One podium

jakobebrey · Follow
BTCC Round 1 at Donington Park today
Hope it's a bit sunnier than media day, still amazed by 4 wide down the Craners!
JEP

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YouTube New Karting guidelines issued to ensure that karting remains a safe, fair, and enjoyable sport for all competitors

KARTING DRIVING GUIDELINES

British Race Circuits

The first permanent UK racetrack was opened in 1907 at Brooklands in Surrey, and since then the country has seen many different venues developed to host circuit racing

18

The number of corners at Cadwell Park, which is known as the 'mini Nürburgring'

2.433

The length, in miles, of the Brands Hatch Grand Prix circuit

17

The current number of venues licensed for circuit racing by Motorsport UK

2

The number of directions the Knockhill race track can be raced on, the only circuit in the UK to allow both clockwise and anti-clockwise racing

147.25

The highest average speed, in miles-per-hour, ever recorded around the UK's fastest circuit, Thruxton, by Damon Hill in a Williams F1 car demonstration

1.529

The length, in miles, of Kirkistown, Northern Ireland

4

The number of Rallycross tracks in the UK

60+

The number of active racing circuits, from major tracks to Club circuits, in the UK

1997

The year the Trac Mon track was first opened on the island of Anglesey

Ever dreamed of being a racing driver? Well, turning that dream into reality is easier than you might think... click [HERE](#) to learn how...

Wera Tools British Kart Championship

9th-11th May, Dunkeswell, Honiton, EX14 4AH

The Rotax Championship heads to Devon for round two, taking on the most southerly track on the calendar with its mix of technical corners and long straights. Benediktas Masiokas leads the Micromax category, with Max Jolly top of the Minimax 950s. In the Junior Rotax Jacob Ashcroft will be defending his early Championship lead while Lewis Gilbert heads into the round with the advantage in the Seniors.

<https://britishkartchampionships.org/events/rotax-round-2-dunkeswell/>



Adam Gumbs

The Plains Rally

17th May, Bala, Wales

The Plains Rally gives the Fuchs Lubricants British Historic Rally Championship its first taste of the Welsh forests in 2025. After two rounds, the lead for the category-based BHRC title is split between Adam Milner in Category 2 and Baz Jordan in Category 4, with the usual challenge from the Category 3 contenders. Expect the competition to be as close as ever across the classes.



BHRC

The Welsh gravel rallying season gets underway with the Bala-based Plains Rally, Round 2 of the Pirelli Motorsport UK Welsh Rally Championship. Following Round 1 in Kielder last month, Russ Thompson heads the PWRC points but will miss the Plains due to his co-driver Steve Link's stag weekend. Instead, it is expected that Liam Clark will be setting the pace over classic Welsh stages.



Ben Lawrence

www.plainsrally.co.uk

Graham Stamper

17th-18th May, Blyton Park, Gainsborough, DN21 3PE

After a very close weekend at Anglesey with 19 British Championship contenders competing, the Woodford Trailers HSA British Sprint Championship continues at Blyton Park. Steve Brown leads the table in his RLM Empire Evo after a consistent run over the first three events, but fast charging Steve Broughton and Chris Jones are stating their championship ambitions as well.

www.britishsprint.org



Convoy Cymru

17th-18th May, Pembrey, Wales, SA16 0HZ

There's a convoy coming to town! The behemoths of the British Truck Racing Championship return to the Home of Welsh Motorsport with a full support package in tow. Join us for two days of all out on-track action and off-track family entertainment for the whole family!

<https://pembreycircuit.co.uk/racing/british-truck-racing-championship>



Graham Holborn

Borders Competitions Jim Clark Rally

23rd-25th May, Duns, Berwickshire

After two thrilling events this season, the Probite British Rally Championship heads to the iconic Jim Clark Rally for Round 3. 2024 BRC runner-up William Creighton leads the way, but Junior WRC Champion Romet Jürgenson is showing his form early on. The fast, closed-road asphalt of the Scottish Borders means we can expect high commitment and tight margins as protagonists aim to build momentum on one of the UK's most demanding sealed-surface events.



Spacesuit-Media

Jason Pritchard and Phil Clarke will aim to extend their Protyre Motorsport UK Asphalt Rally Championship lead when they tackle the Borders Competitions Jim Clark Rally in their Toyota GR Yaris Rally2. Predicting who will get maximum points is impossible, as they will be battling with Callum Black and Jack Morton, Neil Roskell and Rob Fagg, Sam Touzel and Max Freeman – all of whom are competing in Ford Fiesta Rally2s, plus Mark Kelly and Will Atkins in a VW Polo GTI R5, Steve Wood and Kenny Hull in the Citroën C3 Rally2, and James Williams and Ross Whittock driving a Hyundai i20 N Rally2.



Russ Olway

Reigning Scottish Champion Euan Thorburn and regular co-driver Paul Beaton will be looking to win back-to-back Reivers rallies in their Polo R5 but will face some stiff opposition led by Round 1 winner and six-times Scottish Champion Davie Bogie in a Skoda Fabia, with Irish co-driver John Rowan alongside. Check out the SRC Facebook page and YouTube channel – [scottishrallytv](https://www.youtube.com/channel/UCscottishrallytv) – for live footage from the event.

<https://jimclarkrally.co.uk>



AF Motorsport Media

Eakin Bros Brian James Trailers Stages

24th May, Claudy and Maydown, County Londonderry
 The Brown & Brown Insurance Motorsport UK Northern Rally Championship moves to the Eakin Bros Brian James Trailers Stages for Round 3, with leaders Aaron McLaughlin and Darren Curran among the 100 entries. Based in the Claudy and Maydown area, seven stages have been scheduled by the Maiden City Motor Club. "We have an exciting year planned. The new stages are great, and it is a level playing field for new competitors", said chairman Sean Doherty.
<https://nirallychampionship.com>



Neilpics.com

Summer Sizzler Slalom

8th June, East Brook Farm, Shillingstone, Dorset
 Get ready for the Summer Sizzler Slalom on 8th June 2025, hosted by Bournemouth & District Car Club! Held at East Brook Farm, this fun, non-damaging event features 18 thrilling tests on a smooth grass field. Whether you are a seasoned driver or a complete novice, it is guaranteed fun behind the wheel – come and join the action!
www.bdcc.org.uk



FIA The Main Event

23rd-26th May, Santa Pod Raceway, Bedfordshire
 Round two of the Motorsport UK championship combines with the opening of the FIA European championship to bring Europe's leading Pro Mod teams to Santa Pod for The Main Event, with the Top Fuel Dragsters prominent among other FIA classes bidding for their own titles. Dutch racer Michel Tooren (pictured) will compete in Motorsport UK Rounds 2 and 3.
<https://santapod.co.uk/main-event.php>



Dave Jones / Santa Pod

British GT Championship

23rd-26th May, Oulton Park, Cheshire
 In a partial break with tradition British GTs Championship Oulton Park round moves from the Easter weekend to the late May Bank Holiday. Both hour-long races still take place on the Monday. 2 Seas' Charles Dawson and Kiern Jewiss enjoy a handy lead in GT3 after scoring maximum points at Donington and Silverstone, while the GT4 top spot is tied between Marc Warren and Jack Brown, and Ravi Ramyeed and Charlie Robertson.
www.britishgt.com



JEP

British Rally Cross Championship

24-25th May, Mondello Park, County Kildare, Ireland
 Mondello Park is the only Motor Racing circuit in the Republic of Ireland and was opened in 1968. The Motorsport UK British Rallycross Championship 5 Nations Trophy makes the first of two visits this season for a double-header event this month, where reigning champion Patrick O'Donovan will be looking to follow his brace of wins at Lydden Hill with another pair of victories, but he's not the only champion in the hunt...
www.rallycrossbrx.com/events/mondello-park-double-header



Wera Tools British F4 – Snetterton 300

24th-25th May, Snetterton, Norwich, NR16 2JU
 Nestled in the Norfolk countryside, the 2.99-mile '300' circuit at Snetterton is one of the most technically demanding circuits on the Wera Tools British F4 calendar. Two long straights – roughly equidistant around the lap – provide plenty of opportunities for drivers to slipstream and carrying momentum and precision through the infield section is vital to putting together a strong lap – one wrong move can compromise a driver's line for three or even four corners to follow. Exciting racing is guaranteed.
<https://fiaformula4.com/events/snetterton/>



Don Gibbons / JEP

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RESULTS

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

Probite British Rally Championship



Reigning FIA Junior WRC champion Romet Jürgenson claimed his maiden Probite British Rally Championship – storming to the Carlisle Stages victory in spectacular fashion across a dry and dusty Kielder Forest. The Estonian M-Sport ace and co-driver Siim Oja set the fastest time on all but one stage, to win ahead of round one victors William Creighton and Liam Regan, while Garry Pearson and Hannah McKillop rounded out the podium.

Latest Championship Standings

1st	William Creighton	43 points
2nd	Romet Jürgenson	33 points
3rd	Keith Cronin	30 points

Motorsport UK British Car Trial Championship



The dry weather caused chalky dust, rather than mud, to challenge competitors in their search for grip at the popular Ivinghoe Aston venue. Eight meandering sections were tackled in four rounds. The dry going, coupled with clever use of the hilly terrain, produced a tricky course. A full entry of fifty-five starters enjoyed an excellent day's trialling in the chilly sunshine, scores ranging from only 9 marks lost, to an eye watering 216 marks lost! Barry Redmayne drove his Liege to best overall performance of the day

Latest Championship Standings

1st	Charlie Dovey	18 points
2nd	Trevor Moffatt	14 points
3rd	Mark Hoppe	12 points

5 Nations British Rallycross Championship



In front of a big crowd at Lydden Hill over Easter Weekend, it was former champion, 2007 title-winner Ollie O'Donovan who started on pole position for Saturday's final, with his son and teammate Patrick taking semi-final penalty, and dropping to row two. Yet it was Patrick O'Donovan who made the best start, moving around the outside of turn one to climb to second, then overtook leader the at the hairpin on the opening tour to seize a lead he wouldn't relinquish. Derek Tohill finished in second, fending off huge pressure from Oliver Bennett who came home third. The Easter Monday podium mirrored that of Saturday's, with Patrick O'Donovan coming out on top of a turn one battle with Tohill and leading the race throughout, while Bennett slotted in third.

Latest Championship Standings

1st	Patrick O'Donovan	40 points
2nd	Derek Tohill	34 points
3rd	Oliver Bennett	30 points

British GT Championship



Dan Harper and Darren Leung took a second Silverstone 500 win in three years, while British GT4 victory went to Ravi Ramyeed and Charlie Robertson. Kiern Jewiss and Charles Dawson served a late drive-through penalty for overtaking under yellow flags, which cost the championship leaders the win, but took home maximum points for the second race running. Marvin Kirchofer added a new race lap record to his qualifying benchmark en route to third overall, while Matt Topham and Darren Burke took Silver-Am class victory in ninth overall. The GT4 spoils should have gone to Aiden Neate and Josh Miller, but a mechanical failure meant Ramyeed and Robertson beat title rivals Marc Warren and Jack Brown in to second place. Third went to Branden Templeton and Chris Salkeld.

Latest Championship Standings

GT3		
1st	Charles Dawson / Kiern Jewiss	75 points
2nd	Morgan Tillbrook / Marvin Kirchofer	45 points
3rd	Alex Martin / Sandy Michell	27 points
GT4		
1st=	Marc Warren / Jack Brown	64.5 points
1st=	Ravi Ramyeed / Charlie Robertson	64.5 points
3rd	Ed McDermott / Seb Morris	34.5 points

British Truck Racing Championship



The British Truck Racing Championship delivered a bank holiday bonanza of full-throttle thrills at Brands Hatch as four drivers claimed outright victories across Division 1 and Division 2. Division 1 had the two most successful drivers on the grid – Ryan Smith and Stuart Oliver – lay down early markers in the battle for title supremacy by sharing the spoils that were on offer, with Smith scoring a hat-trick of wins and Oliver an impressive brace. In Division 2 a similar trend took place as debutant Jake Evans and the experienced Simon Cole ignited their championship challenges by standing on the top step of the podium on more than one occasion; Evans doing so twice before Cole followed up with three of his own.

Latest Championship Standings

Division 1		
1st	Ryan Smith	96 points
2nd	Stuart Oliver	85 points
3rd	John Bowler	70 points
Division 2		
1st	Jake Evans	93 points
2nd	Callum Eason	71 points
3rd	Simon Cole	62 points

Protyre Motorsport UK Asphalt Rally Championship



Jason Pritchard and Phil Clarke scored maximum Protyre Motorsport UK Asphalt Rally Championship points on the Proflex Manx Rally Toyota GR Yaris Rally2. In only his second event in the new car, the three-time Protyre Asphalt champion was battling for victory right from the start, beating his nearest title rivals by an impressive 50.9 seconds. Mark Kelly and co-driver Will Atkins got caught in traffic mid-event, but a fast finish helped them recapture second place, while Neil Roskell and Rob Fagg had an uncomfortable weekend, but still managed to finish third.

Latest Championship Standings

1st	Jason Pritchard	56 points
2nd	Neil Roskell	54 points
3rd	Sam Touzel	51 points

British Hill Climb Championship



Reigning British Hill Climb Champion Matt Ryder took narrow wins in both run offs on the fast and flowing public roads of Northern Ireland, where he has had only little successes in the past. Ryder beat Will Hall by nine one hundredths of a second in the first run off, and Wallace Menzies, again by nine one hundredths of a second, in the second run off, giving Ryder a three point lead over Hall and Menzies in joint second.

Latest Championship Standings

1st	Matthew Ryder	38 points
2nd=	Will Hall	35 points
2nd=	Wallace Menzies	35 points

Wera Tools F4 British Championship certified by FIA



In Race One, pole-sitter James Piszcyk drove a lights-to-flag win, with Fionn McLaughlin and Martin Molnár following him home. Al Azhari became the latest new face to stand on the top step of the British F4 podium as he pulled off a sensational double overtake on the opening in the reverse grid contest – to win his first and British F4's 300th race. James Piszcyk won the finale race of the weekend with Martin Molnár in second, and Fionn McLaughlin securing yet another podium finish in third place.

Latest Championship Standings

1st	James Piszcyk	79 points
2nd	Fionn McLaughlin	71 points
3rd	August Raber	68 points

Fuchs Lubricants British Historic Rally Championship



David Crossen and Ben Teggart secured their first British Historic Rally Championship victory, storming to a convincing win at the Carlisle Stages in the Kielder Forest complex. The Ford Escort MKII driver has just half a dozen historic events under his belt but underlined his continued progression by taking the win by over 50 seconds from round one winners Daniel Mennell and John Roberts. David Henderson and Chris Lees recovered from a challenging day to secure third place.

Latest Championship Standings

Category 1	Terry Cree / Richard Shores	33 points
Category 2	Adam Milner / Roy Jarvis	63 points
Category 3	= Daniel Mennell / John Roberts	58 points
	= David Crossen / Ben Teggart	58 points
Category 4	Barry Jordan / Arwel Jenkins	48 points

Asset Alliance Group Scottish Rally Championship



84 crews lined up to do battle over the 8 stages of the McDonald & Munro Speyside Stages, Round 1 of the 2025 Asset Alliance Group Scottish Rally Championship. Six-times Scottish Champion David Bogie and co-driver John Rowan led from the start to take the win by 47 seconds after a very cool and calm performance. Scott MacBeth and Dan Forsyth were never outside the top four and snatched second on the final stage when Euan Thorburn and Paul Beaton lost all their brakes, but still came home in third place.

Latest Championship Standings

Drivers		Co-Drivers			
1st	David Bogie	30 points	1st	John Rowan	30 points
2nd	Scott Macbeth	28 points	2nd	Dan Forsyth	28 points
3rd	Euan Thorburn	27 points	3rd	Paul Beaton	27 points

Kwik Fit British Touring Car Championship



The 2025 Kwik Fit British Touring Car Championship kicked off at Donington Park where Ash Sutton secured a double success, and Tom Chilton claimed victory in the finale. NAPA Racing UK's Dan Cammish took pole position in the first qualifying session but it was Sutton and Tom Ingram that duelled it out for Race 1 and Race 2. Dan Rowbottom and Cammish took a podium each. Chilton then dominated the final race, while Ingram and Sutton finished second and third respectively.

Latest Championship Standings

1st	Ashley Sutton	58 points
2nd	Tom Ingram	51 points
3rd	Tom Chilton	42 points

Motorsport UK Pirelli Welsh Rally Championship



Russ Thompson and Stephen Link were top Pirelli Welsh Rally Championship contenders and won the Interclub event overall after a tremendous performance and went into the fifth and final special stage with a 12s lead over the Liam Clark and Emily Easton-Page, who finished in second place. James Giddings and Aled Davies completed the podium.

Latest Championship Standings

Drivers		
1st	Russ Thompson	30 points
2nd	Liam Clark	27 points
3rd	James Giddings	25 points
Co-Drivers		
1st	Stephen Link	30 points
2nd	Aled Davies	27 points
3rd	John Roberts	25 points

Motorsport UK British Drag Racing Championship



Andy Robinson launched his bid to win a tenth Motorsport UK British Drag Racing Championship and twice-champion Kevin Slyfield returned to Pro Mod competition from retirement, yet it was Andres Arnover who left Santa Pod in triumph. The Estonian qualified on pole with Europe's quickest-ever Pro Mod pass (5.695sec), which remained low elapsed time of the race, and demolished the field, beating Robinson in the final. Arnover's 254.71mph was the event's top speed.

Latest Championship Standings

1st	Andres Arnover	103 points
2nd	Andy Robinson	76 points
3rd	Kevin Slyfield	57 points

Wera Tools British Kart Championships

The Rotax and Honda categories kicked off the season at Warden Law in early April with five categories in action. In the Honda Cadets final, Archie Loveridge took a controlled victory from pole position, finishing just ahead of Ronnie Jones. The Micromax category final saw a dominant display from O Plate winner Benediktas Masiokas, who finished almost 10 seconds clear of the field, but MiniMax 950 was far closer, with Max Jolly winning in a top four covered by less than a second. Jacob Ashcroft won the Junior Rotax final, beating Kai Clarke by just 0.26s, while Lewis Gilbert won the Seniors by a comfortable margin of just less than three seconds.

Warden Law was also the venue for the opening round of the IAME and KZ2 season in mid-April. It was a strong start in the Water Swift Restricted for O Plate winner Albi-Jay Stubbs with victory in both finals, while in the Water Swifts Harry Williams won the opening final and came in second, just behind Austin Newstead, in the following final. Another O Plate winner, Riley Cranham, took a clean sweep in the Junior X30, while Harrison Whitticombe did the same in the Senior X30 category. In KZ2, Oliver Stewart won the heat but could only manage third in the final, as Timo Jungling pipped Ella Stevens for the win by 0.09s.



Honda Cadet GX200

1st	Archie Loveridge	130 points
2nd	Ronnie Jones	122 points
3rd	Riley Blakemore	119 points

Micromax UK

1st	Benediktas Masiokas	130 points
2nd	Charlie Page	124 points
3rd	Harris Barber	119 points

Minimax 950

1st	Max Jolly	125 points
2nd	Edward Haynes	122 points
3rd	Tom Read	118 points

Junior Rotax

1st	Jacob Ashcroft	130 points
2nd	Kai Clarke	122 points
3rd=	Leon Hastie	120 points

Senior Rotax

1st	Lewis Gilbert	130 points
2nd	Guy Cunnington	121 points
3rd	Joshua Graham	118 points

Teams

1st	SFR Motorsport	127 points
2nd	DHR	127 points
3rd	Strawberry Racing	125 points

KZ2

1st	Timo Jungling	127 points
2nd	Oliver Stewart	125 points
3rd	Ella Stevens	122 points

Water Swift Restricted

1st	Albi-Jay Stubbs	252 points
2nd	Bodhi Batch	243 points
3rd	Zev Godschalk	238 points

Water Swift

1st	Harry Williams	254 points
2nd	Colbe Pattison	237 points
3rd	Austin Gibson	225 points

Junior X30

1st	Riley Cranham	260 points
2nd	Aaron Richardson	243 points
3rd	Isaac Seah	234 points


Senior X30

1st	Harrison Whitticombe	260 points
2nd	Harrison Mackie	246 points
3rd	Gus Lawrence	235 points

Teams


1st	Fusion Motorsport	260 points
2nd	Xcel Motorsport	250 points
3rd	Premium Karting	149 points

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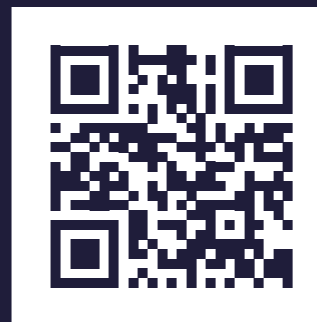


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