


# Revolution

June 2025

The official magazine of  motorsport UK

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The month of May saw several tragic events cast a shadow over our motorsport community. The first of these was at our home base in Bicester, where we moved to in 2021. We became part of a new enterprise created for specialist automotive and motorsport businesses, with the

aim of building a hub at the heart of Motor Sport Valley. Dan Geoghegan and his team have succeeded in creating an extraordinary place and a wonderful community; so this made it even more personal and tragic when disaster struck on the 15th of May.

Having just left the office that evening I was told that one of the aircraft hangers was ablaze, which seemed altogether surreal; then as the news unfolded over the coming hours, across national media, it became apparent that the situation had become very serious. As we now know, two firefighters – Jennie Logan and Martyn Sadler – lost their lives alongside Dave Chester, who was an integral part of the Bicester Motion team, providing site maintenance and general construction over the past 10 years. The whole site was sealed off as the emergency services began to conduct their work and investigations, and with that came the realisation that the collapse of the roof structure composed of asbestos could present a hazard to the residents. Therefore, the Motorsport UK staff set up to work from home the next morning, with something of a sense of a return to 2020. In the end it was practically a week later that we returned to the Bicester Motion site, but with restricted access and a sombre mood. It is particularly hard for the Bicester Motion team as they have poured such energy and passion into making the site what it is today, and to lose a close friend in Dave was heartbreaking for all. Our very sincere condolences go out to the families of Jennie, Martyn and Dave.

While still reeling from this event, the following weekend our sport suffered not one, but two, tragic accidents resulting in the loss of co-driver Dai Roberts on the Jim Clark Rally and Julian Grimwade at the Vintage Sports-Car Club (VSCC) meeting at Donington Park. Our very sincere condolences go to the families and friends of Dai and Julian.

As I'm sure many of you are aware the accident on the Jim Clark Rally comes 11 years after a particularly challenging moment in our history when three spectators were killed on the same event. This resulted in a fatal accident inquiry (FAI) in Scotland, that in turn led to the development of the Rally

Future programme which instituted a new framework of safety across the whole sport. The Jim Clark Rally returned in 2019, as a result of the hard work of the volunteer community, and particularly the Jim Clark Rally Memorial Club. This accident was therefore a great shock to everyone involved as they had worked so diligently to implement the new protocols of safety. Motorsport UK's Safety Team, led by John Ryan and Dan Carter, were on hand at the event within hours, and are working with the police in Scotland, as well as the FIA, on a full investigation into the accident to understand the causes and the lessons that can be derived for the future.

Julian Grimwade was an experienced and much respected member of the vintage motorsport community and was a prolific historic racing competitor who tackled a wide variety of events, including races and hill climbs – predominantly in pre-war cars. He was a regular at Goodwood, frequently competing in the SF Edge Trophy at the Members' Meeting, including in a Frazer Nash Norris Special. Julian was driving his Oakland Romano Special in the Mephistopheles & Lanchester Trophy contest for pre-1925 machines, which opened the day's racing, when his car left the circuit on the exit of Old Hall on the first lap.

We all know that motorsport has the potential to be dangerous, and indeed we recognise this when we sign on as competitors, officials, marshals and volunteers; but the stark reality is still hard to bear, when at the end of the day it is a sport and people's hobbies and passion. That is the reason that Motorsport UK, and the FIA have spent so much time and resources over the decades focused on incremental improvements in every dimension of the sport, from the vehicles themselves and their safety equipment, venue design, passive safety systems, personal protective equipment, and of course the training and development of our amazing volunteer community of marshals, medics and rescue and recovery specialists. Last year we had over 120,000 individual competition starts and during that period the sport suffered no loss of life from competition activity. That is a commendable outcome that reflects all the hard work of many thousands of people; however, the events of the last few weeks show that there is always more to learn and more to do in making the sport safer for everybody involved. We must always do more to make the sport as safe as possible for our members.

I would particularly like to thank the emergency services who attended the Bicester Motion site to deal with the conflagration and subsequent aftermath, as that community knows what it is like to lose a friend, colleague or family

member as they serve to keep us all safe. Special thanks go to the volunteer community on the Jim Clark Rally and at the VSCC meeting at Donington, who all showed outstanding professionalism and dealt with these very difficult circumstances in a highly effective manner. One aspect of Motorsport UK's role as the governing body is to provide support to those who have been in the front line of tragedy and our Safeguarding team have reached out, and are available, to anyone who would like that support. I would also highlight the outstanding insurance cover that we provide in the event of unfortunate incidents, not only for our members but also to protect our sport with £100 million of public liability cover.

**Growth and Support**

The annual Volunteer Week is when we all turn the spotlight on our community of some 15,000 registered officials, volunteers and marshals. This is not only to thank them for their dedication and hard work, but also to serve as a catalyst to bring new members into the community. As I travel around the country there is one consistent theme that is fed back to me by our volunteer community, and that is the need to recruit new people to replace those that are coming towards the

end of their career in service to the sport. We are fortunate to benefit from a very large community that have built up decades of experience in everything from event management, judicial management, medical services, to rescue and recovery; but we need a steady stream of new recruits that can ensure the longevity of the sport. The chair of our Volunteer and Officials committee, Duncan McGregor, is at the lower end of our age profile with a bundle of energy and a passion to



*The Young Officials Committee which is run by Rachel and Sam*

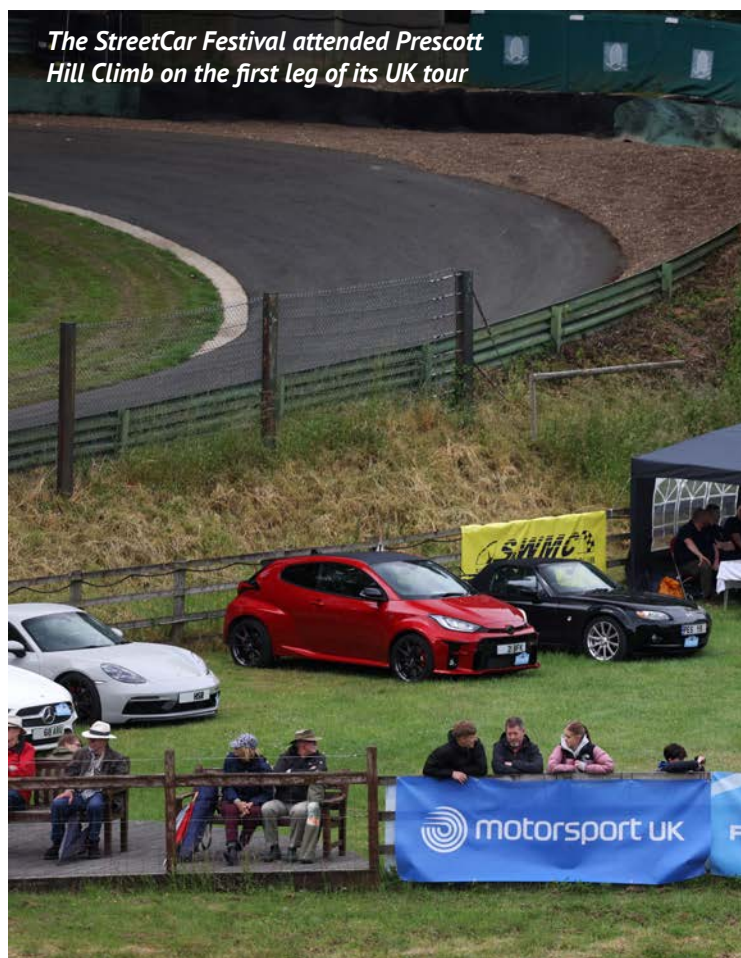


# CEO's MESSAGE

achieve this goal. In the past year we've also created a Young Volunteers and Officials Sub-committee, that is run by two Motorsport UK staff members – Rachel Gascoigne and Sam Walker – who are respectively a Steward and a Clerk, and through this group they are generating fresh ideas for how to welcome more young people into the sport. Any ideas that you have on that front are more than welcome.

Most of you are now familiar with the StreetCar campaign, and I am proud that we have over 70 clubs that have been awarded the status of an official StreetCar club. There are hundreds of people registering their interests on the website, and multiple stories of new people joining clubs and taking their first steps into motorsport. Last summer Motorsport UK ran its first StreetCar festival at Bicester Motion, and from this we learned some important lessons. The first being that we should embed StreetCar into larger events where it can better attract newcomers from the crowds of people attending, and second, that the StreetCar festival should go 'on the road', and so this year there are three events spread across England, Wales and Scotland. I hope that for 2026 Northern Ireland will join the festival community as well.

The first Festival was held as part of one of Prescott's hill climbs, where StreetCar took over the upper car park for an AutoSOLO, the hill and woods adjacent to the track were transformed into a Production Car Trial, and to kick off the day we held a Touring Assembly. It was great chatting to people who had come along as spectators and were seeing StreetCar for the first time, and they realised that they could potentially take part rather than just watch. I would like to thank the whole team at Prescott for making us so welcome, and also the Stroud and District Motor Club for the Car Trial, the Sixty & Worcestershire Motor Club for the AutoSOLO and hosting the club stand, the Wolverhampton and South Staffordshire Car Club for the Autotest, and the Venture Bound Members Motoring Club for the Touring Assembly.



While visiting Prescott, the first person that I bumped into as I walked through the gate was Rob Jones, the former General Secretary and CEO of Motorsport UK, who was standing with great pride next to his Mk 2 Ford Escort that was resplendent in period correct Castrol livery. Rob took me for a tour around the car which he has owned for many years, and he has known since it was first built by a specialist in the marque in the 1980s. It even has the original floor! Chatting to one of his fellow competitors you could see how bringing rally cars and hill climbs together is working so well in the new Historic Rally Hill Climb Championship that has been created and promoted by Prescott and led by Gemma Price who brings energy and passion to every aspect of the sport.

I also made my way to Thruxton that day for the British Touring Car Championship (BTCC) round, which included the Wera Tools F4 British Championship as part of the support programme. Despite monsoon weather creating a significant challenge for all concerned, there was a mood of buoyancy in the paddock about the BTCC and all the championships that supported it – and the fantastic news that British F4 is joining the British Grand Prix in July and will make history as the first Grand Prix ever that features F1, F2, F3 and F4 all racing on the same weekend. 🌀

I wish everybody a safe and fun month of motorsport ahead.

Best regards,  
**Hugh Chambers**  
CEO, Motorsport UK

*British F4 at Thruxton, and soon to be part of the British Grand Prix weekend*



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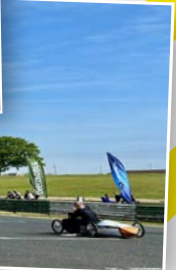
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NATIONAL MOTORSPORT WEEK



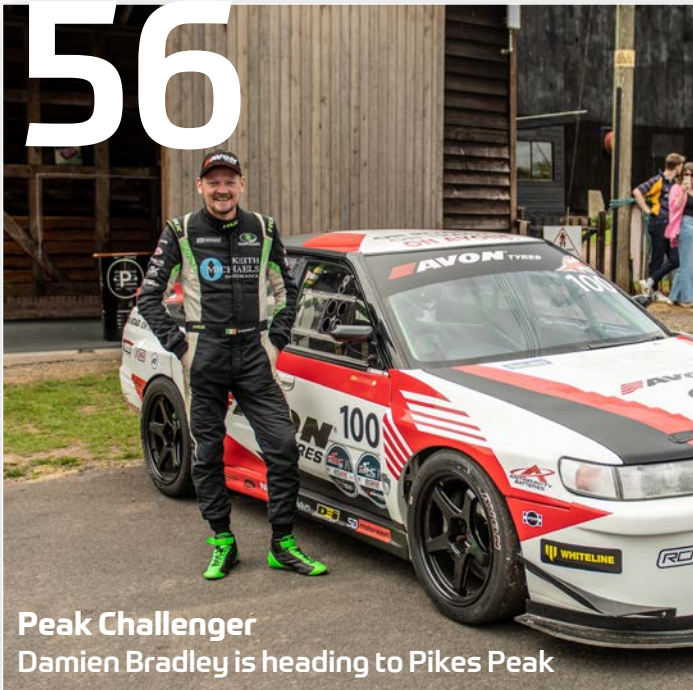
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# TEST OF ENDURANCE

The Le Mans 24 Hour race is the most famous endurance race – but club members can also race through the night in the UK with C1 or 2CV racing reports **Will Gray**

“I was totally buzzing,” smiles Adrian Langley, as he recalls his emotions after making his 24-Hour racing debut at Silverstone last month. “I have never gone that long with no sleep, but it did not seem to matter. I think most people are running on pure adrenaline and I have been on a high ever since the race finished.”

There are only a handful of 24-Hour motor races around the world. The top tier includes Le Mans, Spa and the Nürburgring, which all take place this month; Daytona and Dubai; and Australia’s legendary Bathurst 1000. At the other end of the scale, and closer to home, C1 racing and Classic 2CV racing offer great 24-hours of competition here in the UK.



This year's British Racing & Sports Car Club (BRSCC) 24-Hour Silverstone GP included a field of 42 lightly modified Citroen C1 racing cars, one of which was Langley and Team InSeine. The event covered almost 450 laps of the F1 circuit – the equivalent of more than eight Grand Prix distances – and saw every entrant cross the finish line.

Race-ready C1s cost around £5,000 and the entry fee is £4,800 – which can be split between drivers – so this can be a cost-effective way to go racing. For most, the attraction is the experience of being part of a team battling through the night to keep the car going to the finish.

Robin Welsh, Silverlake C1 Endurance Series co-ordinator for BRSCC, competed in his first 24-Hour C1 event, back in 2018, and continues to race today. "Races like Le Mans are just not achievable for most people, so to be able to race a car for 24 hours with a group of friends for very little budget is fantastic.

"You can have between three and six drivers, and you are allowed to do a maximum of three hours in any five-hour period. Anyone can do it. You could go and do your ARDS test, get your licence, and race the 24-Hour race the day after, with no previous experience. A lot of people actually do that, and that's half of the appeal."

Some, however, are at the opposite end of the scale. David Drinkwater is an extremely experienced endurance racer who has competed in FIA 24-Hour GT races in Dubai, Portimao, Brno and Paul Ricard, the Nürburgring 24hrs and the Le Mans 24-Hour support races – yet he continues to join the C1 field every year.

"As a driver and team experience, there is really no difference between C1s and the big stuff," he says. "There's the same lack of sleep, the same camaraderie, working all the way through, catching the odd cat nap now and again. It might be a little bit warmer in Dubai, even in January, but the ethos around it is all the same."

In addition to the C1 race in May, the Classic 2CV 24-Hour event is at Snetterton, run by The British Automobile Racing Club (BARC) over the August Bank Holiday. That includes 2CV racers as well as classes for the more standard Classique UK and Euro Classique 2CVs, the heavily modified Euro Hybride 2CVs, and guest entries for classic Mini Grands and C1 cars.

There is also EnduroKA 24-Hours, which runs every two years, and the Fun Cup 24-hour. And for those who don't feel like going the full stretch, the Race of Remembrance, held in November at Anglesey in support of the Armed Forces, offers a 'half-marathon' 12-Hour race.

&gt;&gt;&gt;&gt;



One of the 2CV race organisers, Andrew Bull, attended his first ever 2CV race at Mallory Park back in 1998. He has not missed many since, but he was always in the garage, working as a mechanic, rather than behind the wheel. That changed in 2023, when he started racing in shorter Championship endurance events and then took on the 24-Hour Race.

“Finishing the race behind the wheel for the first time was quite special,” he recalls. “The car was starting to limp a little bit, and because I was the spanner man, I had to bring it home. We finished on the podium, and it was very emotional, coming down the pit lane with everybody banging the roof and clapping you through.”

## Racing Experience

The race weekend begins with an optional practice on Friday, followed by qualifying in the afternoon and a special night practice in the evening. Teams are then free to relax, rest and prepare their cars ready for the race, which this year began at 5:30pm on Saturday. It is then full-on racing for 24 hours, with driver stints typically split into two or three hours.

While teams take the on-track action very seriously, the atmosphere is generally relaxed. “We arrive on the Thursday, share some food and drink, and catch-up with everyone, then get into it,” says Drinkwater. “This year there was a big support package, so we had a nice lazy day on Saturday, watched a bit of racing, then got ready for the off.”

The later start meant the sun was soon setting over the track, and the drivers were quickly plunged into chasing lights in the dark. No other form of circuit racing offers this unique experience, and for 24-Hour first-timer Langley it was something he will never forget.

“I was a little apprehensive and I did not know if I would be able to cope because I have never done anything like that before,” he admits. “The night practice did not give me much of an idea either, because I only had three laps, mostly on low beam, and I only found out that drivers keep high beam on virtually all the time when I came back in – a 24-Hour rookie error!”

“I did that in the actual race and it worked perfectly. I could see everything I needed to and I quickly got to feel very confident. You only see what you need to see and everything outside your peripheral vision is dark, so there’s nothing else to distract you.”

In some cases, that sharper focus can even result in faster lap times, and Langley notes that one of his team mates was lapping around three seconds quicker at night than he was in the daytime. The night stints are also the period when drivers outside the car need to get some sleep, and that is something new to get used to.

Despite his wealth of experience, Drinkwater admits that this is the “hardest bit” of the race for him. “You can never underplay how tired you can get if you do not get any sleep,” he says. “Whether it is the higher-level stuff or the C1 racing, it is the same. You just have to try to get a half-an-hour snooze here and there, because that helps.”

“When you get out the car after a great two hours, it is hard to wind down. I have a shower, get some food and water, then try and have a bit of a rest, but it is so difficult to switch off. The team is always in the garage, there are always lot of people around. I have a camper with shades on, so I will go in there and try to get away from it all.”



“We always make sure we know where everyone is through the night, just in case they are needed. We put some fold-down camp beds in the trailer so people can go have a snooze, or they just try to nod off in a chair listening to the commentary or some music with a hat over their eyes. Once the morning comes, though, I am awake, and that is it.”

The relentless race often involves close competition, with individual battles taking place throughout the grid. As a result, incidents can happen, and the secret is keeping a cool head if they do. “You just have to react to them as best you can,” says Drinkwater. “You can put a plan together, but that could go completely out the window in the first lap.”

“In long races, a lot of it is about luck, driving steady and having no penalties. We have often not had the luck and had issues, being caught in an incident, once, having a rear beam break when we were about to take the lead. Things can change quickly and you need to just try to not get overly stressed about it.”

When you get to the end, though, it is pure elation. Most cars make it to the finish, even if they have to spend hours in the pits fixing something after an incident to get back on track. Some will end up more than 100 laps down – but whatever happens through the race, the camaraderie involved means there is almost always a good conclusion.

“One of our guys, JP, is ex-2CV and their philosophy is that everyone makes it across the line, even if they have to be pushed,” says Drinkwater. “That happened in our first race, when one of our friends ran out of fuel, and we helped push them back to the pits so they could fuel to the finish.”

## International Origins

C1 racing originated from Classic 2CV racing, and 2CVs have been running in 24-Hour races since 1990. That, in turn, takes its heritage from French grass-track 2CV racing, which has been going ever since the vehicle was released and remains popular across Europe as well as in the French communities of South America.

There are still people entered into in this year’s 24-Hour 2CV race who competed in that first event and Bull recalls: “It started off in Mondello Park in Ireland and times were great over there. It was all very laid back. In fact, I recall one story about an early event where they put the safety car out so the Guinness truck could cross the track!”

Despite their age, 2CVs remain popular to this day, but in 2017, two racing members, Philip Myatt and Carol Wills, came up with the idea of creating a modern version. Myatt spotted a Citroen C1 in the street and it all grew from there. The pair formulated plans for a championship, created a website, and started building a couple of cars.

Two years later, an incredibly large grid of 99 near-identical C1 cars lined up for the first Silverstone 24-Hours event, which is now hosted by the BRSCC. “Philip and Cathy did the 24-Hour race at Spa in 2016 as a guest class in the C1s, so I built a car with some friends and we took part in both, racing as Team InSeine,” says Welsh.

“The first C1 24-Hour race in the UK was at Rockingham in 2018, then in 2019, when Spa was too full to take the C1s, they added Silverstone alongside a second race at Rockingham and the grids just got bigger. I did both races, winning the first and leading the second for 23 and a half hours!



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“The novelty of doing the Grand Prix circuit for 24 hours for an entry fee, at that time, of around £3,000, in a car you could get for very little money, was really appealing. There were more than 200 cars around at that point, competing on and off in the endurance Championship and the 24-Hour races, so the grid at Silverstone was huge.”

“We do everything from the track time and logistics right through to running and organising the membership side,” he explains. “I make all the parts of the cars now too, and I run the web shop, so we are very busy! We also organise and run the C1s in the 2CV 24-hour race and the 12-hour Race of Remembrance.

## Simply fun to drive

The C1 cars are pretty much standard spec apart from the addition of a roll cage, racing harness and wishbone extension kit for greater caster. Since taking over, Welsh has also specified the addition of two Powerflex suspension bushes to improve stability and banned the use of the original steel wheels, because the cornering forces caused them to crack.

Building a car is very simple and quick to do, as Welsh explains: “You unbolt the interior, weld the roll cage feet into the car, fit our standard bolt-in roll cage, add a set of lowering springs on the standard shocks and racing brake pads and off you go. You can build one in a couple of days on your driveway at home – and that was a big part of the appeal.”

Similar can be said of the 2CVs, which also remain fundamentally standard cars. “We have standard suspension, gearbox and braking system,” says Bull. “The engines are the original 602cc flat-twin, but they now push out around 50hp, double the original, because of tuning and a few permitted modifications to the engines.

“We are keen to maintain the original appearance of the cars as much as we can, so we do still use the steel rims, with standard Toyo 310, 135/15 profile tyres. There is the

occasional failure, but I am on the technical committee, and we always advise people of where they can fail and make sure they check them regularly.”

The basic nature of the two different cars makes them unique to drive compared to most racing machines and means they cannot compete in other series. As a result, many of the teams that compete in the 24-Hour races also take part in the respective endurance Championships, which involve a calendar of races lasting up to three hours.

“We try and do most of the races because it is good fun and good practice,” says Drinkwater. “The C1 cars are unique in the way they drive. Having road tyres and no race suspension, there is a bit of roll, and you slide around. It is weird to explain. You drive it as hard as you can and it will just keep on going.”

There is now a healthy second-hand market of C1 machines and on average people will pay around £4,000 for a fully built car. That can drop as low as £2,000 for a well-used one and rise up to £12,000 for a known winner that has been looked after well. Things are a little more expensive with the 2CVs, due to their age, but not astronomically so.

As a 40-year-old classic, good donor 2CVs are not around anymore so to build one from scratch requires a bit of a project. A car with four tyres, ready to hit the track can range from £4,000 and £10,000, depending on the number of spares involved. Three years ago, for example, Bull paid £7,500 for a car that had not run for several years and needed a bit of attention, but it did come with a full set of spares and a trailer thrown in.

These machines, be it a C1 or a 2CV, are built to last and, if raced sympathetically and kept out of trouble, they can be used time and again with minimal maintenance costs. Drinkwater’s car, for example, ran its original engine and gearbox for five 24-Hour races, as well as track days and testing, without requiring a change.

>>>>>



*The 2CV Championship startline grid*



*Everyone chips in to get the cars ready to race*



*Close racing with the quirky French 2CV cars*

Some people, of course, are not so lucky, and the attrition of endurance racing means that a good collection of spare parts is essential, just in case. There is plenty of availability – particularly for the C1s, thanks to a perfect-fit sponsorship deal with Silverlake Automotive Recycling.

“The C1 racing is all about low-cost racing and Silverlake supplies low-cost recycled parts,” explains Welsh. “They bring so much stock to every race – engines, bumpers, sump rings, hubs, wings, body panels, lights, all that kind of stuff – and a lot of people racing in C1s buy the parts from them.”

Langley says his race budget this year reached a five-figure sum – much higher than the three-hour Championship races – although when split between six drivers, that becomes more reasonable. “It is not bad if you manage it well,” he says. “The entry fee is the largest item, but you also need sufficient spare parts and a large number of tyres!”

### **Building a team**

These may be low-profile 24-Hour races, but they are just as competitive as the international events, all the way through the field. That means teamwork is extremely important whether you are racing at the front or the back, and a lot of the teams are made up of groups of long-time friends.

Drinkwater had already been competing regularly in endurance events when he was enticed by the opportunity to add more long-distance racing into his calendar, and a chance to race with friends in a C1. So, he pulled together a group, bought a car and built it up to take part in the 24-Hours race at Spa in 2018.

“When we heard about the first C1 24-hour race at Spa over the summer, we decided we should give it a go,” he says. “They knew I did lots of endurance stuff and some of them had helped at those events, so we bought the C1, Clive Brookson fixed it up, and we were still building it on the Friday when we got to Spa!”

“We did the race and had a great time – I think it rained non-stop for the 24-hours! – and it has all gone on from there. We now have two cars, one that can be for newcomers with limited racing experience that can do a routine strategy for maximum driving time, and another for drivers going for a result, with seat time adjusted as needed through the race.”

In contrast to Drinkwater, Langley’s racing debut came much later in life. He was introduced to the sport at the age of 60 by his friend Maurice Crockett and wanted to put together a team to race a C1 and, ultimately, the Spa 24-Hour race.

“There are older people out there, but to start at 60 is fairly unusual,” he smiles. “I did a track day at Castle Combe then got my ARDS licence. The three of us built a car over the winter and started racing in 2018. I gradually learned and picked up speed but then things stopped for COVID and after that, racing at Spa was no longer an option.

“We continued to do three to four endurance races each year – the longest being the double six at Pembrey – and gradually worked towards our 24-Hour race goal. We do not see each other that often and when we get together, we have great fun, so this year, I said if we do not do it now, there might not be another chance, and I drove the whole plan.”



“You need to look after the car in a 24-Hour race because one of the worst things that could happen is somebody goes and breaks the car so badly it prevents other team drivers from taking their turn. This is even more important when you have guest drivers, so it was all about making sure the people who joined us could race competitively but cleanly.

“I spoke to them all on the phone, checking they had a race licence and understanding what C1 racing they had done in the past. I also talked to them about our philosophy and how we work together as a team, because I wanted people that would fit in and gel with us. I put a lot of effort into finding the right people.”

Mears was unable to race in the 24-Hour event but he and Crockett made sure the car was thoroughly prepared. Alongside regular team-mates Crockett and Adam Norris, Langley added Trevor Hurrell, an experienced driver who had previously competed in a 24-Hour race; Matt Ford, a teacher and part-time Supercar Experience Days coach; and Paul Bishop, who competed in a C1 last season.

Langley made sure the newcomers had a chance to get used to the car by booking them into the Friday testing session, but he reflects: “We did not have time to do any pre-event testing and at the event, testing, qualifying and night practice are no longer than 90 minutes for each session.”

“Sometimes, people come along and do the 24-hour, love it, and then end up taking part in the Championship. We have had a few famous guest drivers over the years, too. The Top Gear boys, including Richard Hammond and the Stig, did it

in 2003 and Alan Gow did it years ago. He was quoted as saying ‘if the Touring Cars had racing like this it would be fantastic’ and in fact, I think he took his Touring Car model from 2CV racing!”

The C1 event has also had its fair share of famous drivers on its grid, including Andy Priaulx, and his son Seb, European GT racer Seb Morris and Olympic cyclist turned racing driver Sir Chris Hoy, while Welsh cites BTCC drivers Josh Cook, Jade Edwards, Tom Ingram and Aidan Moffat as regulars.

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*Team InSeine in the 24-hour race at Silverstone*

# Stay protected on the track

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

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A business of Marsh McLennan

## Strength in numbers

They say behind every good driver is a great team, and that is certainly true in 24-Hour racing. Every entrant has a cluster of bodies in their garage logging lap times, preparing equipment and ready to pounce with fuel and tyres every time the car comes into the pits. And with a minimum of eight stints through the race, there is plenty for them to do.

“The race is as much about the team as it is the drivers,” says Welsh. “If the pit team messes up a pit stop, you can easily lose a minute and if you think how much you must try to gain one minute on the circuit, or even just a second a lap, that is absolutely crucial, so they really must be on their game.

“In a 24-hour race, on average every two-and-a-half hours you will come in for fuel and front tyres and swap out the driver, and you also usually change the rear tyres once during the race. The people in the garage must be ready at all times, so they are normally the ones who get most tired because the drivers generally get their sleep when they rotate.”

The level of the support teams can vary. The more competitive entrants, some of which have sponsors, will turn up in large transporters with tyre changing gear and a truck-load of spares, while teams like Langley’s arrive with everything in their car and get their tyres and other equipment delivered directly to the event.

“There is lots of organisation because you have to take so much kit, spares and tools to cope with every eventuality,” says Langley. “I started planning in January and spoke to my friend John Moon, who had done many 24-Hour C1 events, and we put together a long list. I spent a couple of hours a week on it at first, then later on it was a couple of hours most days.”

“In the shorter races, we normally do everything ourselves but for this event we felt a race mechanic would be essential and we struck lucky with Martyn Jefferies. He was absolutely brilliant, not just on the tools but also sitting on the pit wall for pretty much the full length of the race!

“We also needed a large support crew, and I managed to find plenty of people, many of whom we had never met before the event. Will Harvey did most of the two-hourly refuelling and, like me, did not sleep at all. We went from a team of four to a group of 16, and John was especially helpful in coaching our drivers and training our new support crew.

“We had rotas for everything, so that everyone knew what they needed to do. Some people stayed for the whole event and others with less time gave what they could. My youngest son Tom drove through the night to arrive at dawn to change camera data cards, help with the pit wall signalling and many other jobs.

“The roles changed through the race as different drivers went in the car, and some tried to get a little sleep, so there were different people for every stint. Starting from 36th on the grid, we needed clean competitive driving and efficient pit stops to maximise our chances of success, which for us meant targeting a finish somewhere in the teens.”

In Drinkwater’s crew, there is a mix of friends and family, most of whom have been involved since the start – including his younger sister as his car’s team manager, and his brother-in-law on his front-left tyre. Each car has a team manager, car controller, tyre changers for front-left and front-right, a refueler, fire extinguisher, seatbelt and even a designated SD card changer.

>>>>

*The drama of night stops and driver changes are when the teams come alive*



“They all get fully involved,” he says. “I do the scheduling and work out logistics in advance and we organise someone to cater for us, so we do not have to worry about food. We always take a tyre machine, because we get through quite a lot of tyres. You do not need that big a group of people, but the more hands you have, the better.”

### Bucket list adventure

This year’s race involved 171 drivers with 11 three-driver teams, 20 four-driver teams, eight five-driver teams and three six-driver teams. It was won by the Alpha-Trojon team of Chris Freeman, Charlie Bingham, John Munday and Adam Willis, who also won this year’s Championship opener and the 2023 24-Hour race with Austin Munday as an extra driver.

The race was won from pole, but it was far from an easy run for the winners – or for anyone. “There was lots going on this year,” recounts Drinkwater. “The winners actually had a cracked rear beam during their second or third stint and had to come in and get it welded. They lost two or three laps, but they got back out there and won the race.

“Some years, none of the leaders have a single problem – you just never know – but there is also more time to come back with the longer races. Our radiator cap come loose on the first lap this time and it spat water everywhere in the engine, which made it very slippery! I came in and filled up with water, but we were two laps down from the first lap of the race!

“Luckily, everybody had problems, but then one of our drivers got the wrong gear at one point and we had to do an engine change. That took us about an hour and 15 minutes, but we still carried on and ended up finishing 24th. You need the luck – and this time, missed out.”

The winners ended up completing 447 laps and finishing four laps ahead of the rest, but fastest lap actually went to team #blessed, who finished in 36th place. Baycon Racing with Liqui Moly and Project Sixty Three completed the podium, both on 443 laps, while Welsh joined the Silverlake Racing Team and ended up just off the podium in fourth place.

Langley’s team, meanwhile, exceeded expectations by taking an impressive 12th place finish. That comfortably bettered their best Championship round finish of 24th, despite being t-boned during the race, picking up a three-minute stop-go penalty and running out of fuel at one stage of the race and having to limp back to the pits.

“We just wanted to get as far as we could, looking after the car,” he says. “We never saw ourselves in the top 10, but with a lot of organisation, and an excellent pit crew, we came very close. Luckily the damage from the incident was not bad enough to force us to stop and without the penalty and refuelling issue, we would have finished eighth!

“I can thoroughly recommend entering a 24-Hour event. Our guest drivers fitted into our team very well and they were lapping within one second of each other during the race. Most importantly, everyone had fun. The drivers and pit crew enjoyed it immensely and we are keen to come back again next year!”

Completing a race like this is all about consistency. There is no slacking – because even if you end up a few laps behind, other people might have a problem and safety cars can also change the course of a race. Everyone wants to win or do as well as they can, but ultimately most people just want to enjoy the racing and reach the chequered flag.

“Just finishing a 24-hour race when you do it for the first time is a big achievement,” says Drinkwater. “After that, the next thing is about learning from the event – did you stop at the right time? Did you miss out on a safety car? Did you go too long on a tyre and get a puncture...? There are lots of things to think about.”

For many racers, aspiring to do one of these 24-Hour races in the UK is like runners who want to take part in the London Marathon. Some teams also race for charity and Bull says: “Ultimately, the 24-Hours is 2CV’s jewel in the crown and we work very hard to keep it running.”

The same is true for the C1 series and Welsh concludes: “It is here for the long-haul. A lot of people do it with groups of friends, and that is why we did it originally. All of my friends were racing in different series, and we were all pretty good in our own right, so we thought we can go and do this as a team and actually do well.

“We have a car show on Saturday and this year we had a lot car Clubs join on Sunday. We are doing our best to make it a big event. It’s not anything like Le Mans – but it is an amazing experience, a lot of fun and a great event to tick off your bucket list.” 🌀



*The C1 races are well supported with large grids*



To find out more and get started in endurance racing



## What does it take to become a motorsport coach?

As part of National Coaching Week earlier this month, *Revolution* caught up with Tom Hartley, Head of Competitor Development at Motorsport UK

### ***Why has Motorsport coaching had a lower profile than other sports?***

Coaching in motorsport has different roots to that of other sports. The role of the Coach has emerged after the increase in performance coaches (psychologists, strength and conditioning coaches) over the last decade. Historically other people who support the driver, such as mechanics, engineers, and team managers have found themselves involved in 'coaching', but there has not been a defined coaching role. In other sports, coaches have been central to the development of athletes, so motorsport is entirely unique in the way it is set up.

As teams think about marginal gains and a competitive advantage, it is clear that human performance and coaching is under-resourced. Supporting the technical, tactical, psychical, and psychological development of a driver or co-driver has the opportunity to be game-changing in motorsport.

Olympic and Paralympic sports have seen coaches as critical to bringing a team together, the organisation, and

coordination that a team needs, and motorsport is slightly different in the sense that it has a rich history of instruction and safety coming first. Coaching is the next step.

### ***How is coaching in motorsport perceived?***

From my early experiences stepping in to motorsport, I can see that the role of the coach is a 'bolt-on' to the support a driver already received. Coaching still takes place through the way that instructors, mechanics etc engage with the driver, but the coach is a new support system. Coaches can offer support & challenge, help drivers think about their short-term performance and long-term aspirations, and provide ongoing help and support.

Coaching is a sleeping giant in motorsport, creating and supporting more champions of the future and providing engaging environments for younger people to get into the sport. Coaches are guardians of the sport and can support drivers to fulfil their potential.

### ***Is there a symbiosis between coach and driver?***

The connection between coach and driver is integral, so the closeness of that relationship and having shared goals is critical to underpinning an effective coach-athlete relationship. Any coach working with a driver must get to know the person first, the driver second, and to have a clear understanding of what they are trying to achieve.

### ***Setting a 'gold standard' in coaching***

In April we established a new project group called the 'Future Coach', and this group is made up of people representing several disciplines and levels of the sport, as well as people from outside the sport to bring some different perspectives. We started to explore that coaching has a high potential to influence the experience of drivers, but there is nothing that currently exists to highlight what the 'gold standard' is. So, with this group of experts we have completed three workshops exploring their experiences of coaching, what has worked, what did not... and begun to develop a blueprint which highlights three foundational pillars for a high-quality coach:

- Technical practice and performance
- Coaching and interpersonal skills
- Guardianship and duty of care



JEP

Motorsport UK will be delivering the masterclass online, it is the first of its kind and will be a fantastic opportunity for coaches or anyone in motorsport to learn and share knowledge. There will be several guest speakers with experience of working in Olympic, Paralympic and professional sports, with different themes throughout the day based on leadership and culture, neuroscience and human performance, and coaching practice.

### ***What inspired you to get into coaching?***

Like quite a few people I am a failed footballer! When I was about 16 years old, I realised I was never going to make the full journey and coaching was what I wanted to do. I love it because it can make such a difference to people's lives from playground to podium. You can help people to achieve things that they never thought was possible.





# Sustainability and Savings in Global Motorsport Logistics



Where efficiency and sustainability are no longer optional but essential, NAVI Enterprise Ltd stands at the forefront of transformative logistics. Following a series of landmark successes supporting a global electric racing series, NAVI is proud to share its innovative approach to redefining the landscape of air cargo and logistics in high-performance environments.

The mission has always been to deliver more than just logistics. NAVI delivers strategic advantage. Through deep industry insight, operational precision, and a commitment to innovation, it has significantly reduced airlift requirements, cutting emissions, and unlocking multi-million-pound savings.

## Gains without compromise

By streamlining air cargo movement, reengineering logistical pathways, and deploying data-led planning models, NAVI helped slash emissions and fuel usage across global freight routes.

This is not just incremental progress – it is a measurable reduction in environmental impact. By optimising transport loads and prioritising multimodal solutions where appropriate, NAVI Enterprise Ltd has enabled its clients to align with increasingly stringent sustainability targets, without compromising on performance or timing.

## Airlift reduction = Strategic agility

Motorsport thrives on precision timing and flawless execution, especially in air logistics. By dramatically reducing the need for extensive airlift capacity, NAVI has lightened the carbon

footprint and provided operational agility and resilience in an industry where every second and every kilogram counts.

NAVI's holistic logistics strategies anticipate challenges before they arise – whether they be geopolitical disruptions, airspace restrictions, or carbon compliance issues. This foresight allows its partners to pivot with confidence and maintain their competitive edge.

The NAVI logistics programmes are not just environmentally impactful – they are commercially powerful. Through efficiencies in freight consolidation, route rationalisation, and ground handling optimisation, NAVI Enterprise Ltd has unlocked multi-million-pound operational savings for its clients. In high-cost, high-pressure sectors like motorsport, those savings are reinvested into performance, innovation, and team development. These financial gains reflect a new standard for what logistics partnerships should deliver in the modern age.

## Setting the pace

As sustainability takes centre stage NAVI Enterprise Ltd is setting a new benchmark. Its continued success within one of the most demanding and dynamic motorsport environments proves that environmental stewardship and financial performance can go hand in hand.

For organisations looking to futureproof their logistics, reduce emissions, and make meaningful operational savings – NAVI Enterprise Ltd is more than supplier – it is your strategic partner in sustainable success.

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# StreetCar FESTIVAL

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Motorsport UK esports is pleased to announce to the second running of the Rookie Sportscar Cup – aimed at new and less experienced drivers, using cars and tracks included within the standard iRacing membership. This championship is for drivers who have never reached 2,000 iRating (on road licence) and is split across two car classes – BMW M2 CSR and Mazda MX-5.

All the circuits used are included in the standard iRacing membership so there is no extra cost to get involved. All drivers must be a Motorsport UK Esports Paid member – sign up to the £27.99 12-month membership via the ‘Membership’ banner at the base of this page.



Cube Controls have joined the Rookie Sportscar Cup as an official partner which means fantastic prizes for the championship:

- **The winner of each class will win a Cube Controls F-Core Evo wheel rim**
- **2nd place driver in each class will receive a pair of Cube Controls RG+ Sim Gloves**
- **3rd place driver in each class will receive a pair of Cube Controls G+ Sim Racing Socks**



### Schedule

▪ Round 1	Tuesday 17th June	Snetterton 300
▪ Round 2	Tuesday 24th June	Oschersleben
▪ Round 3	Tuesday 1st July	Navarra
▪ Round 4	Tuesday 8th July	Ledenon
▪ Round 5	Tuesday 15th July	Oulton Park Int

- Each car class is scored separately
- Five Rounds throughout June - using circuits included with iRacing Membership
- One drop round - best 4 rounds count to championship
- Two 20-minute races per round
- Fixed setups
- No rain for any sessions
- All rounds broadcast on Race Spot TV YouTube Channel and Motorsport UK TV
- Stewarding for all rounds
- Drivers must be 13 years old or over.

Click [HERE](#) to sign-up now

## Membership Benefit



All paying members can now get either €75 or €100 off Heusinkveld Black Sprint Pedals – depending on whether they chose the two- or three-pedal version.

To become a member, click [HERE](#)



# FEDI Cup Esport Championship launched



The Formula Equity Diversity and Inclusion (FEDI) Cup will be launching next month, offering greater opportunities for drivers from all backgrounds to compete in esports and try out motorsport.

The championship, run by Brownstone Communications and supported by Motorsport UK in its pilot year, seeks to provide more opportunities for more girls and young people from underrepresented communities to compete in motorsport – with esports chosen as the best platform to launch this opportunity.

The event will take place online, at a range of much-loved virtual UK circuits with entries open to drivers aged 13 years-old and upwards.

Unique to FEDI, each driver will be able to choose between two car classes – either GT in the Porsche Cup car or Single-Seater F4, with both classes racing on track at the same time. Drivers will only score points against the same cars in their class.

“We have identified that esports is a realistic way to bring more racial, socio economic and gender diversity to the motorsport universe”, noted Barbara Phillips, Founder of Brownstone Communications. “Natural racing skill and talent can be found in every - body and in our Championship that includes, every background, race and all genders. It has been a long time coming and we are excited to see where we can take this.”

Paul Crawford, Head of Esports, Motorsport UK, added, “Esports provides a fantastic starting point for anyone looking to try out motorsport, thanks to its accessibility and lower price-point on entry. We are looking forward to welcoming even more drivers to the virtual grid and hope to see even more talent take on the FEDI Cup Esport Championship this July.”

For more details click [HERE](#)

Join the Discord Server [HERE](#)

# Abruzzi Prototype Challenge returns for 2025

Growing from the success of the 2024 season the Abruzzi Prototype Challenge is back – and is even bigger. The Challenge is now extended to six Rounds, now including one drop round. The Abruzzi Prototype Challenge is a multi-class championship taking in some of the most iconic circuits in the world, culminating in the 300km of Silverstone.

The championship uses the LMDh (GTP) and LMP3 cars on iRacing and both car classes are split into PRO and AM. All races are 60 minutes long except the final round, which is 300km of Silverstone, this should last approximately 90 minutes.

All prizes have been kindly provided by the championship Title Partner - Abruzzi.

- **The winner of each class will receive a fully custom pair of Abruzzi, Gloves, Boots and a Shirt + \$10 iRacing gift card**
- **The second-place driver in each class will receive a fully custom pair of Abruzzi Gloves & Boots + \$5 iRacing gift card**
- **The third-place driver in each class will receive a fully custom pair of Abruzzi Gloves**

Further to this: After each Round any driver who is classified at the end of the race will be entered into a draw to be randomly selected to win a pair of fully custom Abruzzi Gloves.

## Schedule

- Round 1 18th June Spa-Francorchamps
- Round 2 25th June Algarve
- Round 3 2nd July Watkins Glen
- Round 4 9th July Suzuka
- Round 5 16th July Imola
- Round 6 23rd July Silverstone 300kms



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



motorsportukesports\_

# ENGINEERING SOLUTIONS

Sim Rig Support is a dedicated sim breakdown service



You have just got home from work, and your league race is tonight. But you have a problem – your sim rig fails to calibrate properly, and you have no idea where to start. There could be any number of complex hardware or software setups that can lead to crashes, calibration errors or faulty components and with the time you have, there's no magic wand to fix this, except for a call to Sim Rig Solutions.

Sim Racing is now a major training tool and entertainment avenue in motorsport, so drivers, teams and enthusiasts all rely on fully functioning sim equipment to generate consistency and success. Sim Rig Support understands this and is a dedicated sim breakdown service offering consultations and hands-on repairs.

## What We Offer

If you think the issue is small, Sim Rig Support offers remote guidance, a step-by-step call for assisting with any non-dangerous hardware or software issues. If your issues are difficult, UK-based customers can post their hardware to Sim Rig Support for a full repair. But if your rig is complex and time-critical, you can book an on-site callout from Sim Rig Support if you're on the UK mainland – they can even do a cold Tuesday night in Stoke!

There are no hidden fees, plus a fully transparent website dedicated to pinpointing the exact problem you have, tiered plans tailored to different needs from the sim racing beginner all the way up to the corporate executive who needs their event running smoothly.

## Time is Racing

With over 2,000 hours of technician support experience, the Sim Rig Support staff are well versed in leading brands such as Simucube, Fanatec and Moza Racing, and can find the solutions you need to get back out on circuit in no time at all.

Sim Rig Support knows how critical it is when you have downtime due to complex issues, and with their clear terms of service, disclaimers and data handling procedures, you will never have to panic about when your sim rig loses the race-ready factor.

When the best in the world of motorsport are highlighting how important sim racing has been for them, you will be pleased to know there's a support service that fills a critical need in the market. With Sim Rig Support, you can have a race-ready sim rig and focus on driving – not downtime!

*Identify your fault online with the simple to use website*



**SIMRIGSUPPORT**

For more information see <https://simstaff.net>  
or email [Josh@simstaff.net](mailto:Josh@simstaff.net)

StreetCar at Prescott Hill Climb



## The first StreetCar Festival of the year!

Earlier this month, StreetCar Festival travelled southwest for the first stop of the year – Prescott Hill Climb.

Building on the success of the inaugural StreetCar Festival, in 2025 the team is bringing the festival across the UK to showcase the excitement of grassroots motorsport.

Prescott Hill Climb was the perfect setting to launch the 2025 StreetCar Festival, as the historic venue could accommodate three of the StreetCar disciplines – Autotest, Rally, and Car Trials.

Sixty & Worcestershire Motor Club took charge of the AutoSOLO Taster Event, where plenty of newcomers were introduced to StreetCar, both taking part in their own road cars, or experiencing a thrilling passenger ride – and there are plenty of new StreetCar enthusiasts after the weekend.

Stroud & District Motor Club utilised their expertise in Car Trials to demonstrate a form of motorsport that the Hill Climb visitors may not have been familiar with. Spectators were able to watch as both experts and novices negotiated the varying terrain to complete as much of the course as possible in some challenging conditions.

A Touring Assembly was also on the agenda for the weekend, and eight novices took part in their very first tour.

A range of cars were adorned with a StreetCar Festival rally plate and sent on their way for a 30-mile scenic tour around the Cheltenham area, finishing at Prescott Hill Climb. All five crews successfully reached the finish having thoroughly enjoyed their time on the StreetCar Festival Touring Assembly.

Alongside these exciting motorsport disciplines, the StreetCar Festival team organised a walking treasure hunt to entertain the whole family, which included some special StreetCar prizes!

StreetCar Festival is the perfect opportunity to experience motorsport behind the wheel of your own everyday road car. The next stop on the StreetCar Festival tour is Anglesey Autofest on 10th August. Find out how you can get involved in the action by visiting the StreetCar Festival website – <https://streetcarmotorsportuk.com/streetcar-festival-2/>

The Trials demonstration



On tour with StreetCar Festival

You can compete in AutoSOLO!



## Woolbridge Juniors

*Pictured left-to-right are Ryan Wiffen, Pat Reeve, Archie Reeve (Event winner), Evie Dovey, Jess Baker (1st in Class 2), Charlie Dovey and Ollie Reeve (2nd in Class 2). All drove different variants of the Renault Clio theme. The photo was taken to mark the occasion of a junior entrant, Archie Reeve, winning first overall at the Woolbridge Trial*





# From permits to protection – a guide to motor club insurance

As the national governing body for four-wheel motorsport in the UK, Motorsport UK offers a host of benefits to competitors, volunteers and clubs. For member clubs specifically, the Motorsport UK insurance policy offers a comprehensive safety net, ensuring that you can focus on what you love – motorsport – while protecting your club against potential liabilities. Here we explore what is covered under this policy, the associated benefits of the cover, and opportunities to enhance your protection based on your club's needs.

## What insurance cover is provided?

The Motorsport UK policy extends its coverage to member clubs and organisation's operating within the United Kingdom, provided they are operating in accordance with the National Competition Rules and that a Motorsport UK permit or certificate of exemption is issued. The coverage period lasts for 12 months, starting from 1st January each year, and includes £100,000,000 public and products

liability, £15,000,000 medical malpractice, and £10,000,000 professional indemnity insurance. It is important to note that a policy excess applies to each claim, except for claims related to third-party injuries.

## Benefits of the cover

Motorsport UK registered clubs can take advantage of this insurance by applying for permits for their competitive motorsport events. These permits are valid for the event date and generally for seven days before and after, allowing for appropriate pre-event preparations and post-event cleanup.

In addition to competitive events, Motorsport UK also provides insurance cover for club social activities. This is particularly beneficial for clubs that do not engage in commercial activities for financial gain but may still carry out other non-motorsport social activities not requiring a Motorsport UK permit. However, there are limitations and exclusions to be aware of. Further information can be found on the Motorsport UK insurance microsite [HERE](#)

James Roberts



The following non-motorsport social activities are included under the Motorsport UK insurance cover:

- **Presentation and award nights**
- **Annual dinners, anniversary dinners**
- **Fundraising events, attendance at exhibitions and conferences, administrative duties, and static displays.**

### Important exclusions

Given the breadth and diversity of member clubs activities it is difficult to accommodate all requirements in a master insurance policy, so understandably there are notable policy exclusions that clubs should be aware of, including:

**Employers' liability insurance:** This is not included in the Motorsport UK insurance offering. All volunteers, committee members, or working club members could be considered employees of the motor club they volunteer for, from a legal liability perspective regardless of whether they are paid. If any club members are injured while working on behalf of the club (outside of a permitted event), the club may be liable for any claims arising from negligence.

**Property and money insurance:** Club property and money are not insured under this policy. This means that any assets owned by the club, such as trailers, radio equipment, trophies, and event furniture, are not covered against theft, fire, flood, or accidental damage.

**Participation in non-permit motorsport:** Clubs organising test days or track days must carefully consider their own insurance requirements for these events, as Motorsport UK's policy does not cover participation in non-permitted motorsport activities. Clubs should consider taking out their own Public Liability policy to protect against risks associated with non-permitted activity. For example, Clubs competitors under permit are covered by the Motorsport UK Public Liability arrangement, but wider club activities not under permit are not covered. For example, a club preparing for an event are loading and unloading supplies from their premises and damage third party property or injure a third party while doing so. Such an incident would generally call for the clubs own public liability cover.

### Enhancing your insurance cover

To ensure comprehensive protection, clubs should carefully review their individual insurance requirements to confirm that their coverage adequately meets their needs. Consulting an experienced insurance broker is advised to help you determine potential coverage gaps and secure proper protection.

One option available to enhance your coverage is an exclusive package for Motorsport UK motor clubs that includes equipment / property cover on a UK basis, money cover, and employers' liability cover for activities outside of the permit. This package is offered through **Marsh Sport**, the appointed insurance broker to Motorsport UK. For events involving non-competitive vehicles, such as track or test days, clubs can also add public liability cover on an ad hoc basis for an additional premium, with a limit of indemnity set at £5,000,000. For clubs requiring bespoke quotations, these can be arranged following a full review of the club's needs.

### Prioritising proactivity

Understanding the extent of the insurance cover provided by Motorsport UK is crucial for all member clubs. While the policy offers substantial protection, it's important to be aware of the exclusions and consider additional coverage options to ensure your club is fully protected. By taking proactive steps to enhance your insurance cover, you can focus on delivering exciting motorsport experiences while safeguarding your club's interests.

For further information or to discuss your insurance needs, please contact Marsh Sport at [www.marshsport.co.uk/motorsportuk](http://www.marshsport.co.uk/motorsportuk)

# EcoRally Scotland – Entries now open

Entries are now open for EcoRally Scotland – Round eight of the 2025 Bridgestone FIA EcoRally Cup.

This is your chance to try out a pioneering motorsport event, embracing innovation, open to fully electric (EV) and hybrid vehicles (BEV). Teams of two (driver and navigator) and their Electric Vehicle tackle a road route starting out from Dundee, navigating stunning scenery across the Tayside.

The event runs to the FIA EcoRally Cup rules, which follow the traditional Regularity Rally points system, but also include points for efficient driving, with the amount of energy used measured

by a special FIA box and counted towards the overall scores.

Teams 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.



## Day 1

Saturday 26th July; Following the start in Dundee, Leg 1 will see crews head south into Clackmannanshire and Fife, taking in Scotland's National Motorsport Centre at Knockhill Racing Circuit.

## Day 2

Sunday 27th July; Leg 2 on Sunday 27th July takes in a more northerly loop, passing Loch Tay and heading up to Pitlochry for picturesque lunch halt overlooking Loch Tummel before returning to Dundee for the prizegiving.



Click here to sign-up today!

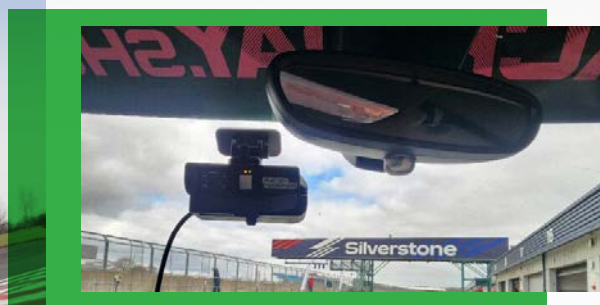


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## Girls on Track at Lotus Cars

Motorsport UK's Girls on Track UK programme introduced over 150 girls to motorsport and STEM career opportunities during a two-day event at Lotus Cars' UK Headquarters in Hethel, Norfolk last month.

During the event, colleagues from Lotus were able to share their experiences working from within a range of areas across the manufacturer, showcasing the opportunities available to women and all genders within the sport.

The Girls on Track UK programme aims is to challenge current stigmas around motorsport and introduce girls to career opportunities that they may not previously have considered, in areas such as mechanics or media and PR, while not exclusively focusing on Formula 1.

Girls on Track UK has also announced new 2025 partner – Safety Rocks – which hosted a Risk Rangers activity, during which girls identified a range of hazards around a crashed car on a workshop ramp.

"There are many reasons why Girls on Track is a fit for us," noted Carla Crocombe, Founder and Managing Director of Safety Rocks,

"one of which is its role in increasing female participation within the sport and in the wider motorsports industry."

Jenny Fletcher, Girls on Track UK Manager, added, "Thanks to the support of Lotus Cars we were able to introduce STEM careers to even more girls across the UK. Our events are designed to boost participation and inspire women to explore a career in motorsport – which we hope will shift the gender parity needle."

Girls on Track UK is an initiative to inspire girls and women into seeing and believing that there is a rightful and valuable place for them in the motorsport industry. This is done through events for girls, a community networking group, and the opportunity to meet successful women in the motorsport industry through inspirational virtual events.

To find out more about  
Girls on Track UK,  
click the box



*The Girls on Track UK programme visited Lotus and were joined by new partner Safety Rocks*



ADVERTORIAL

# PROBITE

Precision braking, British engineering – and a festival debut

When it comes to safety and performance, there is no room for compromise. That is why Probite remains the go-to choice for drivers who expect more from their braking systems. With premium, British-engineered discs crafted for superior stopping power, Probite delivers performance you can trust – whether you are on the track, the road, or somewhere in between.

Proudly run by a UK-based team of motorsport and vehicle enthusiasts, Probite specialises in high-performance brake discs, R90-approved pads, and essential braking accessories – built for everything from spirited road driving to competitive rally stages.

## Fit Once, Drive Harder

Every Probite product is a direct-fit replacement for your current OE setup. Choose from a wide selection of vented disc designs tailored to your driving style, enhance your aesthetic with durable ProCoat anti-corrosion treatments, and pair with fully approved pads and accessories – all made to match your vehicle perfectly. Unsure what parts you need? Just enter your registration number into the Probite quick reg-check tool to find the ideal performance upgrade for your car.

## Goodwood Festival of Speed

This summer, Probite will be making a high-octane appearance at the Goodwood Festival of Speed in July. Take the opportunity to explore the cutting-edge braking technology up close – and exclusive show-only offers and discounts on performance brake products. Whether you're a motorsport fan, an upgrade-seeker, or just brake-curious, the Probite stand is a must-visit.

## Built for champions, backed by passion

As title sponsor of the 2025 Probite British Rally Championship, Probite's name is more than just branding – it is a commitment to performance, passion, and community. This partnership with Motorsport UK and the BRC underscores Probite's role in shaping the future of rallying and performance braking in the UK. From the stages of the BRC to the streets of Britain, Probite is helping enthusiasts and everyday drivers alike push the limits with confidence.

## Why choose Probite?

### ■ Precision Fit

Designed to match – and outperform – standard and OEM parts for seamless installation and enhanced performance.

### ■ Rally-Bred Braking –

with technology inspired by the demands of rallying, Probite's range of drilled, grooved, and vented brake discs delivers a race-ready experience for the road.

### ■ Festival Exclusives

Visit Probite at Goodwood Festival of Speed 2025 for hands-on product insights, expert advice, and limited-time discounts you won't find anywhere else.

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For further details and to get brakes tailored to your car, see [probite.co.uk](https://probite.co.uk)  
[instagram.com/probitebrakes](https://www.instagram.com/probitebrakes) • [facebook.com/probitebrakes](https://www.facebook.com/probitebrakes)

## Greenpower at Mallory Park

Last month, a team from Motorsport UK had the pleasure of visiting Mallory Park for the Greenpower Education F24 and F24+ heat. Greenpower empowers young people aged-9-to-25 to excel in Science, Technology, Engineering and Maths (STEM) through the inspirational challenge of designing, building, and racing their own electric single-seater vehicles. The championship runs annually from April to October, offering hands-on experience that brings STEM learning to life.

As part of the event, the Motorsport UK team helped train two environmental volunteers to use the carbon calculator and measured the emissions of the day. It was fantastic to see so many students passionate about engineering, and deeply engaged in sustainability. One school even displayed their car's MPGe and CO<sub>2</sub>e for each race directly on the bodywork – a brilliant example of how sustainability can be meaningfully integrated into engineering.

A huge thank you to the schools and Greenpower team and for welcoming us, showing us around, and giving the volunteers the chance to get involved – one even got to wave the green flag!



For more details visit <https://inclusionhub.motorsportuk.org/the-greenpower-education-trust/>

## Hydrogen power at Le Mans

To de-carbonise motor racing, particularly endurance racing, the Automobile Club de l'Ouest (ACO) has opted for hydrogen, with the goal of creating a hydrogen category at the 24 Hours of Le Mans and the FIA World Endurance Championship by 2028.

Before this pioneering date, spectators at Le Mans can enjoy the Hydrogen Village, which will feature racing prototypes, and a 700-bar TotalEnergies hydrogen station that will provide public refuelling, as well as information and displays on hydrogen mobility, which is already very real, on two or four wheels, in the air, space, or on water.

MissionH24 is the collaboration between the ACO and H24Project, where Alpine, Ligier-Bosch, and Toyota, will present their hydrogen programs, with spectacular vehicles, while spectators will be able to see that it is already possible to ride a bicycle, a motorcycle, a car, a hydrogen bus, or to fly and navigate using hydrogen.



## Data capture at the Plains Rally

Last month, Motorsport UK's Sustainability Assistant Lowenna Cleary made the trip to Bala in North Wales to visit the Plains Rally. Upon arrival Les and Sue showed her around, visiting the noise testing bay and received a demonstration on the noise test, and Cleary saw on how the data capture for the carbon calculator worked.

A trip to scrutineering followed, and Cleary was able to meet the event team who discussed the pre-event set up that goes preparing the rally, and how the team work with the forestry bodies.

On Saturday, Cleary was invited to ride in the Safety Car and helped ensure that none of the spectators were in danger. This was a great privilege, and a good way to see the rally route first-hand. This was followed by a fascinating stint in Rally Control, learning how the team respond to incidents remotely.

Motorsport UK sends its thanks Knutsford & District Motor Club for being so welcoming and assisting Cleary on her journey to understand how to capture carbon emissions data at a rally event.

If you are interested in getting involved with sustainability in motorsport, please contact [sustainability@motorsportuk.org](mailto:sustainability@motorsportuk.org) or sign-up as a volunteer [HERE](#)



# NOW RECRUITING: MOTORSPORT UK COMMITTEES

Love motorsport and have the experience to help shape its future? Motorsport UK is inviting applications from dedicated and knowledgeable individuals to join its various Committees

This is a unique opportunity to contribute at the heart of motorsport governance in the UK. As a Committee Member, you'll work alongside fellow enthusiasts and professionals to help guide the strategic direction, development, and sustainability of the sport across the nation.

Our Committees play a critical role in advising the Motorsport UK Board and the Motor Sports Council, ensuring that regulations and practices remain progressive, inclusive, and aligned with the needs of the motorsport community.

You will be supported by Motorsport UK's Executive Team and work closely with the Committee's Chair and Secretariat to lead key initiatives, support innovation, and deliver tangible outcomes.

## The Role:

- Voluntary position (reasonable travel expenses reimbursed).
- Up to three meetings per year, either held in person (at Motorsport UK HQ, Bicester), hybrid, or online.
- Initial probationary period, followed by appointed terms of three years.

Applications are sought for Members to join:

### Discipline Committees

- Autotest
- Cross Country
- Esports
- Historic
- Kart
- Race
- Rallies
- Trials

### Cross-Discipline Committees

- Judicial
- Medical
- Safety
- Technical
- Timekeeping
- Volunteers & Officials

### Sub-Committees

- Autocross & Rallycross
- Dragster
- Kart Technical
- Medical Expert Group
- Rescue & Recovery
- Sprint & Hill Climbs
- Young Officials  
(under 35 years)

### Advisory Committees

- Equality, Diversity & Inclusion (EDI)
- Sustainability

## APPLY NOW

If you have specialist knowledge, professional experience, or a passion for contributing to the growth of motorsport in the UK, we'd love to hear from you.

Submit a short covering letter outlining how you can contribute and a CV to:

✉ [committeeinterest@motorsportuk.org](mailto:committeeinterest@motorsportuk.org)

📅 **Deadline: Sunday 3rd August 2025**



## Portraits of a Passion

To celebrate the launch of National Motorsport Week 2025, Motorsport UK is launching an amateur photography competition to celebrate the people that power the sport.

With tickets to Goodwood Festival of Speed up for grabs, plus the chance to have your images displayed at Motorsport UK, keen snappers are invited to share photographs of the heroes powering UK motorsport with their passion.

We want to see the smiling start line marshals, the event admin team who made your day, your best friend in the paddock. This is your chance to celebrate the people, not just the engines!

First prize is two general admission tickets to Goodwood Festival of Speed, your images featured in *Revolution* magazine and your photographs on display in an exhibition at Motorsport UK HQ, Bicester Heritage.



### Rules

• The competition runs from 00:01 on Wednesday 4th June – 12:00 on Monday 23rd June. • This competition is open to all. • Winners will be contacted via email week commencing Monday 23rd June. • Photographers may submit up to 10 images over the course of the competition. • To be eligible all entries must feature at least one person and have been captured at a Motorsport UK event. • Photographers agree that they may have a selection of images displayed at Motorsport UK HQ during 2025 and reproduced in Motorsport UK publications, websites and social media channels. For the sake of clarity, the copyright of any material shall remain with photographer or publication as applicable.

## Get The Edge

Motorsport UK is launching an inaugural Get The Edge Performance Masterclass, sharing insight from sporting professionals.

This groundbreaking online performance masterclass on will be held on the 2nd of September, providing an opportunity for individuals from all sports to exchange and share learning opportunities.

Designed to help attendees 'Get the edge', the online event will share insight around boosting performance and future talent success in motorsport and beyond, through discussion, and networking.

The online masterclass will offer three two-hour sessions, delivered by elite speakers competing at a professional level across a range of sports and Olympic disciplines. Open to all, coaches, team managers and individuals competing in sports across the UK, are welcome to join the first edition of the Performance Masterclass.

Starting from £100, each ticketed level includes a 'Get the edge' Performance Masterclass certificate, and discount on Level 2 coaching course.

"The Performance Masterclass is the first of its kind," notes Tom Hartley, Head of Competitor Development, "and will be a fantastic opportunity for coaches or anyone in motorsport to learn and share knowledge in their experiences.

To find out more and purchase passes, click the banner below





# Royal Automobile Club Concours

Motorsport UK members are invited to attend the Royal Automobile Club Concours next month at the Club's Woodcote Park clubhouse in Surrey.

A fantastic day, packed with spectacular cars, and of course, the famous hospitality of the Royal Automobile Club. This is the first time the exclusive Woodcote Park clubhouse has welcomed Club members, guests, and selected car clubs in this way.

The Club Concours itself will feature over 250 of the world's finest cars, all carefully curated. Distinctive categories include cars under the groupings of Grand Tourers, Riviera, Coachbuilder's Art, Limousines and the Mille Miglia, with a further category for pioneering London to Brighton veteran cars, and another celebrating the finest of motorcycles.

An independent panel of expert and influential concours judges will select the winners, with trophies awarded to Category Winners, and the prestigious Best in Show. In addition, a 'People's Choice' will acknowledge the biggest crown-puller on the day.

Woodcote's exquisite, 350-acre estate of lawns, terraces and parkland will host a wide variety of other features and displays to celebrate, for example, 75 years of Formula 1, 75 years of British motoring greats, 120 years of the Tourist Trophy and the 125th anniversary of the Club-organised 1000 Mile Trial, and a Supercar Boulevard display.

There will also be live music and interviews with key figures in the historic car world, and plenty of space to relax with a refreshing drink and food.

Motorsport UK members should use the code **msuk-vhhbwwwq** when purchasing tickets. For further details see [www.royalautomobileclubconcours.co.uk](http://www.royalautomobileclubconcours.co.uk)



## Clubmans Celebrate

*The first of the Clubmans 60th Anniversary celebrations was a great success at Prescott with 20 competitors in a wide range of cars from across the history of Clubmans. 19-year-old Archie Cooper, pictured in the Mallock Mk 17 raced so effectively by his grandfather, the late Richard Brown, was the sensation of the weekend taking overall FTD with a stunning 43.85 climb. This was the first time that he has raced the Mallock, having only tested the car a couple of weeks earlier. Olivia Cooper, Archie's mother, regularly competes in a Force single seater. The Clubmans class proved very popular, and a similar event is planned for next season.*



Joy Batchelor

NEW

# INNOVATIONS

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## Record numbers for StreetCar Disabled Driver Scholarship

A record number of 20 drivers took part in the StreetCar Disabled Driver Scholarship, held at three locations across the UK.

Created in partnership with Loughborough Car Club, the scholarship aims to make the sport more accessible for disabled participants, drawing on the success of the StreetCar initiative – celebrating grassroots motorsport opportunities for all.

Eight drivers took part in Kent, and subsequently four took part in Norfolk, undertaking a series of regulatory tests to win a fully funded season of AutoSOLOs and access to an adapted car at either Maidstone and Mid Kent Car Club, the Sporting Car Club of Norfolk or Loughborough Car Club.

Jack Stanton and Callum McCormick were the winners of the Scholarship during the event run by the Sporting Car Club of Norfolk, with 15-year-old Callum being the youngest recipient.

Paul Barker, one of the two Loughborough winners, said, “This is something as a wheelchair user I did not expect to be accessible. Out of the blue I was accepted to attend a

fully funded day with other disabled drivers to have a go at Autotest motorsport.

“I attended the day and enjoyed the conversation and interaction with other petrolheads, including a breakfast together and registration. After that the fun started. We all had a chance to observe and roll arounds the course, then drive at a slow pace in an adapted vehicle to learn the course several times.

“I was one of the lucky ones to be awarded a scholarship and am looking forward to my first event. Thank you to everyone who made this day happen and I look forward to seeing old and new friends again.”

Richard Egger, Competition Secretary, Loughborough Car Club, added, “We met some nice people, introduced them to competitive driving, the marshals had a great day, the sun shone, and we ended up with two highly suitable winners. Now we are looking forward to running our two scholars on their first real events.”



The Wera Tools F4 British Championship certified by FIA is delighted to confirm that it will make history this summer when it makes a guest appearance at the 2025 Formula 1 Qatar Airways British Grand Prix at Silverstone. The British Grand Prix will mark the first time in history that Formula 1, Formula 2, Formula 3 and Formula 4 have all competed at the same event.

# GET IT OUT THE GARAGE



## 10-20 JULY 2025

This National Motorsport Week is the perfect excuse to fire up your passion again. With 14 motorsport disciplines to explore, you can do more with your car than you might think.

Check out what's possible today online or by speaking with the technical team at Motorsport UK.

We're here to help you get it out the garage! [www.motorsportweek.org](http://www.motorsportweek.org)



Photos: JEP



# Dai Roberts

Motorsport UK, the British Rally Championship and the entire rallying community are mourning the loss of Dai Roberts, a hugely respected co-driver whose life was tragically cut short during the Jim Clark Rally last month.

Dai was more than just an experienced name in the co-driver's seat. A standout driver in his own right, Dai had a quiet, calming presence along with a kindness and astounding knowledge that touched everyone who had the privilege of working alongside him.

Hailing from his beloved Carmarthen, he was a man deeply rooted in the sport, with a career spanning over 22 years at both national and international levels. His partnership with several talented drivers, including James Williams in recent seasons, was built not only on skill but on unwavering trust. Drivers and teams knew they could count on him, his timing was meticulous, his notes delivered with unshakeable calm, and his attention to detail was second to none.

But beyond the stages, it was Dai's character that made him special. He was gentle, humble, and unfailingly generous

with his time, whether helping a newcomer find their feet or checking in quietly on a teammate after a tough day. To many, he was the soul of a service park: never loud, but always present when it mattered.

Dai knew all too well the fragility of life in motorsport, yet, despite such heartbreak, he continued to compete, his love for rallying never dimmed, and neither did his strength.

Dai Roberts was one of rallying's good souls. His ferocious passion on the stages and quick wit and humour away from them will live on with his incredible legacy that will roll out the service park with every car for years to come.

He is survived by his family, including his wife Louise and children, who were the centre of his world. They and the wider rallying community continue to grieve not only for a competitor, but a man who lived with fire in his belly, gave generously, and left the sport better than he found it.

Motorsport UK and the British Rally Championship extends its deepest condolences to Dai's family and friends, and the series aims to honour Dai's legacy in the upcoming events.



Photos: JEP



## Julian Grimwade

It is with great sadness that Motorsport UK confirmed the death of Julian Grimwade, who was competing at the Vintage Sports-Car Club's (VSCC) race event at Donington Park last month.

The VSCC paid tribute to Julian:

Julian Grimwade was a man who left a mark, and he leaves an enormous one now on all of us who knew him.

He joined the Vintage Sports-Car Club in 2007, an active and successful competitor, Julian was well known across the vintage racing world and brought great colour, character and courage to the paddock. He was also a long-standing member of the Bentley Drivers Club for more than twenty years, and he played an important role at Brooklands.

He was, quite simply, a man of immense generosity, warmth and energy, a true gentleman and a loyal friend. Julian approached life with full commitment. He also embraced life with enormous enthusiasm. Julian loved a good party and told a cracking story. Few could match his competitive drive from his much-loved 1929 Bentley 4½ and Lagonda Rapier, to earning countless trophies in his Frazer Nash Norris Special. He even brought historic racing to a wider audience through his appearances on television as part of the Brooklands TV series. He made it all look effortless.

The outpouring of support in recent days has been overwhelming, from within the VSCC, across the wider motorsport community, and beyond. Motorsport can be dangerous. We all know that but none of us are ever truly

prepared for a day where we lose one of our own. We lost not only a much-loved competitor and pillar of our community, but a great friend. Julian's absence leaves a cigar-smoking, wine-swirling shape in all our lives.

To Julian, thank you. You brought such joy and richness to so many. We will carry your memory forward, and we will miss you dearly.

Motorsport UK joins the entire UK motorsport community in mourning and sends its sincerest condolences to the family, friends and loved ones of Julian, as well as the Vintage Sports-Car Club.



# Ray Smith

Motorsport UK was saddened to learn of the death of Ray Smith last month.

A long-serving member of Cannock & District Car Club, Ray was a well-respected member of the club, and has been attributed to helping many other members get started in rallying.

As an active rally fan, Ray was involved in the World Rally Championship in the UK from 1963 to 2015 – covering various roles, ranging from Stage Commander of Sutton Park, through to Police Liaison Officer for the entire event in his later years.

Ray was seconded to Reliant in 1985, working in the Lynn Lane factory, Shenstone, to produce

the bodyshell and to assemble 200 road-going examples of the Ford RS200 four-wheel-drive, mid-engined rally car. This meant that Ray had his own personal ‘company car’ for a while, and it often appeared at club events.

Ray held a Motorsport Steward licence since 2002 and has been noted as “a pleasure to work with, and always reliable”. You could count on Ray for a range of disciplines as a Motorsport UK Steward, and he was a great mentor.

There are many among the motorsport community who have fond memories of Ray, and Motorsport UK sends its condolences to all who knew him.



*The RS200 at home with the Smith family*



*Ford RS200 at the Nelson Inn, Burntwood, circa 1986*



*The Shenstone Assembly line where the Ford RS200 was built*



JEP

# GET THE EDGE



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**COACHING**



# NATIONAL COURT

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

**Sitting on 15th May**

**Case No. J2025/09**

**David Munro (Chair), David Scott, Kevin Witton**

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

**Mr Daniel Harper appears before the Court and is represented by his solicitor, Mr I. B. Deering.**

**Mr Martin Cressey appeared by way of a video link**

## **APPEAL – Daniel Harper**

1. The National Court has considered a decision of the Stewards of the Mull Rally, which event was held between 11th and 13th October 2024.
2. This matter came before the Court by way of an appeal lodged by two competitors, namely, Daniel Harper and Martin Cressey, the crew of car no. 4 in the event, and by virtue of an order for an inquiry made by Motorsport UK under National Competition Rules Chapter 2, Appendix 7, Article 9.1.
3. Both cases involved the same issues and were therefore heard together.
4. The Appeal was in relation to the decision of the Stewards of the Meeting following a hearing on 12th March 2025, on the basis that a gross miscarriage of justice had occurred, the principal ground of appeal being that the Stewards, in rejecting the appeal, had failed to address the argument that the Clerk of the Course, Richard Crozier, had decided to remove the time penalties applying to car no. 2, which had arrived at Time Control 6B some 23 minutes late. The time penalty should have been 3 minutes 50 seconds.
5. It was argued that the Clerk of the Course was bound by event Supplementary Regulation 8.8 (j) to impose the time penalty and that there was no power in the regulations to allow any discretion. In short, his decision to waive the penalty was Ultra Vires.
6. Leave to appeal to this Court had been granted under General Regulations 2024 C.7.1.3(a).
7. The appeal was not challenged by Motorsport UK, who had directed the Court to inquire into the Clerk's decision, as it appeared to be in breach of the Supplementary Regulations of the event and the powers conferred under the then General Regulations.
8. The Court has considered a written statement recently made by Mr Crozier, in which he disputed having made the decision, but in all previous documentation it had been accepted that he had in fact made that decision.
9. It is self-evident that he did not have the power to do so by virtue of either the Supplementary Regulations or the General Regulations then in force. Accordingly, the Court finds that:
  - The decision to waive the time penalty applied to car no. 2 was outside the power of the Clerk of the Course.
  - The Stewards erred in their findings on 12th March 2025 and should have allowed that appeal.
  - That decision must now be set aside, and the results of the Mull Rally 2024 must be corrected and republished without further delay to include the time penalty incurred by car no. 2.
10. The appeal therefore succeeds, and the appeal fee should be returned.
11. In a separate matter, but which is related to the present appeal, the appeal fees paid by Messrs Ford and Shankes, crew no. 5, should also be returned.

**David Munro, Chair**  
**15th May 2025**



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SCAN TO MAKE  
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EST. 1977

Sitting on 28th May

Case No. J2025/12

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

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

The Court heard from the following:

- Mr Shaun Bee (Joint Clerk of the Course)
- Mr James Robertson (Steward)
- Mr Hugh Gwyn Jones (Steward)
- Mr Aled Pennant (Club Vice Chair)
- Mr Dafydd Edwards (Club Secretary)
- Mr Dion Bee (Event Secretary)
- Mr Ifor Davies (Rally Liaison Officer)
- Mr David Powell (Competition Authorisation Officer, Motorsport UK)
- Mr Jonathan Jackson (Head of Rallying, Motorsport UK)

## INQUIRY

### Introduction

1. This is the second road rally event organised in early 2025 which has caused Motorsport UK to raise an Inquiry into apparent irregularities in its the organisation and conduct. The first being that into the Moonbeam Rally, 15-16 February 2025. The reference to the findings of that Inquiry is [J2025/7](#), published in the May 2025 issue of *Revolution* magazine.
2. This Inquiry concerns the JJ. Brown Memorial Rally 2025, a “Rallying – Road Timed” event organised by Caernarvonshire & Anglesey Motor Club (“CAMC”) on 18th-19th January 2025. It is a very well-established and popular event, attracting many competitors, other participants and spectators. Unfortunately, this year the rally was the subject of a large number of complaints from members of the public.
3. We are very conscious that, although willing for the Inquiry to proceed, CAMC felt that they were given little time to consider their responses, particularly Motorsport UK’s position statement that was served very shortly before the hearing. In light of this, we have taken particular care to consider all their written submissions, and the reasoning set out. Some specific references are made to those submissions below.
4. The importance of abiding by the ASN permit cannot be stressed enough. It is a criminal offence (Road Traffic Act 1988 s12) 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. This is a point which Stephen Daly of Conwy Borough Council made to CAMS in an email dated 16th January 2025, referring to reports of crews apparently carrying out recces on a road that was closed due to storm damage.
5. When the application for a permit is made, the applicant has to make a solemn declaration that the event will be held in accordance with the standard conditions provided for by the Motor Vehicles (Competitions and Trials) Regulations 1969 and any additional conditions imposed by Motorsport UK.
6. Obviously, the potential consequences for failure to comply with these provisions are grave. Failure can put those involved at risk, strengthen objection to future events and increase difficulty in obtaining public liability insurance, which is understandably conditional on organisers’ compliance at all times with ASN regulations and requirements, and the conditions of the policies themselves.
7. The initial application for route authorisation was submitted by Mr Shaun Bee, on 16th October 2024. The permit for the event was issued on 4th December 2024, and the E406 Route Authorisation Certificate was issued on 13th January 2025. We understand from CAMC that a process of revision then took place, resulting in final approval being granted in January 2025.
8. Mr Powell explained that the application for a permit to run this event had been lodged in the usual manner, supported by a copy of the route for sections of public highway. His concerns did not relate to the route presented for approval, but to the route set out in the Route Handout provided to the competitors at the event. Mr Powell explained that

### The Allegations

#### Allegation 1

*“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*

*iii. NCR Ch.3 App.2 Art.1.2*

*iv. NCR Ch.3 App.2 Art.1.3”*

a common-sense approach to compliance is taken, and where appropriate, a small but appropriate tolerance would generally be acceptable, unless it appeared to demonstrate an attempt to circumvent the intended limitations of the permit.

9. Mr Powell stated that, had the route been presented for approval in this form, he would have rejected possibly as many as four of the controls, but chief among his concerns were,
  - a. Neutral Section SS1F to SS2S, which was 0.55 miles shorter than the authorised mileage of two miles MVCTR, and thus under the minimum 2-mile distance.
  - b. Standard Section SS2S to ITC2A, which was 0.4 miles longer than the authorised 2.5 miles, resulting in the average speed increasing to above the maximum permitted 30mph and outside any acceptable tolerance.
  - c. Standard Section (to the second) SS9S to SSF9, which was 0.4 miles longer than the authorised four miles, resulting in a further increase in average speed, but a more serious one, because competitors would have to drive faster to avoid or reduce time penalties in this 'timed to the second' section.
10. In their written response, CAMC disputed two aspects of this allegation. Firstly, they asserted their belief that they had not knowingly broken the Motor Vehicles (Competitions and Trials) Regulations 1969. Secondly, they suggested that "the quoted NCR relates to breaches of the regulations by Competitors. Therefore, once again your statement in our opinion is factually incorrect"
11. The issue of the quoted NCR can be dealt with briefly, since it is mistaken. The text quoted by CAMC in their written submission, "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", is the text of NCR Ch.3, App.2, Art. 1.2, not Ch.13, App.1 Art 1.2.
12. Mr Shaun Bee admitted that they had plotted SS9F incorrectly and the club "held their hands up" to the mistake. No explanation was put forward as to how the mistake occurred. No further explanations were offered in respect of Neutral Section SS1F to SS2S or Standard Section SS2S to ITC2A.
13. We are satisfied that the breaches are proved. Though in isolation, we would not, on balance, have found that these represent an attempt to circumvent the intended limitations of the permit, they are the first example of what was to become a consistent theme.

## Allegation 2

*"2. 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)."*

14. In their written submission, CAMC set out their uncertainty as to what was meant by this allegation, their being, as can

be seen from the direct quote in the heading, no paragraph or sub paragraph "(a) above."

15. Though inaccurate and confusing, in context the reference is clearly to the preceding paragraph of the Notice of Inquiry. For the reasons set out under Allegation 1, we are satisfied that this too is proved. Nevertheless, we feel this ground does no more than to re-state 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.
16. The Court notes that a similar error appeared on the Notice of Inquiry into the Moonbeam Rally. It may be, therefore, that a document template contains an error. We urge Motorsport UK to check and make any necessary correction to avoid the difficulty expressed by CAMC arising in future.

## Allegation 3

*"3. That the use and siting of controls on A-class roads (and which were standard sections timed to the second) were not in accordance with the RA and specifically in contravention of:*

- a. NCR Ch.13 App.4 Art.4.1.b (Competitors joining A-class roads with no manned control)
- b. NCR Ch.13 App.4 Art.4.1.c (Use of A-class roads for more than 200m continuously)
- c. NCR Ch.13 App.2 Art.2.18 (Competitors required to stop at controls likely to obstruct non-Rally traffic)."
17. In respect of 3(a), NCR Ch.13 App.4 Art.4.1.b provides that where a Standard Section is timed to the second, it must not join or cross any A-class road except where there is a manned control at which competitors must stop at the junction.
18. Motorsport UK identified seven road junctions, listed (a) to (g), where the route led onto the A4244, the A5T, the A470T, the A496, the A498 and A487 without a manned control. In one of the two junctions with the A498, a Driving Standards Observer (DSO) was placed on an adjacent junction with two minor roads, but not the A-road.
19. CAMC responded that all points of entry were manned by a Driving Standards Observer (DSO), all of whom were named on the official noticeboard in accordance with regulations. The DSO documentation was not available on the day of the Inquiry and Motorsport UK undertook to review all the material and make further written submissions.
20. As a result of that review, we have been provided with a specimen DSO Card, (reflective of all the submitted cards) which records eight grid square references, the locations of which Motorsport UK have cross referenced using other material in the bundle. These are listed as 5(a) to (h) in Motorsport UK's further submission.
21. Of these, 5(d) refers to an entry that is very unclear. The entry on the card reads "573 375", but Motorsport UK has been unable to correlate that to the Competitor's Plots, unless it refers to "753 573.25", which relates to a point

between PC11 and ITC3 on the Marshall Allocation Sheet. Grateful as we are for the effort, we feel the evidence concerning this location is too unclear to be relied upon.

22. There is also a variation at 5(a), which refers to the first entry on the control card as “46 59”, whereas the card appears to read “36 59” but we take this to be a simple typing error on the submission and of no significance.
23. Leaving 5(d) aside, the evidence suggests that none of the seven remaining DSO location points governed a junction with an A-road. (a), “3659” and (b) “520617” were placed in advance of spectator point where one unclassified road joins another. 5(c) “545650” corresponded to a give-way junction between two unclassified roads. 5(e) “8348” was placed where an unclassified road joined a B-road. 5(f) “Map Check” is located between two unclassified roads. 5(g), which reads simply “via” without any identifying OS grid, has been correlated to PC47 on the NAM diagram (bundle p45), on an unclassified road. 5(h) “4650” is located at a give-way sign between 2 unclassified roads.
24. We note also that the related entries in the Competitors Plots contain only two references to the need for care when joining an A-road. One of these relates to 5(d) “care when entering the A4244” (page 38 of the bundle). The other relates to 5 (g) “care joining A487” (page 41 of the bundle.)
25. In respect of Allegation 3(b), CAMC conceded that four sections of the route exceeded the use of A-roads for more than 200m continuously but sought to deflect some blame for this onto the Competition Authorisation Office and the Route Liaison Officer whose responsibility, they in CAMC’s eyes, was to ensure the rules were adhered to before granting authorisation. This attitude is misconceived – it is the organiser’s responsibility to ensure the route is compliant and the Clerk of the Course (including any named Joint Clerk of the Course) is expressly responsible (NCR Ch.5 Art 7.1) “for the overall conduct and control of an event in accordance with the regulations, the Organiser’s programme and Organising Permit.”
26. In three cases, the distances concerned were 237m, 298m and 305m, but the worst case was that between ITC13B to SS13F, where 1415m of A-road were used.
27. These breaches represent a serious risk to safety, and we think there is force in Motorsport UK’s submission that timing to the second over a section that exceeds 200m inevitably encourages higher road speeds that are inconsistent with the nature of the event and, in the case of the 1415m of ITC3B – SS13F in particular, constitutes a dangerous, non-compliant, competitive feature. It is submitted that the non-compliance is so extreme that we should annul the results of that section. In the circumstances, we see no reason why the results of all four sections should not be annulled.
28. Allegation 3(c), Competitors required to stop at controls likely to obstruct non-rally traffic, encompasses three issues, which we deal with separately, in the order in which they were addressed in the hearing.

Allegation 3(c) Competitors required to stop at controls likely to obstruct non-Rally traffic

29. Motorsport UK identified five route checks, RC5, RC16, RC17, RC23 and RC24 on A-roads where competitors were compelled to stop or reduce speed. Three further locations, also on A-roads, were identified where competitors were required to stop in locations likely to obstruct non-rally traffic. These were PC33, SS11F and SF13F.
30. The primary responsibility for such placements lies on the organisers. As CAMC pointed out, the volume of spectators creates serious organisational issues and neither the CAO nor the RLO are well placed to assess the placement of such controls, which may have to vary to meet conditions. Both Mr Davies and Mr Powell expressed their expectation that the onus was on the organiser to comply. CAMC’s position was that there had been adequate room for non-Rally traffic, but they accepted the principle.
31. While there was common ground over the principle, this is the appropriate point to emphasise CAMC’s wider concern that the pressure of regulation on volunteer organisers may be becoming insupportable and represents a threat to the future of rallying at this level. That would be a dreadful loss to the sport, which greatly values all volunteer input. CAMC believed that they had looked for marshals’ posts “that looked safe and convenient.”

However, they had not appreciated the potential effect on public liability insurance. We have sympathy with that position. The expectations on volunteer organisers are onerous, but hopefully this issue will serve to explain the background to why they are so. We note that the reference to insurance appears in the “fine print” of the permit. The facts of this case make it clear, in our opinion, that all volunteer organisers would benefit from guidance on the issue.

32. Mr Shaun Bee stated that for over five years he had been expressing his opinion that Clerks of the Course should be licensed. It is anticipated that in future, they will be. That would do much to assist clubs on this and other issues.

Allegation 3(c) Improper Use of Route Controls

33. Motorsport UK identified at least five route checks which had been moved significantly after authorisation had been granted. These were as follows,
  - RC2, sited 250m before SS1S, with no alternative route between them.
  - RC6 and RC7, less than 250m apart, with no alternative route between them.
  - RC8 and RC9, within 150m of SF5S, before SGW, with no alternative route to take.
  - RC18 and RC19, within 150m of each other, with no alternative route, and only 500m before SS12S.
  - RC23 and RC24 less than 500m apart, with no alternative route between them.



34. The purpose of a route check is defined in NCR Ch.13 App.5 Art.3. It is to prove a competitor's adherence to the correct route.
35. Mr Shaun Bee accepted this but added "I can't see anything saying I wasn't allowed to, but OK." He enlarged upon this, explaining that this is how it had been done every time; they were on non-speed sections, and spreading the checks out reduces congestion.
36. In our view, the use of route controls other than as provided for in the NCR cannot be condoned. The impact on congestion is something to be considered in planning the route, not to be managed by using controls for a purpose outside their function.

#### Allegation 4

*"4. That the standard section from ITC13B to SS13F used a length of A-class road timed to the second:*

- a. exceeding 200m (total over 1 mile continuous)*
- b. Included a road with a 20mph speed limit in contravention of Ch.13 App.4 Art.4.3."*
37. In respect of (a), the magnitude of the breach speaks for itself.
38. In respect of (b), it is significant to note that the NCR expressly forbids the use of a road with a 30-mph or 40-mph speed limit without the express permission of the RLO.
39. Mr Shaun Bee argued that the route did not join a 20mph section of the A498 and there were no speed signs at the junction. He produced as support a short video clip recorded in the week before the hearing, showing the junction and, a short distance to the left in the direction of SS13F and the village of Beddgelert, a 20-mph speed limit sign.
40. We are not persuaded by this argument. The NCR clearly refers to the use of a road that is subject to a limit. It would not matter if the road was joined at a point where a higher speed limit was in force; the NCR is contravened when the speed-restricted part of such a road is included. Part of this road, between ITC13B and SS13F, subject to a 20-mph limit was included.
41. We are conscious of the point made in CAMC's written submission, that the NCR refers to speed limits that do not include the 20-mph limits introduced in Wales in September 2023. In our opinion, there could be no logical basis for arguing that a prohibition on using a road with a 30-mph limit did not implicitly prohibit use of a road with a lower limit than that, but as this is likely to be a matter of importance in Welsh rallying, we recommend Motorsport UK considers suitable amendments to the NCR in future.

#### Allegation 5

*"5. That Organiser failed to complete adequate public relations work including, but not limited to:*

- a. Failure to contact the local Police Control Room before the Event (Ch.13 App.1 Art.6.3)*
- b. Failure to contact the Police Control Room to notify them of blocked roads due to incidents in the running of the Event.*

*c. Failure to contact the Police Control Room to notify them of re-routes into areas that had not had PR carried out."*

42. Mr Shaun Bee stated, and we accept, that the CAMC has contacted the relevant police control rooms at every previous event they have run and routinely call the police to obtain an incident number, as required. On this occasion, however, he explained that the requirement had simply been forgotten. Mr Bee explained that despite the control room not having been contacted, there was police presence on the rally, and he had spoken to that officer both on and after the rally. In the exchanges between Motorsport UK and Mr Shaun Bee, it became apparent that the purpose of a identifying a single point of contact with the police was readily accepted, the CAMC (not simply Mr Bee himself) assumed the police operate with easier communication than is the case, and while they may have had good contact with an officer present on the event, that was no substitute for the failure, as unintentional as that had been.
43. We are concerned, firstly that against such a history of compliance, inadvertent forgetfulness should occur over such an important requirement and secondly that the failure persisted after an accident caused a road blockage and necessitated re-routing into areas that had not been prepared.
44. The CAMC criticised the way in which Motorsport UK had set out the particulars of their allegation. While accepting that they had failed to contact the local Police Control Room before the event as alleged at 5(a), they argued, correctly, that the specific failures set out at allegations 5(b) and 5(c) do not appear in the NCR. In response, Mr Powell cited the specific guidance provided to organisers as part of the permit process.
45. The principles of the regulations and guidance were obviously understood and welcomed by CAMC, who obviously support the necessity to establish and be able to demonstrate robust safety, emergency preparedness and openness in order to secure the continued viability of their sport, but we cannot accept the suggestion that the system is unduly bureaucratic. Again, we recognise the administrative burden on volunteer organisers but are bound to recall Mr Shaun Bee's evidence that these failures concerning contact with the police were an inadvertent one-off, set against years of satisfactory compliance, and while the guidance may not have been readily accessible on Motorsport UK's website resource centre (as the Club criticised), it was already available on their own.
46. During the rally, the failure to notify the local Police Control Room prior to the rally resulted in the predictable consequences when, as a result of an accident involving a competitor's car blocked the route to following competitors. The police were left unaware of the rally and its route, and the disturbance led to numerous complaints which, in the circumstances may well be justified and, if so, the responsibility of the CAMC's failures.

**Summary of Findings and Associated Penalties**

- 47. The allegations are brought against CAMC as Organiser and Shaun Bee and Daniel Jones as Joint Clerks of the Course.
- 48. For the reasons set out,
  - a. Allegations 1(i), (ii), (iii) & (iv) are proved.
  - b. Allegation 2 is subsumed within Allegation 1. While technically made out, we will impose no separate penalty.
  - c. Allegation 3(a) is proved. 3(b), not including route control “573 375” referred to is substantially proved. 3(c) is proved.
  - d. Allegation 4 is proved ((a) was not challenged).
  - e. Allegation 5 is proved.

**Penalties**

- 49. In deciding upon the appropriate penalties, we have taken account of the overall gravity of the breaches and on that basis, we impose the following penalties in respect of all the breaches we have found proved.
- 50. The Caernarvonshire & Anglesey Motor 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.
- 51. Any Motorsport UK official’s licence which Mr Shaun Bee currently holds is suspended until 31st December 2027. Before any future official’s licence is issued to Mr Bee, he must have satisfactorily completed afresh Motorsport UK’s training programme and passed the assessment for upgrade to the level of licence sought. This must include all elements of the National Competition Rules with which we have found non-compliance, as set out above. Mr Bee 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.
- 52. Any Motorsport UK official’s licence which Mr Daniel Jones currently holds is suspended until 31st December 2027.

Before any future official’s licence is issued to Mr Jones, he must have satisfactorily completed afresh Motorsport UK’s training programme and passed the assessment for upgrade to the level of licence sought. This must include all elements of the National Competition Rules with which we have found non-compliance, as set out above. Mr Jones 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.

- 53. In both Mr Bee’s and Mr Jones’ cases the proposed Motorsport UK training and education of Road Rally Clerks of Course to obtain a licence must include all the elements of the NCR which CAMC officials failed to follow.

**Further Recommendations**

- 54. In addition to the recommendations referred to in context above,
- 55. 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, Chair  
28 May 2025**





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SCAN TO MAKE A DONATION



EST. 1977

**Sitting on 28th May**

**Case No. J2025/10**

**Mark Heywood KC (Chair), Nicky Moffitt,  
Duncan McGregor**

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

**Mr Hayes appeared with his father by video link.**

## **DISCIPLINARY PROCEEDINGS – Mr Harry Hamish Hayes**

1. Harry Hamish Hayes began competing in 2024. Since then, he has “totted” up 12 penalty points on his competition licence, as set out below. Accordingly, he appears before us to answer Motorsport UK’s disciplinary summons.

Event	Date	Breach	Points
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Snetterton 300 (Race 10)	19 May 2024	2024 C1.1.6 Contravention of flag/light signals (Now Ch.2 App.1 Art.1.14)	2
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Croft	13 July 2024	2024 C1.1.6 (Now Ch.2 App.1 Art.1.14)	4
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Silverstone National (Race 3)	17 August 2024	2024 Q12.21.4 (Now Ch.12. App.7 Art.1.8)	3
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Snetterton 300 (Race 13)	06 April 2025	Ch.12 App.7 Art.1.8	3

2. Motorsport UK accept that Mr Hayes is inexperienced, but nevertheless, he must be expected to comply with the regulations and conduct himself on track as all drivers should.
3. Mr Hayes competition licence has been suspended since the issue of the summons to answer these proceedings, on 24th April 2025.
4. We direct that his licence is to remain suspended until Mr Hayes has satisfactorily completed, at his own expense, a course of re-education supervised by an ARDS instructor, independent of any professional relationship with Mr Hayes, and qualified to Grade A or S. In making that order we note that it has the support of Motorsport UK.
5. In view of the fact that Mr Hayes has taken on the financial responsibility for repairing damage caused to his teammate’s car, and the expense of complying with this penalty, we make no order as to costs.

**Mark Heywood KC, Chair  
28th May 2025**

**Sitting on 15th May**

**Case No. J2025/11**

**David Munro (Chair), David Scott, Kevin Witton**

## **TECHNICAL ELIGIBILITY APPEAL**

1. The National Court has considered the technical eligibility appeal of X, who was the driver of a Ginetta Junior G40, competition number Y, which was entered by MDD Racing in Round 1 of the Ginetta Junior Championship at Donington Park Circuit on 5th April 2025.
2. Prior to the race, MDD Racing had applied tape to the seams between the rear bodywork and the boot panel of the car.
3. The tape was plainly visible, and its placement led to a Scrutineer’s Non-Compliance Report, signed by an Eligibility Scrutineer, Mr Clive Greves, being issued at 18:06 hrs.
4. The Clerk of the Course, Paul Lovitt, after a hearing, accepted that Car Y did not comply with the Championship Regulations of the Championship in that the tape covering the boot apertures breached Supplementary Regulations 5.6.3, which states “...It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Eligibility Scrutineer as a short-term repair.” Accordingly, under National Competition Rules Ch2. App 8, Art 2.1 (a) & (b), the vehicle was ineligible and was disqualified from the results of the race.
5. It is against that decision that this appeal is brought.
6. There is a clear conflict in the evidence, given that Mr Greves is adamant that no consent was given in accordance with Supplementary Regulations 5.6.3, and the Team Principal, Mr Scott McKenna, asserts that he had a conversation with Mr Greves in which he asked, “Can I place some tape on the boot lining of the car Y to secure the bodywork until the team can make a proper modification after the race?”
7. The Eligibility Scrutineer denies that this conversation took place, and in any event, on Mr McKenna’s account, he seems to assert the “boot lining”, presumably an internal component, required seaming.
8. Mr McKenna and his team mechanic, Mr Robinson, also maintain that an unidentified member of the scrutineering team looked at the car and agreed that the placement of the tape was “fine”.
9. The Court, sitting as an EAP, is not satisfied that consent was given as required by Supplementary Regulations 5.6.3 for the following reasons:
  - The Regulations permit a ‘short-term repair’ if authorised by the Eligibility Scrutineer, but there is no suggestion in the present case that there had been any damage to a body panel which required a repair – rather, the tape was affixed over a seam or join which was simply misaligned.

- The area in question was not a “boot lining”; it was an external gap between the rear body and the boot cover.
  - Consent to a short-term repair may only be authorised by the Eligibility Scrutineer, and on the appellant’s account, final approval was given by an unidentified member of the scrutineering team, not by the Eligibility Scrutineer as required.
10. Accordingly, this appeal fails, and the appeal fee is therefore forfeited. The appellant is ordered to pay a £500 contribution towards costs.

**David Munro, Chair**  
**15th May 2025**

**Sitting on 2nd June**

**Case No. J2025/13**

**David Munro (Chair), David Scott, Kevin Witton**

**Ms Sian Woolley and Mr Nick Bamber appeared on behalf of Motorsport UK**  
**The Appellant was represented by Mr Paul Gilroy KC, instructed by Beyond Corporate**  
**Mr Jason Hughes attended on behalf of the Appellant**  
**Ms Alison Rocca attended on behalf Beyond Corporate**

**JUDICIAL APPEAL – ORANGE RACING POWERED BY JMH**

1. This matter comes before the National Court by way of an Appeal against two decisions of the Stewards of the British GT Championship at Donington Park on 6th April 2025.
2. At the end of the race all cars were subject to parc fermé conditions.
3. Article 49.1 of the British GT Championship Sporting and Technical Regulations 2025 (CSTRs) provides that “only those Officials responsible for supervision may enter parc fermé. No intervention of any kind is allowed while the cars are under parc fermé conditions unless authorised by such Officials”.
4. The essential facts of the case are not in dispute. Car 67, driven by Marcus Clutton and entered by Orange Racing by JMH had been lawfully parked in the Team’s pit garage, and was subject to parc fermé conditions.
5. The team were anxious to pack up and clear the pit garage as soon as possible and the car was then pushed forwards approximately two meters by two junior members of the team to enable them to have space in which to pack equipment. This was observed by the Pit Lane Supervisor but had been done without authorisation. The matter was reported to the Clerk of the Course who then referred the matter to the Stewards who, after a hearing, found that there had been a breach of Article 49.1 and disqualified Car 67 from the race. This resulted in the present appeal to the National Court.
6. The matters appealed against are the Stewards decisions that (1) that there had, in fact, been a breach of Article 49.1, and (2) that the penalty of disqualification imposed for the breach was wholly inappropriate for the breach of the regulations.
7. A central issue was the question of what amounts to an “intervention”, a term which was not clarified by the CSTRs themselves.
8. It is accepted by the Court that the car was simply pushed forward and video evidence, which was not seen by the Stewards when making their decision, shows the actions of the team members with clarity, it was simply a push. The appellants accept that it had not been authorised as required by Article 49.1.
9. The Race Director and Clerk of the Course was Peter Daly who had published the “Driver’s Briefing Notes” on the Noticeboard.
10. Within the Briefing Notes and clearly stated in bold type and underlined was the following injunction:  
 “All cars are to be in parc fermé conditions – No team members to touch cars unless accompanied by an Official”.
11. The Court is satisfied that this note was part an official document within the meaning of the CSTR Article 3.1. which states:  
 “It is the Entrants obligation to ensure that all persons concerned with the entry observe all the requirements of the official documents.”
12. NCR Ch.3, App.10, Art.1.c refers to “any official instructions which may be issued in writing by organisers to competitors to deal with particular points arising after the issue of regulations...” as having the status of official documents.
13. In considering Article 49.1 the court has concluded that the word “intervention” should be given its ordinary everyday meaning, but that this should be viewed in the light of the Race Directors clarification that no team members were to touch cars unless accompanied by an official.



14. Viewed in this light, the Court concludes that on the balance of probabilities that there was a breach of Article 49.1.
15. This appeal is brought firstly on the basis that the stewards had erred in finding that Article 49.1 had been breached. It follows that this part of the appeal therefore fails.
16. There is however a second limb to the appeal, in that the Appellants claim that the Steward's Decision to disqualify Car 67 was wholly inappropriate for the breach of the regulation.
17. The Court has given this limb of the appeal considerable thought. It is obviously essential that parc fermé conditions are complied with by all competitors to ensure the fairness of the competition and to ensure technical compliance of the cars. It is the case that strict penalties will usually follow any breach.
18. In the great majority of cases, it is accepted that the penalty of disqualification is entirely appropriate, but in the present case the Court comes to the conclusion that simply pushing the car a matter of two meters under the surveillance of the camera and within the view of the Pit Lane Supervisor, means that the court can exceptionally take a different view and the penalty of disqualification is quashed. The results of the race must be amended and republished accordingly.
19. A fine of £10,000 is imposed in lieu of disqualification and the Appellants must pay a contribution towards costs of £5,000. Payment is to be made within seven days.
20. The Court makes no other orders as to costs.

**David Munro, Chair**  
**2nd June 2025**

## Sitting on 2nd June

**Case No. J2025/14**

**David Munro (Chair), David Scott, Kevin Witton**

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

## INQUIRY – BRITISH TRUCK RACING CHAMPIONSHIP

### RESULTS OF RACE 11, 20TH APRIL 2025

#### NCR Chapter 2 Appendix 7 Art.9

1. The National Court has considered the issues arising from an order for inquiry made under NCR Ch.2 App.7 Art.9 relating to the British Truck Racing Championship, Race 11 on 20th April 2025.
2. The Principal Issue was that the final classification for Race 11 records truck 101, which was driven by Martin Gibson, as finishing in third place and truck 33, driven by Neil Yates as finishing in fourth place.
3. Still photographic images taken at the start and finish lane by the TSL timekeeping cameras, make it plain that the timekeepers report was incorrect and that truck 33 finished third and truck 101 finished fourth.
4. The Chief Timekeeper accepts that the photographic evidence is conclusive, and that 3rd and 4th places were wrongly allocated.
5. The Court therefore orders that the final classification should be amended and republished without delay accordingly to reflect the actual result.
6. The court makes no orders as to costs.

**David Munro, Chair**  
**2nd June 2025**



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SCAN TO MAKE A DONATION



EST. 1977

**Sitting on 2nd June****Case No. J2025/15****David Munro (Chair), David Scott, Kevin Witton****Mr Nick Bamber appeared on behalf of Motorsport UK.****Mr Peter Thompson appeared by video link.****DISCIPLINARY PROCEEDINGS – Peter Thompson**

1. Peter Thompson is a Competition Licence Holder who had accrued 12 penalty points in a 12-month period and accordingly pursuant to NCR Ch.2 App.12 Art.1.6 was referred to the National Court.
2. On reaching 12 points his licence had been suspended pursuant to NCR Ch.2 App.2 Art.6.2.
3. Having considered the matter in detail the Court makes the following orders:
  - (a) Mr Thompson is required to undertake a minimum of four hours of re-education, which is to be provided by an ARDS instructor of grades A or S.
  - (b) The name of the instructor must be notified to Motorsport UK.
  - (c) The instructor must not be anyone with whom Mr Thompson has had any prior professional association.
  - (d) On completion of the re-education programme the ARDS instructor will report the outcome to Motorsport UK.
  - (e) Subject to the satisfactory completion of the re-education programme the suspension of Mr Thompson's competition licence will be lifted. The licence remains suspended until then.
  - (f) The costs of the re-education programme will be the responsibility of Mr Thompson.
4. For the avoidance of doubt the re-education programme can be undertaken without a Competition Licence.
5. Costs of £150 are payable within seven days.

**David Munro, Chair  
2nd June 2025****Sitting on 2nd June****Case No. J2025/16****David Munro (Chair), David Scott, Kevin Witton****Mr Nick Bamber appeared on behalf of Motorsport UK.****Mr James Nicholas appeared in person.****DISCIPLINARY PROCEEDINGS – James Nicholas**

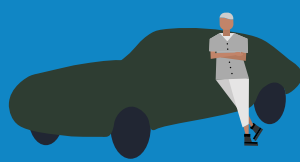
1. James Nicholas is a Competition Licence Holder who had accrued 12 penalty points in a 12-month period and accordingly pursuant to NCR Ch.2 App.12 Art.1.6 was referred to the National Court.
2. On reaching 12 points his licence had been suspended pursuant to NCR Ch.2 App.2 Art.6.2.
3. Having considered the matter in detail the Court makes the following orders:
  - (a) Mr Nicholas is required to undertake a minimum of four hours of re-education, which is to be provided by an ARDS instructor of grades A or S.
  - (b) The name of the instructor must be notified to Motorsport UK.
  - (c) The instructor must not be anyone with whom Mr Nicholas has had any prior professional association.
  - (d) On completion of the re-education programme the ARDS instructor will report the outcome to Motorsport UK.
  - (e) Subject to the satisfactory completion of the re-education programme the suspension of Mr Nicholas' competition licence will be lifted. The licence remains suspended until then.
  - (f) The costs of the re-education programme will be the responsibility of Mr Nicholas.
4. For the avoidance of doubt the re-education programme can be undertaken without a Competition Licence.
5. Costs of £150 are payable within seven days.

**David Munro, Chair  
2nd June 2025**

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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

**Josh White** · 3rd+ · Aspiring Sports Marketer seeking Apprenticeship, Inter...  
1w · Edited · 🌐

**Marshaling at Donington Park Racing Ltd** 🏁🔥

On Saturday 24th May, I officially stepped into the world of motorsport marshaling for the first time!

After becoming a licensed marshal with **Motorsport UK**, I had the privilege of volunteering at the Vintage Motorsport Festival at Donington Park - an incredible day surrounded by priceless pre and post-war cars, and classic Grand Prix racers.

The day began with essential flag and fire extinguisher training, followed by visits to race control, assembly, and scrutineering - before heading track-side to marshal for real! 🚩🔥

Thank you to the brilliant team of marshals on my post, the event organisers, and **British Motorsports Marshals Club (BMMC)** for the opportunity. Also, a big thank you to **Jayne Poston** and **Kate Neal** for making my day run so smoothly. 🙌

This was just the beginning - I'm looking forward to my next event! 🏁

#motorsportuk #racemarshal #orangearmy #racing #volunteering

**Scottish Motorsport Marshals Club**  
17 May at 14:51 · 🌐

Such a privilege to be at Scotland's National Motorsport Centre this weekend, celebrating their 50-year anniversary. #ThanksMarshal

**Jon Bolton** is with **Rupert Hine** and 5 others at **Knockhill Racing Circuit**.  
17 May at 14:43 · Dunfermline · 🌐

It's absolutely sweltering at **Knockhill Racing Circuit** today, and a perfect start to the 50th Anniversary Celebrations 🏁🔥

Sitting in a Rescue Unit, watching some excellent racing, is not a bad way to spend a weekend 🙌

Track temperature is currently 38.2°C 🌡️

Scottish Motorsport Marshals Club were here at the first car racing event in 1975 and have provided #motorsport Rescue Units to the Circuit ever since.

#wearebmmc Motorsport UK

**Student Motorsport** is with **Bernice Bradley Photography** and 19 others.  
17 April · 🌐

🏁 What a way to kick off 2025! 🏁

Our first Student Motorsport event at Snetterton was an absolute blast, filled with thrilling racing action and incredible achievements. A massive congratulations to Boston College Racing for leading the standings after a dominant weekend, and to Team Northbrook Racing's Richard Jepp for his first win in the New Gen II Peugeot!

A huge shoutout to our fantastic work experience candidates who played a vital role in our superb weekend coverage and photography! Their incredible work can be seen across our website and social media channels - go check it out!

Beyond the track, we were also incredibly proud to launch our expanded 2025 Work Experience Programme! This weekend saw six talented students join our media team, gaining invaluable hands-on experience in photography, social media, journalism, and presenting. It was inspiring to witness their passion and dedication firsthand.

A massive thank you to the BRSCC for their ongoing support and Pitlane Development and Ollie Walsh for their fantastic support throughout the weekend, offering invaluable career guidance to our students.

A huge thank you also to Andy Lloyd, Head of Media, and Bernice Bradley, Head of Photography, for their incredible support in developing our work experience programme and leading our weekend media operation!

Words by: Andy Lloyd, Head of Media at Student Motorsport

Read more about the weekend and see their amazing work: <https://bit.ly/3Ebm5ji>

The future of motorsport is bright, both on and off the track! We can't wait for Rounds 4 & 5 at Oulton Park on May 10th. Stay tuned for more updates!

#StudentMotorsport #Motorsport #Racing #WorkExperience #CareerDevelopment #Snetterton #PitlaneDevelopment #FutureofMotorsport #MediaTeam #Photography #WorkReadiness

**antstanley25** Awesome day as post chief on 4.6/13A at @brandshatchofficial for @mastershistoricroacing always love this event every year.

Also my experience is growing more and more each event and my confidence in being able to do the role of post chief is growing 🙌

@marshalsuk  
@bmmc\_se  
@ourmotorsportuk  
@mastershistoricroacing  
@brandshatchofficial

👍👍👍

#PostChief #Marshal #Motorsport #MotorsportUK #Racing #orangearmy

**Kieran Cheung** · 2nd · Motorsport UK Certified Coach | Founder ...  
1w · 🌐

A fantastic initiative set out by **Motorsport UK!** 🏁

Only 1 week away from the 2nd cohort 🙌 Time to get prepared **Aiden James Tom**

**TeamSport Indoor Go Karting**  
4,989 followers  
1w · 🌐

Now here's something exciting!

We're holding a taster day for Girls aged 8-12 across the country to experience what the Motorsport UK Girls Karting Academy is all about during the May half term!

It's a fun and supportive introduction to karting with no experience needed. Events take place on 27th May, with the event at TeamSport Cambuslang running on 26th May.

All equipment is provided, and it's a great opportunity to build confidence, learn new skills, and meet other girls who love motorsport.

**ellastevensracing** · Follow · Donington Park Race Circuit

ellastevensracing Donington Park success in the super karts 🏁

An excellent weekend for me in 125 making it a clean sweep in all 3 races 🏁 for round 3 of the British super kart championship!

Pole in qualifying, 3 race wins and a new lap record for the GP circuit 🏁

Also a 4th race win continuing from our round 2 at Snetterton a few weeks ago 🙌

Thankyou @jadekarts as always

#motorsport #karting #kz2 #125 #britishkarting #superkarts #womeninmotorsport #motorsportuk

**Dave Evison**  
Yesterday at 15:12 · 🌐

Building on the relationships with local schools it's fantastic to see the Classic Lanes team taking map reading skills into the classrooms in and around Welshpool area.

Motorsport UK Welsh Border Car Club

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An inside look at what it takes to succeed in the thrilling world of Competitive Safari

# PEAK CHALLENGER

Damien Bradley has set a record time at almost every UK Hill Climb venue in his highly modified Subaru Legacy. Now he is heading to Pikes Peak the tallest challenge yet

Known as the 'Race to the Clouds', Pikes Peak Hill Climb sits alongside Monaco F1, Le Mans 24hr and the Indy 500, as one of the biggest and toughest motorsport tests. The 12.42-mile, 156-turn route snakes relentlessly up a 4,300m-high mountain, covering almost twice the total distance of every British Hill Climb Championship venue put together.

The equivalent of two Mount Snowdon ascents, at the summit the air is so thin both humans and machines struggle to breathe. Many of the cars fail to reach the finish line due to the high altitude, and conditions are so extreme the competition rules permit – and even encourage – the use of supplementary oxygen for drivers.

This June, UK Hill Climber Damien Bradley will become one of the latest British drivers to take on the challenge. Driving what he describes as the "world's fastest Subaru Legacy" he has set his sights on simply reaching the top with a smile but admits: "if I could become the fastest Subaru to ever climb it, that would be a dream."

It is just over 15 years since Bradley started out in motorsport, when his interest in the Japanese performance car scene led to occasional track days in his brother Adrian's Subaru Impreza.

"I liked the Impreza, but where I was in South London, they were the kind of car that attracted quite a lot of attention," he recalls. "The Legacy was a lot more understated, a bit cheaper and had the same underpinnings. A friend took me for a drive in his and I fell for them immediately. I had a couple of turbos then bought a base model GL for around £500."



That car – well the shell, at least – is the same 1992-registered machine that will head to Pikes Peak, although it is now a very different beast. Over the last 12 years, the original 2-litre 86 bhp engine has been replaced by a 2.35-litre turbo unit producing closer to 860bhp and the car has been modified beyond recognition.

Bradley had no prior mechanical knowledge when he started out, yet he has achieved much of this transformation with the support of just a small team of friends; a growing list of sponsors who have been inspired to join his journey; and a patient family support him in his dream.

“I was always interested in tuning cars, but I did not have the funds to do it, and definitely did not have the know-how, so I learned as I went,” he admits. “When I first got the Legacy, I also bought a crash-damaged Subaru Impreza STi, because the two are identical in terms of mechanicals, engine position and suspension pick-ups, with the Legacy just 60mm longer.

>>>>>



*Damian and his highly developed Subaru Legacy at the bottom of Shelsley Walsh Hill Climb*

“That made it quite easy to swap bits over, so I took the engine, transmission, turbocharger and driveshafts and put them in. I had people doing the mapping and tuning but when it came to removing the engine and transmission, I learned it all myself using forums, online information and a Haynes manual. You learn from your mistakes, and I made plenty!”

While competing in Sprints, Bradley had been reading about the Time Attack Championship in his Japanese performance magazines. He was in awe of the level of tuning and capability of some of the cars and recalls: “I thought it would be amazing to get involved in one day, but it always felt like it was out of reach.

“Then one of my friends who was competing in the UK was forced to miss the Silverstone round. At that time, you could sell your space rather than forfeiting it, so I decided to buy in and up my game. In the space of three weeks, I did my ARDS test, got my competition licence and made the car legal for competition – and that’s where it all started.”

Bradley’s entry was for the Club Pro class, a higher level than he would have liked, but he ended up finishing third. At this point, the car still had the 2-litre Impreza engine and transmission, with an exhaust and suspension from eBay and a roll cage that he’d had to fit in order to compete in Time Attack.

The engine did not last long at that performance level, however, and when the time came for another change, Bradley chose to make another upgrade. This time, he opted to follow an approach used on other high-performance Subarus around the world and fitted a 2.35-litre unit, developed from an original American 2.2-litre powerplant.

“From that point onwards, there was continual development,” he continues. “There were engine improvements, different turbo chargers, suspension tweaks, damper changes, and when things started getting quite serious in 2013, I went to an event to speak to Steven Darley, who I’d read about as being the guru of the Subaru tuning world.

“He agreed to support me in the Time Attack Championship, which was a big thing because at the time I felt like I was in the deep end and he helped me learn a lot, working on the car with me. My best friend and mapper Simon Roe also played a huge part in running the car until he sadly lost his fight against skin cancer in 2014.”

## Into the Hills

After a few seasons of success in the Time Attack Championship, Bradley took a chance trip to Scotland to see Darley taking part in a Hill Climb at Doune – one of the most testing venues in the UK, and certainly, you would have thought, not a venue that would inspire someone to give it a go.

Bradley recalls “physically shaking” when he watched his friend power up the course, yet he somehow got convinced. “Doune is bonkers and as he drove past me, I remember thinking ‘this is absolutely nuts,’” he recounts. “Why would anybody want to do the likes of this? There’s no run-off. It was terrifying – but I was also thinking ‘is this where I go next?’

“I’m good at getting to grips with how a car feels very quickly, but while others continue to get quicker and quicker, I reach my peak quite early and then plateau. That’s actually a perfect fit for Hill Climbing, because you only get three practice runs before getting straight into it, so Steven encouraged me to give it a go.



*Damien joined Team GB for the European Hill Climb Masters in 2021*



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*Michelle Mouton set the record time of 11mins 25.39secs at the 1985 Pikes Peak Hillclimb in her Audi Sport quattro. Mouton, one of the most successful and best-known female rally drivers of all time, said, "I was very pleased to win the race for myself – it was the first outright victory ever scored by a woman – and proud for Audi as it was the first time a European manufacturer's rally car had won – it was something very special to beat the Americans on their home soil".*



Newspress

"I was invited to showcase the car in an event at Shelsley Walsh and I did a few untimed runs up the hill, taking passengers and having a play with the car. When I walked around the clubhouse there, I saw all these old photographs and started to appreciate the history behind British Hill Climbing, and that, to me, was huge.

"I just felt there is so much depth to this type of motorsport, and that I would really like to get involved in it – so I went to try out my first competitive event and the paddock was amazing. It was a slightly older crowd than I was used to in the Time Attack Championship, but there was a real family feeling and a lovely atmosphere, and that was me sold on it."

After winning his Hill Climb class in 2021, he was invited to join Team GB for the European Hill Climb Masters, taking the Legacy to Portugal to compete with the continent's best. "We all had team shirts," he recalls. "It was Incredible, but also surreal, because I had only done it for a short time and some people had done it most of their lives.

"Wallace Menzies and Alex Summers were there in their single-seaters and James Kerr in his little Peugeot 205 against these huge fire-breathing turbocharged monsters!

After practice, I went and watched his in-car footage with him and was blown away by his commitment. That was a huge inspiration and the following day, after running fourth, I was second in the final."

The car's continuous ongoing development has required a "significant amount of investment" from Bradley, but after learning how to open the door to good sponsorship benefits during his time in the Time Attack Championship, he has also enjoyed "huge help" from a long list of partnerships, with backers including AET Turbos and US-based Torco Racing Fuels.

"There are always opportunities out there with sponsors, but if you want to do this sort of thing, you have to appreciate what is in it for them," he explains. "With Torco,

*The Legacy is one of the very few saloon cars to have made the Top 12 run-off in the British Championship*



“the power of a turbo with the lag-free delivery of a normally aspirated car” then an Ohlins TTX 46 Suspension system, fitted in 2021, turned out to be “an absolute game changer.”

The suspension was the result of a late night in Portugal at the European Masters, and Bradley recalls: “A few days before the event, I had a few beverages with Russ Walton, who runs Mick Gardner Racing and is an importer for Ohlins, and he promised me half a second on each of the UK hills if I was to buy his very expensive suspension.

“I shook his hand and agreed to that, then came home and thought ‘oh my God, what have you done?’ It was by far the biggest investment I had ever made on the car, but once we set it up, with nothing else changed at all, the smallest improvement we had was 0.8s and the biggest was 2.4s – on a hill that is just 50-seconds long! It was absolutely phenomenal.”

The following year, Bradley decided to take on the BARC Speed Championship, blending his success on the hills with his origins on Sprints. The result: he won the title and was invited along to the awards dinner to receive a glinting Wilkinson Sword, which he proudly displayed standing beside Tom Ingram and the British Touring Car Champion trophy.

Over the past 10 years, Bradley, Darley and engine mapper Paul Blamire have developed the Legacy into something very special on the national hills. It now holds the class record at all but one of the venues, with Doune the only one missing simply because every time Bradley has taken it there it has been wet!

The Legacy is one of the very few saloon cars to have made the Top 12 run-off in the British Championship, doing so on three occasions, and it also set the closed-car record at Shelsley Walsh, with the turbo turned up to around 3-Bar of boost to deliver just shy of 900bhp. “That did actually cost me an engine,” he quips. “But it was worth it!”

for example, we developed an entirely new racing fuel, and it became a best-selling product. That came directly from working with me and Steven Darley, so that is the value of them being involved.

“With AET Turbos, if I write a blog or a post on social media, they might sell a turbo charger. It is that direct. In fact, they said that one of best things I have done is given them a response to all the sponsorship request emails they get – they just say, ‘once you have done what he has done in terms of promotion and success, we will support you.’”

As Bradley grew into Hill Climbing, he made two key developments that transformed the way the car behaved. First, a new Xona Rotor turbocharger, fitted in 2019, gave





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## The Challenge of Pikes Peak

After Bradley took the record at Shelsley Walsh, his brake supplier, Alcon, invited him for a factory tour. It was there the dream of Pikes Peak began and he recalls: "We were eating a Five Guys in his office and Jon Alcon said, 'I have made you one of our ambassadors – alongside Oliver and Petta Solberg among others – but in exchange I want you to go to America.'"

Bradley did not have to be asked twice. He immediately put in an application for Pikes Peak and, in April this year, was given a place. "To get an invite is a massive honour," he smiles. "There are 76 entries, of which 50 are pretty much predetermined for local owners and Clubs, so that only leaves 26, and there are works teams aiming at those too."

Plans were already set in motion well before the place was confirmed, as the car required some significant changes just to be eligible, let alone to stand a chance of making it up to the top in one piece. That included roll cage modifications, a new cooling system and a new fuel cell, more than double in size, to enable the use of Torco's fast-burning T85 sustainable fuel.

During this process, however, Bradley hit an issue that almost ended the dream. Just before Christmas, when the car was sent to Roelands Motorsport in Wales to have two regulation protection bars added to its roll cage, fabricator Andy Roelands discovered it was made from rolled steel and was not fit for purpose. As a result, the whole car had to be taken apart.

"The only things left on it were the wheels, dampers and transmission," recalls Bradley. "It was a very tight program to get everything done in time to ship the car to the US, and we had two choices: plead with Andy to push back his other customers so he could fit a new cage and suffer the cost... or just do not go. So, he worked right the way through Christmas."

Once that was complete, attention moved to the cooling, with high temperatures at Pikes Peak one of the biggest causes of failure on the mountain. In an effort to prevent this, the car was fitted with a bespoke new intercooler from Allisport, ducting air in from the front, through a 45-degree angled intercooler and back out through a large duct on the bonnet.

As part of this development, the car was also fitted with a new heat-sleeved wiring loom from Relentless Performance and an advanced Syvecs Engine Control Unit (ECU) and Power Distribution Unit (PDU). This eliminates all the traditional relays or fuses and creates an adaptable and resilient platform that could well pay dividends on the mountain.

"It is a work of art, like something you would want to see pinned to the wall," Bradley says proudly. "We've done it to a British Touring Car style so that each section is removable, with lots of interconnects and bulkhead connectors that allow you to remove different sections should you have an issue. It is incredible and something I have never experienced before."

## About Pikes Peak

The 103rd running of the Pikes Peak Hill Climb takes place on 22nd June 2025. The field will be split into different divisions of vehicles, from production-based Time Attack challengers to purpose-built Open Wheel racers and state-of-the-art Unlimited vehicles. This year's Grand Marshal will be seven-time Indy 500 driver, Lyn St. James.

Four British drivers will be taking part this year. Bradley is in the Time Attack class driving car #58 with US-based NASCAR Xfinity Series driver Katherine Legge joining him in that category, returning for her second outing driving Car #93, a 2023 Acura Integra Type-S. David Rowe will compete in the Open category in Car #75, a 1986 Audi Quattro Group S, and multiple champion Robin Shute is in the Unlimited class, driving car #49, a 1967 Chevrolet Camaro.



*Katherine Legge is adding Pikes Peak to her motorsport accomplishments this year*



*Robin Shute took overall victory at Pikes Peak in 2019, 2021 and 2022, and was awarded the The Segrave Trophy by the Royal Automobile Club in 2022*

Rob Cadman / Newspress



*Dave Rowe returns to Pikes Peak with an updated Audi Quattro S1*

Jason Zindroski



*The evolution of the Subaru Legacy, from road car to racer*



All this effort on the car is worth nothing if the driver is not also well prepared, however, so despite working six days a week in his family construction business and having a family of three children, Bradley has been regularly getting up at 5:30am to pound the pavements, running 5K every weekday to get himself in shape for the challenge.

“I have put so much energy into getting the car where it is, into every aspect of this adventure, I would be doing myself an injustice not to get to my physical best as well,” he explains. “The altitude affects everybody differently, so that is a bit unknown, but I will have oxygen in the car and if I work on my aerobic and anaerobic thresholds, there is not a lot more I can do.”

He has also been taking advice from other British drivers who have climbed the mighty mountain before including Sprinter Duncan Cowper, who competed last year; Robin

Shute, who is a four-time outright winner of the event; and David Rowe, who runs EPS Motorsport and has driven there three times.

His conclusion is that Pikes Peak is far closer to the UK Hill Climbs than you might think, and he adds: “It needs a car that is developed to work on a tight twisty circuit, is very responsive to slingshot out of corners incredibly quickly, but can also deal with undulations, camber changes and a rough surface. The Legacy is ideal for that, at least on paper!

“This event was really never on my radar before, and I do not think money can buy where we are going and what we are doing. I need to thank all the people that have helped me get this far and just try to conduct myself in the right way, try to stay humble, work really, really hard and just be thankful and grateful for the opportunity.



Larry Chen Media

“I am on pretty much every Subaru Legacy forum and group on the planet, so I keep a close eye on what goes on and there are very few Legacys that have been developed to this state of tuning. There is one in Ireland that has run an eight second quarter mile, which is very fast in a straight line, but on the track, this has all the records to show it is the fastest in the UK.

“I’ve spoken with a huge US tuner, Flat Iron Tuning, and they say Colorado is the unofficial Subaru State of America, so they are now absolutely buzzing about the Legacy coming across to take on their mountain.” And if Bradley can beat 10 minutes 36 seconds, the fastest a Subaru has ever climbed Pikes Peak, he might just lay claim to that world’s fastest title.

Now Bradley is heading to Pikes Peak for his biggest challenge yet. 🌀



## How to get into Hill Climbing

## Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram, and World Rally Championship star Elfyn Evans, among its many successful alumni.

More than one hundred athletes are currently on the scheme, and in the latest edition of this regular feature we meet four more young British hopefuls.



### Luke Hilton

**Born:** Basildon, 14th September 2007

**Academy Programme:** Futures

**Competes:** GB4

**Recent Results:**

Donington: 21st, 7th; Silverstone: 7th, DQ, 19th

#### What is your earliest memory of motorsport?

The first time that I hopped into a kart at the age of five years old. We went to a place in Milton Keynes called Daytona and it was at that moment when I knew I wanted to be a racing driver.

#### What has been the highest high in your career to date?

Winning three races in a car at Yas Marina. I had very little experience and I had never driven the track before, so I had to learn very quickly.

#### What has been the lowest low in your career so far?

My second round of the GB4 championship at Silverstone this year. It is my favourite track, and I had outright pace and the confidence, but although me and the team worked for hours to get the car as close to the front where we were during pre-season testing, it just did not come together for that one.

#### What has been the biggest and best opportunity you have had?

Simply having the chance to have motorsport as a career! This certainly is not a normal job, and it is not the cheapest, so I am so grateful and thankful for every opportunity I get.

#### What are your aims and when do you want to get there?

My aim for now is to race in Formula 3. Everyone wants to get to Formula One, and that is what makes it harder, but if I get that window of opportunity, I will take it with both hands. I do not know exactly when I will get there, as anything can happen in this sport, but I will work hard and see what the future brings me.

#### If you could get career advice from one person in motorsport, who would it be?

Jenson Button. He seems like a person I can really relate to, and he has gone through exactly what I am going through now.

#### What is the biggest thing you have learned from your time with the Academy so far?

One important insight it has given me is a better understanding of nutrition – how important your food intake is and how the wrong food can affect you massively.

#### How are you doing this year and what has been the biggest challenge?

This season has not been great so far. I know I could be the quickest on outright pace, but sadly luck has not been on our side. My biggest challenge now is having to fight and train even harder to extract the maximum from every lap. We showed in pre-season testing that I have the pace.





## Alisha Palmowski

**Born:** Manchester, 21st September 2006

**Academy Programme:** Team UK

**Competes:** F1 Academy

**Recent Results:**

Shanghai: P1, P6; Jeddah: P3, P4, P2

### What is your earliest memory of motorsport?

I have grown up with the influence of motorsport around me, as my great grandad was a BriSCA F1 Stock-car driver. My first memory is the British Grand Prix at Silverstone in 2015. Me and my dad got up ridiculously early and walked miles with our camping chairs to be sat at the front and get the best view. We were sat there from 6am!

### What has been the highest high in your career to date?

Winning the Ginetta Junior Scholarship in 2022, because to beat 60 other entrants was a huge high and it enabled me to make the transition from karts to cars. It marked a huge progression in my career, and I would not be where I am today without that opportunity!

### What has been the lowest low in your career so far?

One year, I lost a sponsor very late before the start of the season, which put us in jeopardy of even making it on a grid at all. It put a lot of pressure on us all as a family, but my parents were extremely supportive as they always have been. They sacrificed more than ever to get me on the grid that year and I will be forever grateful for that.

### What has been the biggest and best opportunity you have had?

Being selected by the Red Bull Racing Pepe Jeans Academy Programme to join F1 Academy this season. To race as a support series to F1 and get the opportunity to join an F1 team to see how they operate is a dream come true! It's a great chance for me to learn and further my career.

### What are your aims and when do you want to get there?

My short-term goal is to win the F1 Academy Championship. Long-term, I would love to keep progressing as high up the single-seater ladder as possible, which will only happen if I continue to perform and deliver results. I am currently focused on working as hard as possible to have success in every single race I compete in.

### If you could get career advice from one person in motorsport, who would it be?

Sebastian Vettel. I had the privilege of meeting him recently in his #Race4Women Event in Jeddah and he was so welcoming and friendly. He is a huge inspiration for me and obviously has had a hugely successful career, so I would love to spend some more time chatting with him.

### What is the biggest thing you have learned from your time with the Academy so far?

The importance of a thorough a post-race weekend debrief. I have learnt to explore every single possible avenue and consider every different factor that may have influenced a decision or result and use this to my advantage and learn from it.

### How are you doing this year and what has been the biggest challenge?

This season has been a big learning curve for me with a different car, different circuits and a new team. I have had a lot to get used to and I am still learning and gaining confidence with every lap I complete in the car. We have made great progress so far, achieving a podium in every race weekend we have attended.



## Marc Morgan

**Born:** Hereford, 8th August 1997

**Academy Programme:** Co-Driver

**Competes:** Pirelli Welsh National Championship, BTRDA Gold Star, TCS Plant Rally Challenge and selected Asphalt Championship events

### Recent Results:

Wydean Stages: 9th overall, 5th in class

Woodpecker Rally: 11th overall, 3rd in class

Nicky Grist Stages: 20th overall, 6th in class

### What is your earliest memory of motorsport?

In 2004, when I was seven years old, I sat in the co-driver's seat next to Alister McRae in a Subaru Impreza while he was testing the car in preparation for Wales! There were no pace notes or talking on my part, I was just star struck and I was so low in the car, all I could see out of the window was the sky! He gave me a signed poster which included a picture of the Subaru he competed in on the WRC Rally Sweden earlier that year – and that turned out to be the same car in which I now regularly compete in the Welsh Championship.

### What has been the highest high in your career to date?

I won the Welsh National Championship Challenge Award for co-drivers in 2024 and was third in class in both the Welsh and BTRDA Championships. That was all achieved in just over 12 months after competing on my first ever rally.

### What has been the lowest low in your career so far?

There is always something that makes Rallying a challenge, from the limited opportunities for co-drivers when starting out to consecutive retirements when luck is against you. But if it was easy, the satisfaction of success would not be so great.

### What has been the biggest and best opportunity you have had?

Competing on my first ever Rally, the Phil Price Memorial Woodpecker Rally, in 2023. It is my home event, with stages just a few miles from my house, and it is also run in memory of a very close family friend, without who I would not have become involved in the sport.

### What are your aims and when do you want to get there?

I am entirely focused on developing my skills and knowledge as a co-driver through as many experiences as possible, methodically working my way up the ladder one step at a time with the aim of competing at the highest-level within the next six years.

### If you could get career advice from one person in motorsport, who would it be?

As a member of the Academy, I am fortunate to have three of the very best co-drivers in our sport as mentors: Nicky Grist, Seb Marshall and Paul Spooner. They have vast experiences and knowledge of competing at the highest level and I can always count on their advice. I thoroughly enjoy listening to their stories from competing over the years.

### What is the biggest thing you have learned from your time with the Academy so far?

It has given me confidence that I have the abilities and the passion to succeed as a co-driver. The Academy is directly helping me develop my overall knowledge and professionalism in the co-driver's seat, including fitness, preparation and professional practices. Our mentors share with us all they can to ensure that each of us achieves our potential.

### How are you doing this year and what has been the biggest challenge?

The start of this season has been extremely difficult due to back-to-back mechanical retirements on the first two events. However, that has enabled me to spend time properly evaluating my performance on each event, focusing on the positives and expanding my knowledge in preparation for future rallies.





## Leo Brown

**Born:** Worcestershire, 2nd April 2007

**Academy Programme:** Enhanced DiSE

**Competes:** Currently seeking funds to race

### Recent Results:

British F4 eSports Championship –  
Brands Hatch: 3rd, 7th;  
Donington Park: 2nd, 5th;  
Knockhill: 3rd

### What is your earliest memory of motorsport?

Attending Brands Hatch for the opening round of the British Touring Car Championship (BTCC) in 2014 with my Mum and Dad. I had shown an interest in motorsport, and I remember sitting on the outside of Paddock Hill Bend watching Andrew Jordan win twice and Colin Turkington win the reverse grid race.

### What has been the highest high in your career to date?

My first karting final win at end of 2022. That year was very tough mentally, I had lost from winning positions a few times through mechanical faults, but in the final race of 2022, I managed to win the first running of the 'WM Plate' at Whilton Mill Kart Circuit. It was against 45 other national level drivers, and my final race with that team, so a good way to sign off.

### What has been the lowest low in your career so far?

Narrowly missing out on the BRSCC Fiesta Junior Scholarship last year. Out of the 60 entrants I made it to 'finals day' then made the final cut of six after a session out on track in what was only my second test day in a car. I gave it my all, knowing that if I won, I would get a fully funded season's racing and if not, then I would not be competing in 2024. Unfortunately, I missed out and spent last season on the sidelines, but that day has only made me stronger since.

### What has been the biggest and best opportunity you have had?

Driving for Guild eSports this year. Being involved with such a knowledgeable team that is known worldwide has been so valuable and has allowed me to develop as a driver.

### What are your aims and when do you want to get there?

To compete in the BTCC. I have watched it since I was very young, and it has been the dream of mine forever. I love the championship for the racing it provides and the crowds it attracts and if I can get there, I would love to win races or even a championship. I am grateful just to be in motorsport in the first place and I am enjoying the journey. If my path is meant to be for the BTCC, even better.

### If you could get career advice from one person in motorsport, who would it be?

Tom Ingram. I was there to watch his first race weekend in the BTCC and have followed him ever since. He is a great personality and a top driver who I think could offer some valuable advice for any young driver looking to make it.

### What is the biggest thing you have learned from your time with the Academy so far?

How important mental strength is compared to the practical side of driving. The Academy has taught me how to face challenges, which has benefited me as a driver and an athlete.

### How are you doing this year and what has been the biggest challenge?

Unfortunately, I am not competing in a championship this year down to a lack of funding. That has been tough to accept, but setbacks do happen, and I hope to turn this into a positive by using the time to network with potential partners and sponsors to return to racing in 2026, when I aim to compete in the competitive UK Legends Cars Championship.



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*The Northern Saloon & Sports Car Championship is a key event for the club*



All photos: Tony Todd

## Darlington & District Motor Club

This innovative Club continues to evolve and adapt to maintain its status as a hub of motorsport in the North East of England

The centre of Darlington was teeming with racing car displays and motorbike action last month, when a host of Clubs took over the town to showcase the many different forms of motorsport that take place in the local area – and Darlington & District Motor Club (DDMC) was one that took centre stage.

The area's rich motorsport history dates to the early 1900s and DDMC was first formed under its current name in 1946, when it hosted its first competitive event, a Sporting Car Trial. Since then, it has been involved in a wide range of categories, from Hill Climbing and Rallycross to Motorbike Trialling and Road and Track Racing.

Currently it has many different focal points including Circuit Racing – organising the Northern Saloon & Sports Car Championship and running two of the rounds; Rallycross – running the BTRDA Rallycross rounds at Knockhill; and Stage Rallying – organising its Jack Frost Stages Rally every winter.

On top of all that, the Club also helps to run a variety of different motorcycle trialling events, supplies a number of experienced marshals to venues around the country, and owns and operates two fully-equipped rescue units, which are in near-constant operation for around 10 months of the year.

“It's a very busy Club, to be perfectly honest,” says Lesley Starkey, the club's Chairperson, understatedly.

One constant throughout the last 60-or-so years has been the Club's relationship with Croft circuit, which began when the track first opened. “We support Croft in pretty much anything we do,” continues Starkey. “We try to have at least a couple of meetings a year there – although sometimes that is not always possible.”

Its biggest event is the Battle of Britain, which is held every August. It was first run at Croft back in 1963, drawing in large crowds to watch two-, three- and four-wheeled motorsport. It continues to be a popular event, and this year's will include sidecars, Scottish minis, Legends and the flagship Northern Saloon & Sports Car Championship.

That Championship, which has been running for the last 27 years, is an important part of the Club and Starkey explains: “We've got a very loyal group of drivers – they might leave for a year or so, but they all come back – and there's fresh faces coming in too. We have had four brand new drivers join us this year and we get inquiries all the time.



*Darlington and District Motor Club receive their Awards from Motorsport UK Club Development Coordinator, Ben Cross*

“We currently have around 65 registered competitors with a huge variety of cars and a wide range of performance levels out on track. Classes A1 and A2 are basically unlimited – the only thing you cannot do is run an out-and-out radical or something like that – and we go all the way to the compete opposite of that, with the Mazda MX5 1600s, which are pretty basic.

“They all race on the same grid and touch wood, we get very little damage. There is a good relationship with everybody in the paddock and if anybody needs any help, somebody will go and help them. We rarely get a situation where we cannot get a car put back together and out on the circuit for the next race.”

The Championship does take guest participants if the grid space permits, but to pick up points you have to be a registered member of the Club. That helps draw in members, and at present there is a healthy member count of around 140 – although that Championship is certainly not the only thing people join up for.

Throughout the years, the Club has made a particular effort to follow the trends and provide whatever motorsport people want to participate in. That has seen the balance of time and effort put on different activities by the committee

fluctuate through the years, but despite running an entire championship, it has always remained volunteer-run.

“We do not have any paid staff at all, and we are quite proud of that,” explains Starkey. “Once you start to pay people, it becomes a job, and they are not necessarily just doing it because they want to do it. Our members come from all around – we’ve even got one as far away as South Africa – and we work with other Clubs to make events happen.



*Close ties with the British Motorsport Marshalling Club have benefitted everyone and supported motorsport in the local area*

“We recently had an event at Croft with 12 cars from the Saloon & Sports Car Championship on display, along with a couple of motorbikes, and two of our committee members are also on the committee of the British Motorsport Marshalling Club (BMMC), so they did a display and they got 26 new marshals signed up.

“That is all the Club working together, in conjunction with Croft, to promote motorsport in the area. We’ve also got a very strong biking trials section, competing under the Amateur

Motor Cycle Association, and we are affiliated with the Auto Cycle Union for sidecar circuit racing at Croft, with the North East Motorcycle Racing Club assisting in the Battle of Britain.

“With the Jack Frost Stages, again at Croft, we align with North Allerton MC’s Christmas Stages, which they run every two years. The circuit can only have one Rally a year, so we also run ours every other year, effectively creating an annual event, with cross-pollination helping to encourage people to participate in both events.”

## Darlington Motorsport Day

Reaching out to new audiences through public events is an important part of maintaining a Club’s success. Darlington and District Motor Club member Craig Hope explains how the Darlington Motorsport Day came about, and how it is helping the local area thrive.

“The idea came about when we set up a promotional stand in the marketplace with a car and motorbike, to promote a DDMC event at Croft. It came to light that even though we were only four miles from the circuit, many people didn’t know that such a good quality of racing was going on nearby.

“A few years later, I approached the council to see if we could put on a Motorsport Day and after six months of work, we held our first event. The DDMC competitors were up for it, as was one of our rescue units, so I then approached other local competitors and Clubs and the feedback was amazing.

“The simple idea is to bring all forms of motorsport to the general public, especially children who are potential future competitors and spectators. It gives non-motorsport people the chance to see what’s in the local area and this year we had a great selection of karts, cars (Circuit, Stockcars, Autotest, Drag and Rally) and motorbikes, as well as BMMC marshals.

“We have a small demonstration area for motorbike trials, which is great for people to watch, and it is so nice to see peoples’ reactions as competitors chat to them about what they adore about the sport. It is well worth the work involved, and the best thing is that it is free, because the council supplies everything we need.”



Photos: Tony Todd

One of the more unlikely alliances that has developed is with the Scottish circuit of Knockhill, a venue that is almost four hours' drive from the Club's spiritual home of Croft. This connection came about due to the Club's Rallycross activities, and the fact that Croft's section of dirt circuit fell into disrepair.

"Rory Butcher and Stuart Gray at Knockhill were prepared to reinstate their Rallycross circuit so that we could run there, as long as we guaranteed we would go for two or three years," explains Starkey. "We are now on the sixth year, and we have also built a very good relationship with them for Northern Saloons and for their Championships coming to support our events."

The Club is not just about competition, it also has an extremely active section of around 20 marshals and Starkey adds: "Whatever events we are at, we always support with marshals and our team is also at every event at Croft, so if they need anything, there is always somebody here to help."

That off-track focus has become one of the Club's biggest incomes, thanks to the innovative development of an in-house rescue vehicle operation. At a cost of around £80,000 per vehicle, this was a mammoth investment, but it not only ensures cost-effective day-to-day running, it also brings in a healthy revenue throughout the year.

The unit is operated by a group of member volunteers and the Club has recently put four new trainees through the licence, with three more about to start. "We have got people coming on all the time," explains Starkey. "We do almost all the Historic Sports Car Club meetings, the British Automobile Racing Club meetings, lots of rallying and anyone else who needs us."

The ability to spot new opportunities like this, and to follow and deliver what people want, is one of the secrets of the Club's success, and Starkey concludes: "The Club is innovative by being flexible and seeking different ways of doing things."

"The display at Croft and the day in Darlington town centre are good examples of that. They are bringing awareness that motorsport does happen in the North East and that we are here if people want to get involved. We are always listening to people to see what they're looking for and work out how we can help."

"Motorsport is not cheap to run, and collaboration is a big part of it now. In fact, only recently, I was asked by another Championship if they can join our Battle of Britain event in August and we made sure we could move things around to fit them in – because in motorsport, you need to be able to adapt to keep it all going." 🌀

*The club supports a wide variety of entries in its championships*



To learn more about Darlington & District Motor Club see <https://darlingtondmc.com>

## Wera Tools British Kart Championship – IAME / KZ2

13th June, Glan-y-Gors, Wales LL21 0RU

The IAME and KZ2 fields head to Wales in June to take on the popular 'mini-Nurburgring' track, with its fast, sweeping turns and legendary Devil's Elbow corner in the final sector, where the track drops away dramatically. For IAME, it will be the second outing of the year for the third and fourth rounds, while the KZ2 takes on rounds four and five.

<https://britishkartchampionships.org>



## South Hams Motor Club 12 Car Rally

13th June, The Rock Inn, Yelverton PL20 6DS

The June 12 Car marks the halfway point in the 2025 South Hams Motor Club Road Rally Championship. The lighter and warmer evenings mean a later than usual rally start, allowing time for our summer social on the edge of beautiful Dartmoor from 7pm. A 40-mile route is plotted from characteristic route information leading to challenging lanes across West Devon. There is always a warm and friendly welcome and wealth of knowledge on hand for the less experienced.

[www.shmc.co.uk/events/12-cars/](http://www.shmc.co.uk/events/12-cars/)



George Colford

## British GT Championship

20th-22nd June, Spa-Francorchamps, Belgium

British GT heads across the channel for its annual Ardennes away days this month. Spa-Francorchamps has not always been a series staple, but it does pose arguably the most significant test of the season. Charles Dawson and Kiern Jewiss continue to top the standings, but their 30-point lead was slashed to 10 at Oulton Park by 2 Seas team-mates Kevin Tse and Maximilian Götz, who also won at Spa in 2024.

<https://www.britishgt.com>



JFP

## Mallory Park Sprint

21st-22nd June, Mallory Park, Leicestershire, LE9 7QE

After a close and exciting Pembrey, the Woodford Trailers HSA British Sprint Championship returns to a full weekend of action and more close sprinting at Mallory Park. Expect Steve Broughton and Chris Jones to give Pete Goulding and Steve Miles a good battle for the top spots as they challenge for the championship lead.

[www.malloryparkcircuit.com](http://www.malloryparkcircuit.com)



Brian Tyler

## Dunoon Presents Argyll Rally

20th-21st June, Kirn, Dunoon PA23 7RL

The Fuchs British Historic Rally Championship enjoys its only asphalt event of the season at the Argyll Rally. As the 2025 roster shifts into the second half, Adam Milner [Category 2] and Baz Jordan [Category 4] are currently tied for the lead of the BHRC standings, but in Category 3, David Crossen has secured two wins so far in an ongoing competitive category battle.

Still shocked by the death of its 2022 co-driver champion Dai Roberts, the Protyre Motorsport UK Asphalt Rally Championship will assemble for Round 4, the Dunoon Presents Argyll Rally, with both a heavy heart and wanting to honour the spirit in which the incredibly popular Welshman went rallying – with passion, camaraderie and sportsmanship. 16 stages totalling 67.5 stage miles are planned on closed roads in and around the picturesque Cowal Peninsula.

The Asset Alliance Group Scottish Rally Championship resumes with two days of closed road stages in Argyll. 2024 Champion Euan Thorburn and Paul Beaton lead the Championship protagonists in their Polo R5, with the similar cars of Hugh Brunton and Drew Sturrock, Rory Young and Jamie Edwards, plus the Proton Satria Evo of Mark McCulloch and Michael Hendry ready to provide stiff competition.

<https://argyllrally.co.uk>



Russ Owoy



Russ Owoy



AF Motorsport Media

## British F4 Championship

21st-22nd June, Oulton Park, CW6 9BW

For event number four in the calendar, the Wera Tools British F4 Championship heads to Oulton Park in Cheshire in support of the British Touring Car Championship. Martin Molnár holds a 10-point lead, but the three races on the Island Circuit could shake up the table.

<https://fiaformula4.com>



JEP

## British Touring Car Championship

21st-22nd June, Oulton Park, CW6 9BW

The 2025 Kwik Fit British Touring Car Championship makes the summer trip to the North West for a hugely popular festival of racing on the Oulton Park Island circuit in June. A full weekend programme from the BTCC will include Free Practice plus Qualifying on Saturday, and Sunday will then feature the three headline races with a full support programme across the weekend.

<https://btcc.net>



JEP

## Wye Valley Car Trial

22nd June, Hill Farm, Putley HR8 2RF

The Wye Valley car trial, organised by Ross & District Motor Sports Club, will be held at Hill Farm, near Ledbury. A variety of hills and slopes will test the expert and novice alike. The event is non-damaging and is a round of the Motorsport UK British Championship, the BTRDA National Championships, and the regional West Midland, Welsh and South Western Association Championships. It is also a round of the Cotswold Motor Sport Group Championship.

[www.rossmotorsports.co.uk](http://www.rossmotorsports.co.uk)



## Tim Sargeant Memorial Autotest

29th June, Demon Tweeks, Wrexham, LL13 9UG

Knutsford and District Motor Club is holding the Tim Sargeant Memorial Autotest, again with the much-appreciated support of Demon Tweeks, and the use of their Wrexham site. The event is a round of the Motorsport UK British Autotest Championship, the Demon Tweeks BTRDA Autotest Championship, the BTRDA Allrounders Championship, the ANWCC Autotest and Allrounders Championships and the SD34 Non-Race Championship.

[www.knutsfordmotorclub.co.uk](http://www.knutsfordmotorclub.co.uk)



CREDIT

## Cotswold Historic Road Rally

6th July, Cirencester RFC, GL7 2ER

Now in its fifth year, and hosted by Tavern Motor Club, Cotswold Historic Road Rally is a round of the HRCR Clubmans Road Rally Championship. It offers nine Special Tests, and 80 miles of Regularity within a route of 150 miles. Donations from the event are made to the Great Western Air Ambulance Charity and the Wiltshire Air Ambulance.

[www.tavernmotorclub.co.uk/cotswold-historic-road-rally](http://www.tavernmotorclub.co.uk/cotswold-historic-road-rally)



## Wera Tools British Kart Championship – Rotax / Honda

4th-6th July, Larkhall, Scotland ML9 2UL

The Rotax and Honda Championships head to Larkhall in Scotland, where the track is known for its hairpins and high kerbs. The circuit has recently been extended, adding 273m to the length, and has had upgrades to its trackside facilities.

<https://britishkartchampionships.org>



KartPix

## PRM Loughgall Stages

5th July, Loughgall Country Park, Armagh BT61 8HZ

North Armagh Motor Club has moved its round from Kirkistown to Loughgall for the first time since 2021, and the penultimate round of the Motorsport UK Brown & Brown Northern Ireland Rally Championship will be held within Loughgall Country Park, with six stages scheduled for up to 80 drivers. Aaron McLaughlin, a two-time winner of the rally, arrives with a ten-point advantage over fellow Donegal based driver Conor Wilson.

[www.namcc.com](http://www.namcc.com)



NeillPics.com

## Convoy Thruxton

5th-6th July, Thruxton Circuit, Hants

Thruxton provides the next stop on the calendar for the British Truck Racing Championship, and the battle for supremacy is only set to intensify. Stuart Oliver heads the way in Division 1 but hot on his heels is reigning champion Ryan Smith, John Bowler and David Jenkins. In Division 2, Jake Evans will look to continue his impressive start around the fastest circuit in the UK.

<https://thruxtonracing.co.uk/racing/british-trucks>



Graham Holbon

## Nicky Grist Stages

12th July, Builth Wells, Powys, Wales

Round three of the Motorsport UK Pirelli Welsh Rally Championship (PWRC) will take contenders to the famous Nicky Grist Stages, which runs on classic gravel special stages in the Epynt region of mid Wales. Back for this year is a return of the very popular Route 60 stage, and a bumper entry of Welsh contenders is expected for the Builth Wells based rally. Liam Clark in a Ford Fiesta Rally2 currently heads the PWRC points after two rounds.

<https://nickygriststages.co.uk>



Ben Lawrence

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# RESULTS

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

## British Hill Climb Championship



The British Hill Climb Championship arrived at Shelsley Walsh for the first of its two summer visits this month, and Matthew Ryder was able to extend his championship lead while sharing wins and second places with Alex Summers. Will Hall claimed one third place, with Sean Gould taking the other slot. Wallace Menzies retained second place in the table despite a modest weekends' results and some mechanical issues.

### Latest Championship Standings

1st	Matthew Ryder	114 points
2nd	Wallace Menzies	102 points
3rd	Will Hall	82 points

## Kwik Fit British Touring Car Championship



Tom Ingram became the ninth different winner in as many races, after the former champion got by pole-sitter Sutton in the opener at Thruxton. Dan Cammish secured second place, while Josh Cook completed the podium. In Race 2, Sutton blasted from fourth on the grid into a commanding lead, and on to take his third victory of the season. Ingram and Cook took second and third respectively. Rowbottom became a 2025 double race winner after triumphing in the final Thruxton race. Tom Ingram added second place to his weekend tally, and Dan Cammish was third.

### Latest Championship Standings

1st	Ashley Sutton	181 points
2nd	Tom Ingram	172 points
3rd	Daniel Rowbottom	132 points

## Reis Motorsport Insurance Motorsport UK English Rally Championship



Following the Border Counties Rally, the second round of the Reis Motorsport Insurance Motorsport UK English Rally Championship, the lead has passed to David Henderson whose Escort MkII is the only car to have scored maximums on both events. Defending champion – and Border Counties winner – Elliot Payne, in his Fiesta Rally2, and Dylan Fowler, driving a Micra, are both equal-second, just a couple of points behind. Now everyone has a summer break before the next event, the Woodpecker rally, at the end of August.

### Latest Championship Standings

1st	David Henderson	50 points
2=	Elliot Payne	48 points
2=	Dylan Fowler-Bishop	48 points

## Motorsport UK British Autotest Championship



Although there was no MotoFest Coventry festival this year, the Autotest Arena in Gosford Street, under the famous Ring Road, hosted Round 7 of the Motorsport UK British Autotest Championship, organised by Loughborough Car Club. Peter Grimes was victorious ahead of Chris Grimes and Malcolm Livingston.

### Latest Championship Standings

1st	Peter Grimes	180 points
2nd	Willie Keaning	162 points
3rd	Alastair Moffatt	137 points

## British Truck Racing Championship



Graham Hobson

The battle for supremacy in the British Truck Racing Championship was blown wide open at Pembrey Circuit last month. In Division 1, Ryan Smith went from winning both races on Saturday to suffering mechanical woes on Sunday. Adam Bint, Michael Oliver and Stuart Oliver took wins of their own. In Division 2, Simon Cole and Jake Evans renewed their battle from Brands Hatch, with Cole claiming a hat-trick of wins, while Evans took two.

### Latest Championship Standings

#### Division 1

1st	Stuart Oliver	166 points
2nd	Ryan Smith	154 points
3rd	John Bowler	139 points

#### Division 2

1st	Jake Evans	189 points
2nd	Simon Cole	141 points
3rd	Callum Eason	140 points

## Fuchs Lubricants British Historic Rally Championship



Russ Owen

David Crossen and Ben Teggart enjoyed a thrilling victory at the Plains Rally last month – their second Fuchs Lubricants British Historic Rally Championship win of the season in dry and dusty conditions in North Wales. This event was the BHRC's long-awaited return to Welsh gravel, and the Escort MkII crew emerged on top after a fiercely contested three-way battle with fellow Escort drivers David Henderson and Chris Lees, and Daniel Mennell and John Roberts. This win also secured another Category 3 [cars registered between 1975 and 1981] triumph, strengthening their position in the title fight.

### Latest Championship Standings

Category 1	Terry Cree / Richard Shores	33 points
Category 2	Adam Milner / Roy Jarvis	96 points
Category 3	David Crossen / Ben Teggart	91 points
Category 4	Barry Jordan / Arwel Jenkins	96 points

## Motorsport UK British Drag Racing Championship



Santa Pod

Rain stopped play as the semi-finalists lined up for the combined FIA European / Motorsport UK British championship contest. Dutch racers occupied the top three qualifying positions in the 16-car field, a national first. Marck Hartevelde, Motorsport UK champion in 2019, earned his first pole position at 5.871sec. Compatriot David Vegter set the event's low elapsed time at 5.808sec winning the opening round of eliminations. Vegter's defeated opponent, Britain's Jon Webster, set top speed at 248.22mph in his losing effort.

### Provisional Championship Positions

1st	Andres Arnover	158 points
2nd	Andy Robinson	150 points
3rd	Michel Tooren	90 points

## Motorsport UK Cross Car Championship



It has been a cracking start to the season for the Motorsport UK Cross Car Championship, with an excellent 13-car entry kicking off 2025 at Blyton Park in Lincolnshire where Osian Pryce held off David Kane to take the A Final, before moving to Mondello Park, where Max Weatherley scored a brilliant double-win.

### Latest Championship Standings

1st	Max Weatherley	87 points
2nd	Ben Bartlett	71 points
3rd	Will Ovenden	60 points

## Wera Tools F4 British Championship certified by FIA



Martin Molnár and Leo Robinson mastered challenging weather conditions to claim a win apiece at Thruxton Circuit on Saturday. 2024 Rookie Cup champion Molnár finished ahead of Robinson and Henry Joslyn in Race 1, and in Race 2 Robinson took the chequered flag by just under two seconds ahead of Thomas Bearman, who finished a career-best second. Completing the podium was the impressive James Piszcyk. Sunday's Race 3 was a commanding lights-to-flag victory for Salim Hanna, on his maiden weekend in British F4. Martin Molnár and Henry Joslyn completed the podium.

### Latest Championship Standings

1st	Martin Molnár	142 points
2nd	Fionn McLaughlin	132 points
3rd	James Piszcyk	110 points

## 5 Nations British Rallycross Championship



Former British, Irish and European Rallycross Champion Derek Tohill claimed maximum Motorsport UK British Rallycross Championship 5 Nations Trophy points in his home double-header at Mondello Park last month to move into a joint championship lead. In Race 1, Tohill took the win ahead of Pole-sitter Patrick O'Donovan, and six-time title-winner Julian Godfrey finished third. In Race 2, Tohill again finished ahead of O'Donovan, and John McCluskey completed the podium.

### Latest Championship Standings

1st=	Patrick O'Donovan	74 points
1st=	Derek Tohill	74 points
3rd	John McCluskey	50 points

## Motorsport UK British Car Trial Championship



Filtrate Trophy Production Car Trial, organised by Ilkley & District Motor Club proved to be a strong showing for Charlie Dovey, who took two overall wins. The dominance of the young Clio driver has put him out ahead of the highly competitive class B crews, but the season is not over yet. David Mosey, Evie Dovey, Mark Hoppe and Stephen McEnhill finished first in their respective classes, and Claire Raven took the Ladies Award.

### Championship Standings after Round 3

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

## NI Rally Championship



Fastest on all three passes of the Bigwood test Ryan Caldwell and Stephen O'Brien won the Eakin Bros Maiden City Stages by 5.9 seconds while Niall Devine scored his first maximum points in the Brown & Brown Northern Ireland Rally Championship. The Skoda Fabia RS Rally2 of Caldwell put a stop to Garry Jennings' run of wins this season, but a second-place finish with Dale McGettigan, was a good start to the weekend. David Kelly and Monaghan's Arthur Kierans claimed the final podium position in the first of the Volkswagen Polo R5s. In the Brown & Brown Northern Ireland Rally Championship County Tyrone's Niall Devine was out front following a switch to a Volkswagen Polo R5 under Liam McIntyre's guidance. However round one winners Aaron McLaughlin and Darren Curran hold a ten-point advantage with two maximum scores at Bishopscourt and Tour of the Sperrins.

### Latest Championship Standings

Drivers			Co-drivers		
1st	Aaron McLaughlin	88 points	1st	Darren Curran	88 points
2nd	Conor Wilson	78 points	2nd	Kyle McDaid	80 points
3rd	Joe Hegarty	70 points	3rd	David Turkington	75 points

## British GT Championship



Hugo Cook claimed his maiden British GT Championship victory in the first of the Bank Holiday Monday's two sprint races at Oulton Park, while sharing the car with Rob Collard. Maximilian Götz and Kevin Tse, came in second, with Giacomo Petrobelli and Jonny Adam third. Marc Warren and Jack Brown clinched their second GT4 win in three starts, with Steven Lake and Jack Mitchell were second, and Branden Templeton and Chris Salkeld completed the podium. In Race 2, the unpredictable weather helped Kevin Tse and Maximilian Götz dominate the Oulton circuit. Marc Warren and Jack Brown added a third GT4 victory to their season's tally.

### Latest Championship Standings

#### GT3

1st	Charles Dawson / Kiern Jewiss	77 points
2nd	Kevin Tse / Maximilian Götz	67 points
3rd	Morgan Tillbrook / Marvin Kirchoefer	59 points

#### GT4

1st	Marc Warren / Jack Brown	114.5 points
2nd	Ravi Ramyeed / Charlie Robertson	64.5 points
3rd	Branden Templeton / Chris Salkeld	56.5 points

## Motorsport UK Pirelli Welsh Rally Championship



Irish crew Andrew Purcell and Martin Brady were a late entry to the Plains Rally in their Ford Fiesta Rally2, yet took the event victory and maximum points in the Motorsport UK Pirelli Welsh Rally Championship (PWRC). Forest rallying made a welcome return to Wales for the second round of the Pirelli Welsh Rally Championship. Purcell finished 10 seconds up on the similar Fiesta Rally2 of Liam Clark and Jack Morton, as Clark moved into the overall lead in the PWRC points. A fine podium position went to James Giddings and Aled Davies, while historic contenders Dan Mennell and John Roberts were the third PWRC team home.

### Latest Championship Standings

#### Drivers

1st	Liam Clark	54 points
2nd	James Giddings	50 points
3rd	Dan Mennell	48 points

#### Co-drivers

1st	Aled Davies	54 points
2nd	John Roberts	50 points
3rd	Keith Ashley	47 points

## Woodford Trailers Motorsport UK HSA British Sprint Championship



The Pembrey rounds of the British Sprint Championship delivered thrilling competition, with just five-tenths-of-a-second separating five runners over a 105-second run. Chris Jones claimed a victory on both days in the runoffs, while Steve Broughton triumphed on Saturday and Pete Goulding shone on Sunday. Broughton and Jones look to be title favourites, but there is still a long season ahead!

### Latest Championship Standings

1st	Pete Goulding	321 points
2nd	Steve Miles	298 points
3rd	Steve Broughton	292 points

## Wera Tools British Kart Championships

The Rotax and KZ2 seasons continued at Dunkeswell in May with Benediktas Masiokas maintaining his championship lead in the MicroMax category, despite Alfie Garrett and Dhian Singh Pahal winning the heat and final. Riley Murro and Emerson Macandrew-Uren each took victories in MiniMax 950, while the Junior Rotax saw a double win for Cameron Nelson, although a second and third places for Jacob Ashcroft kept him at the top of the championship table. In Senior Rotax, Matthew Higgins won the heat, but it was Harry Bartle who won the final, and moved up to second in the championship behind Lewis Gilbert. In KZ2 Ella Stevens took a strong double victory to climb to the top of the table ahead of team-mate Oliver Stewart.

Photos: Adam Gumbus



**Cameron Nelson**



**Dhian Singh Pahal**



**Ella Stevens**



**Emerson Macandrew-Uren**



**Harry Bartle**

### Latest Championship Standings

#### Micromax UK

1st	Benediktas Masiokas	250 points
2nd	Dhian Singh Pahal	239 points
3rd	Harris Barber	238 points

#### Minimax 950

1st	Max Jolly	232 points
2nd	Tom Read	225 points
3rd	Alfie Mair	222 points

#### Junior Rotax

1st	Jacob Ashcroft	252 points
2nd	Albie Lapper	236 points
3rd	Kai Clarke	221 points

#### Senior Rotax

1st	Lewis Gilbert	247 points
2nd	Harry Bartle	242 points
3rd	Jack West	227 points

#### KZ2

1st	Ella Stevens	252 points
2nd	Oliver Stewart	245 points
3rd	Charlie Turner	234 points

#### Teams

1st	DHR	257 points
2nd	Strawberry Racing	252 points
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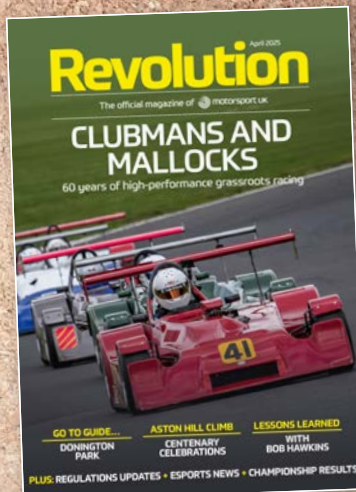
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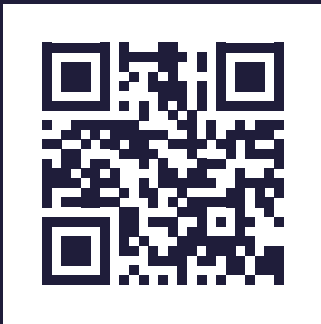
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