


# Revolution

THE OFFICIAL MAGAZINE OF  motorsport UK



**INSIDE:**  
**CENTENARY YEAR**  
Brands Hatch at 100

**RALLYING**  
National update

**CLUB FOCUS**  
Hill Rallying at 30

## **GROWING TOGETHER**

FAMILIES SHARING TIME ON TRACK

# My month in Motorsport

HUGH CHAMBERS  
CEO, MOTORSPORT UK



Stuart Turner left a lasting legacy on UK motorsport

Biblical weather on the Scottish Land Rover Owners Club Cambusbarron RTV Trial, but the team were prepared for everything



**A** few weeks ago, I attended the Scottish Association of Motor Clubs development seminar for clubs in Stirling University.

This was the first time meeting the clubs since our announcement of the return of the World Rally Championship (WRC) to the UK, and I think it was fair to say that the room was buzzing with excitement at the opportunities that this provides for the whole of the rally community. This mood was reflected the next morning on a windswept hillside where we met up with the Scottish Land Rover Owners Club for their Cambusbarron RTV Trial at Clay Pigeon Scotland. The weather was biblical, with 40mph gusts and driving rain, but Dave Tomlin and his fellow trialists couldn't stop smiling as their gutsy Land Rovers picked their way through the heather and mud! Then on to Knockhill where Stuart Gray and his ops team were running a planning session ahead of the new season. This gave us a chance to view

their brand-new race control centre which is a massive upgrade and will serve them well for years to come. Many good news stories from north of the border.

Recently it was a privilege to speak at the memorial of Stuart Turner, whom we lost at the end of last year. My family knew Stuart for over six decades – professionally at first, but more importantly as a close friend.

His route into motorsport was characteristically unplanned. After National Service he began training as an accountant, though without any real enthusiasm, before a chance ride in a road rally ignited a lifelong passion. At the North Staffordshire Motor Club Stuart quickly made his mark – founding The Potter's Wheel, a club magazine of national repute, and establishing himself as a highly sought-after co-driver in an era when navigation meant reading maps at speed, usually in the dark. Success followed. With Ron Gouldbourn he secured a BTRDA Gold Star

and three consecutive Autosport Navigators' Trophies, and together they won the inaugural RAC Rally Championship in 1958. Stuart repeated that success in 1959 with John Sprinzel, alongside competing in the gruelling Liège–Rome–Liège Marathon – an event that tested endurance as much as skill over 3,000 miles and taking 96 hours non-stop!

By 1960 he was Sports Editor of Moting News, Stuart reshaped rally coverage, founded the Moting News Rally Championship and introduced the influential 'Verglas' column. His road tests, too, were memorable – not least his wry verdict on the Austin-Healey Sprite as "not a good courting car."

Stuart had been with Moting News for barely 12 months, while also winning the RAC Rally with Erik Carlsson, when he was offered the role of Competitions Manager at the British Motor Corporation on the recommendation of my father,

Marcus Chambers, who was the incumbent but was heading for pastures new after establishing one of the most highly regarded international manufacturers' competition departments.

My father wrote a book shortly thereafter, Seven Year Twitch, (the name of which was a suggestion from Stuart as a word play on the Marilyn Monroe film), in which he gave a potted view of all the drivers he had worked with at BMC. These were his pace notes on Stuart:

'As a navigator Stuart came to the top very quickly. I always thought that as Gamesmanship was to Stephen Potter, so Rallymanship was to Stuart.' →



Stuart Turner and Erik Carlsson, winners of the 1960 RAC Rally



David Richards and Dr Ian Roberts present the 2018 Watkins Lecture on the future of motorsport in the UK

NATIONAL MOTOR MUSEUM / NEWSPRESS

Now, if you are not familiar with the author's 1947 book let me summarise what "gamesmanship" means:

- It's "polite psychological warfare" in games or competition
- You don't break the rules – you bend the situation to gain an advantage
- Think: distracting your opponent, making them nervous, or throwing off their rhythm

So instead of playing better, you make your opponent play worse. My father continued: 'Some of his critics decried his methods which could be seen as pretty ruthless, on the grounds that they were 'not the way things were done'; perhaps they would have been judged so 20 years earlier, but methods had changed and Stuart was one of a new generation of professional rally drivers. I don't feel that Stuart really thought that his methods would bring him into prominence so quickly, and he paraded a somewhat bewildered air, rather like a professor who found himself being publicised on the discovery of a new scientific breakthrough. I was sure that he would make a success of his job as my successor at BMC, and I wished him lots of luck, little realising what a tremendous impact his tenure in my old chair was to have on the whole rallying scene.'

Time would show that his new style of professionalism would bring unbounded success, pitting the Mini Cooper S against the Goliaths of international rallying using astounding gamesmanship and inventive strategies. Hearing stories at his memorial from speakers including Gunnar Palm, John Taylor, John Wheeler and Mike Pilbeam to name just a few with their stories of the evolution of the all-conquering Escorts, the mercy killing of the C100 sports car and RS1700T to make way for the RS200 Group B car made for a fascinating afternoon. Stuart was a game changer.

It is well known that Stuart had a lifelong interest in 'Safety' related matters, and the emergence – initially from the

**“EXPERIENCE IN MOTORSPORT TEACHES YOU ONE THING VERY QUICKLY: ACCIDENTS HAPPEN. PREPARATION DECIDES WHAT HAPPENS NEXT.”**

British Racing & Sports Car Club (BRSCC) of whom he was a long-standing board member – of the Motorsport Safety Fund provided many such opportunities. As Stuart said:

“Experience in motorsport teaches you one thing very quickly: accidents happen. Preparation decides what happens next.”

He was deeply involved in the training of our officials. One particularly significant milestone was when he ran mandatory training sessions with Allan Dean Lewis for rally marshals following the Carlos Sainz incident at the 2001 Rally GB. At the time, rallying itself was at real risk. Stuart and Allan successfully delivered these sessions to thousands of officials, helping to satisfy our insurers and ultimately protect the future of the discipline.

Stuart was also co-opted by the RAC MSA (now Motorsport UK) onto its Motor Sport Council, with the specific brief of helping the 'grass roots' of the sport, and which resulted in the first 'Motor Club Manual', providing advice and guidance for all registered clubs across a range of topics, and its later regular 'Wheels' supplement which was issued free to all UK clubs.

Typically, when the Motorsport Safety Fund closed, Stuart – with the support of the Chairman (Ian Roberts) and all the trustees – made over the remaining reserves to the British Motorsport Trust, which continues to this day in grant aiding safety training initiatives for volunteer officials, and other associated safety improvements. I am very proud to be a trustee of the British Motorsport Trust, which continues to help keep both the sport and our community safe.

But for many, the original 'Fund' as it

became known was most evident at the Autosport International Show at the NEC each year when the 'Watkins Lecture' was delivered by significant motorsport people of the day – all arranged by Stuart of course through his amazing contacts list. Professor Sid Watkins, Jackie Stewart, Max Mosley, Bernie Ecclestone are immediate names that come to mind – and there were many more.

Once again, my world connected with Stuart's when in July 2017 it was announced that David Richards would take on the role of Chair of Motorsport UK. I had been a partner with David at Prodrive in the glory days of the Subaru World Rally Team and was delighted to be drafted in to help write what became the strategy for the future of motorsport in this country. The question was how to give such grand ambition a launchpad; and in a plan hatched by David, it was decided that this new blueprint would be delivered via the 'Watkins Lecture' at the Autosport Show in 2018 – I think that Stuart found this a very fitting platform to continue the legacy he had created.

As Stuart once said: Whether it's rallying or life – the goal isn't just to finish, it's to finish with a story worth telling – I am sure we all agree that he did just that and with one of the best ones!

Finally, I hope you enjoy this refreshed edition of the magazine – and as always, thank you for everything you do for our sport.

Wishing you a great month ahead, wherever you're competing, volunteering or spectating.

**HUGH CHAMBERS**  
CEO, Motorsport UK

**IN THIS  
NEW LOOK  
ISSUE:**

# 08

## Family Fortunes!

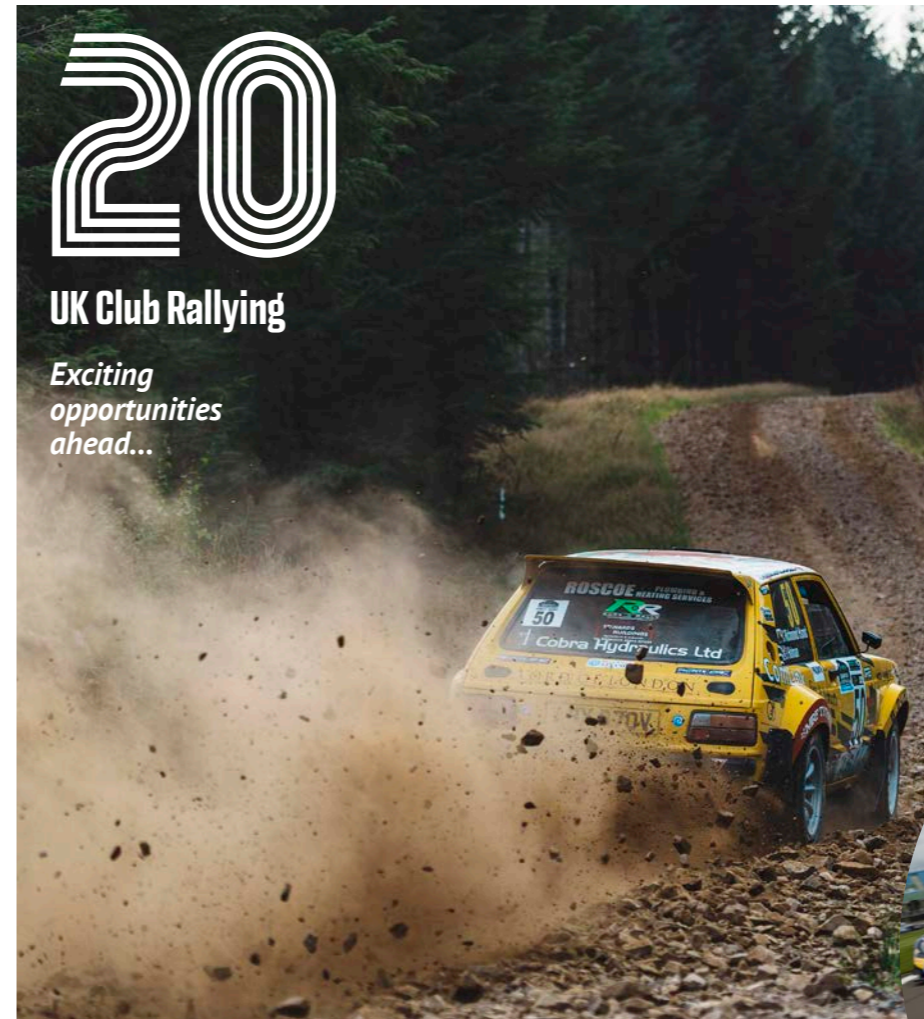
*Families are discovering motorsport as a way to connect and bond together*



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# BORN TO RACE

FAMILIES CAN GROW TOGETHER  
THROUGH MOTORSPORT — HERE'S WHAT  
YOU NEED TO DO TO GET INVOLVED





*“THAT JOURNEY CAN BEGIN FROM AS YOUNG AS 6-YEARS-OLD – AND THERE ARE OFTEN SURPRISINGLY LOW BARRIERS TO ENTRY COMPARED TO THE HIGHER LEVELS OF THE SPORT”*



In a time where children are choosing screen time over social activities and the family unit is being challenged to its limits,

more people are discovering motorsport as a way to connect and re-build the family bond – and help teach vital life skills.

There is a surprising variety of disciplines in the UK that are perfect for mutual participation, from arrive-and-drive karting and grassroots StreetCar events to the accessible Motorsport UK National Championships like CrossCar and trials – and all of them can bring people together.

Some young participants in motorsport grow up in the paddocks watching their parents compete and end up behind the wheel as a simple rite of passage. Others, however, have had nothing to do with the sport before and, after encouraging their parents to let them participate, end up bringing the entire family along to get involved.

Generational change is the lifeblood of motorsport and the more that young people can be encouraged to join in

competition, the better the prospects are for the future. That journey can begin from as young as 6-years-old – and there are often surprisingly low barriers to entry compared to the higher levels of the sport.

Disciplines like AutoSOLO and trials allow shared car entries, opening the door to competition in a far cheaper and simpler way, and even at that level, the discipline, technical knowledge, teamwork and resilience involved not only brings families together, but it also gives children life skills that go far beyond the track.

Competition is not limited to a single path as the same cars can often be entered into different formats. That makes switching categories easier than ever, and with a multi-discipline approach allowing drivers to compete more often, it means families can remain actively engaged with more motorsport throughout the year.

Revolution spoke with parents and families involved in the UK motorsport scene across a range of disciplines to discover how their journeys have shaped their family bond. ➔

01

CASE STUDY

Sarah, Ami and Mia Gualtieri

SARAH GUALTIERI WAS looking for something fun for her 12-year-old daughter Mia to do during a school inset day when she discovered the local TeamSport karting venue. After joining a family session, Mia was invited back to join the Girls Karting Academy (GKA) that evening and now she and her 15-year-old sister Ami are regular competitors, plus their mum is now racing too.

"Karting is one of the last things I would've thought about for my girls," admits Gualtieri. "The instructors helped them quickly learn the fundamentals – racing lines, apexes, defending and qualifying – and when we were told about three options to continue the karting pathway in outdoor arrive-and-drive sessions, we went and tried them all."

After joining weekly TeamSport Academy and Race League sessions and competing in the British Indoor Karting Championships (BIKC) in their first year, they moved to outdoor karting in the monthly Club100 Southern and, when possible, Northern Championships. Mia also now competes in the Daniel Riccardo series.

"Mia definitely gets excited and I don't ever recall her being nervous," continues Sarah. "Ami was nervous the first time but that didn't last long. They both learned to handle the kart very quickly and for me,



The Gualtieri family have discovered the joys of racing together

there's nothing better than seeing the buzz they get from being on track and improving their times and every time they race, they get better and better."

Having not been involved in motorsport before, the whole process was very new to all of them – but it proved an easy one to navigate and Sarah concludes: "It's great to be outside all together and away from the screens! I help the girls set up their kart before they race and there is such camaraderie among the other racers and parents, it's like one big family."

"I like to have a go myself with the girls at the local track when I can – and they encouraged me to do BIKC myself. I've also done a few rounds in the Jamie Chadwick Series, which is run at Daytona and is an all-female series, so watching them has given me the confidence to do it myself and nowadays it feels odd when we aren't at a track!"

Sarah helps get Mia ready for her race



02

CASE STUDY

Will Ovenden

THE OVENDEN FAMILY are well known in Rallycross circles, with multiple champion dad Tristan and his two sons Tom and Will having been involved in various categories for many years. Last season youngest son Will decided to try out CrossCar, and he is now a lead contender in the Motorsport UK Championship.

"After a really successful season in the Suzuki Swift Rallycross Championship, I thought that CrossCar looked like the perfect step into something faster," he recalls. "I did one test and, once I got used to it, there was nothing that I wasn't confident driving on. We took the car home that day and I've raced in the championship ever since."

"Getting into CrossCar wasn't difficult because I had been racing in the same paddock already, so we knew everyone in the paddock would be super friendly and eager to help. Already having a license also made it very easy and it was as simple as getting hold of a car and filling in the entry form."

"The most enjoyable thing is the closeness of the racing and the speed of it all. It's absolutely the closest thing to driving a top-class Rallycross Supercar,

but what makes it even more fun is that as it is a heavily regulated series, all the cars are a similar pace so it's less about the machinery and all about set-up and driver skill."

The highlight of Ovenden's first full season of CrossCar was the final round at his home track of Lydden Hill, where he scored a double podium finish. Having put a lot of work in throughout the year, ending it with such a high was very special – and he is now back on track for his second season.

His presence in the paddock continues the Ovenden family's motorsport bond, with dad Tristan competing on the same bill in the Supercar category, and he concludes: "This is something we have all done together for a long time and I think it's helped us stay close, as we all have passion for the sport and are a family-run team."

"CrossCar has also given us the opportunity to compete in lots of other events like rallying, rally sprints and autocross – and with the car being generally low cost to run compared to many others in the world of motorsport, we have had the opportunity to race more often this year than any other." ➔

The Ovenden family enjoys a range of motorsport activities



# 03

## CASE STUDY

### Ed Moses

ED MOSES AND his two children all started marshalling together in 2014. They had no prior family background in motorsport, but with a mutual passion for fast cars, marshalling seemed a perfect way to build a new hobby together as a family unit.

"They were 16 and 11 at the time and I was not into stick and ball sports, but we all enjoyed cars and motorsport," he explains. "It seemed like marshalling could be something we could have fun doing together, so we all signed up with the Goodwood Marshals Club at the Festival of Speed that year.

"We did the new marshals training together with the club that December – in a very cold Super Shell building! In 2015 we signed up as volunteer marshals at Brooklands. We started off taking part in paddock duties at certain events and my 16-year-old was allowed, with supervision, out on the bank for sprints."

The trio ended up working together on big events, with the Brooklands team recognising that both children were safe around moving cars and good at directing people. At its peak, they were participating in ten or more events a year – and although they are not together as a team so much these days, as both boys have

their own careers limiting their time, it has had a lasting impact.

Moses says their time in motorsport helped his children grow and he adds: "It was very enjoyable spending fun time with them and seeing them develop into young adults. The soft skills you pick up marshalling are great life skills – communications and resilience being two fine examples. We still do a number of events together each year in our white or orange overalls and the kids also enjoy the free tickets that dad gets from events!"



Ed Moses and his two sons Jason and Tom, running the start for the GRRC AutoSOLO as a family team in 2017



Patrick Reeve, his three sons, and the extended 'Clio Clan'

# 04

## CASE STUDY

### Patrick Reeve

PATRICK REEVE WAS born into a motorsport family, but his father's local rallying days were well behind him by the time he arrived. He never got behind the wheel, but after a recent reconnection with an old friend – multiple car trials champion Tim Dovey – he began his motorsport journey at the age of 50, and took his three sons on the adventure with him.

"I'd not heard of car trials before speaking with Tim, but we were all interested to find out more," says Reeve. "Tim invited us to test drive one of his Renault Clios on a grass hill, so the whole family went and had a go, either driving or as a passenger. Soon after that, we joined Woolbridge Motor Club, got our RS Clubman licences and entered an event."

Sharing cars loaned to them by Dovey, the family group joined the field in double-driving entries. Eldest son Archie paired with another under-23 competitor; middle son Oliver joined Dovey in his car; and youngest son Harrison joined his dad as a passenger, which is permitted for anyone aged 12 years or over. ➔



Although new to the trials discipline, the Reeve family have grown in to the sport

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“On the first day of competition, we were all nervous but also excited,” continues Reeve. “Archie was the first driver on the first section, but with the support and guidance of Tim and all the other competitors and marshals, we had more than enough encouragement to want to return for the second day.”

All four newcomers enjoyed their experience and Patrick and Archie immediately entered the BTRDA and Club Championships. The father-son pairing purchased their own Clio and joined a ‘Clio Cohort’ alongside Dovey, his son Charlie and his daughter Evie, travelling up to eight hours for events, staying in Airbnbs and enjoying full weekends of motorsport action.

Harrison, meanwhile, must wait until he is 14 years old to get behind the wheel, but Oliver has competed in a several club events and Reeve adds: “As a novice and pre-licensed driver, he has gained lots of discipline in controlling a car and the experience will really support his transition to a full driving licence.”

The Reeve family’s motorsport involvement has not stopped at car trials, with Archie and Patrick both taking part in the club autotest championship last year. Archie finished best under-23 driver and Patrick was overall runner-up. This year, they are also adding 12 car navigation rallies to their autotest and car trials exploits.

“We would not be where we are now without the kind and generous support of my friend Tim,” concludes Reeve. “Every club and every event we have been to have been amazing, with breathtakingly beautiful scenery and amazing people, and as a family we have definitely built a greater bond through motorsport.”



*The Wakeman boys began with karting and went on to win the Under-25 Endurance Road Rally Championship as driver and navigator*

# 05

## CASE STUDY

*Alan Wakeman*

ALAN WAKEMAN AND his children were taking part in StreetCar-style activities before StreetCar was launched. His own motorsport background began at university – where he created a Motorsport UK recognised club and marshalled on the Network Q RAC Rally – so it was inevitable he would steer his children towards the sport when they were old enough to get involved.

His two sons began in arrive-and-drive karting and went on to win the Under-25 Endurance Road Rally Championship as driver and navigator, while his daughter went straight into an AutoSOLO just a week after she passed her driving test and ended up winning the Under-25 BTRDA AutoSOLO and Allrounders Championships. ➔



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JACK FLASH PHOTOGRAPHY

continued from previous page

*Alan Wakeman is now helping guide other young drivers and parents into the sport through StreetCar*

"I wanted them to get to experience all the benefits I obtained from motorsport – to be safe on the road and have good car handling skills, but also to gain the wider social and life skills it gives you that can help with your career," he recalls. "StreetCar would have made it far, far easier for my kids to start if it had existed back then!"

All three are now in, or approaching, their 30s and there has been plenty of sibling rivalry over the years. They are even challenging their more experienced father these days, and Wakeman adds: "My younger son is a great, unflappable navigator and my eldest started beating me on rallies quite early – but my daughter hasn't quite caught me yet!"

Although Wakeman's children are now focused on careers, they still compete on occasional events and all plan to return when time in their lives allows. To fill the gap, Wakeman is now helping guide

other young drivers and parents into the sport through StreetCar, giving them the opportunity to grow through motorsport, as his family did.

He concludes: "My kids all acquired real life skills through motorsport and the effect on my daughter was probably the greatest. When she went for job interviews after university, all the discussion was about her motorsport success, and employers were very interested in how she apply that background in a working environment.

"As a family, motorsport has been fantastic for us. It lets you get away from other things and allows you to really put full focus into an event. There have been highs and lows, but we got through it together and we now have great mutual respect, we enjoy great competition, we're closer as a unit and we know that we can always rely on each other."

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# UK RALLYING UPDATE

HEAD OF RALLYING JONATHAN JACKSON SHARES THE EXCITING OPPORTUNITIES AHEAD

SPACESUIT MEDIA



**T**his year is a pivotal one for rallying and while there are challenges, on the whole we are seeing really encouraging signs for its health. Regional forestry issues at the beginning of the year leading to the cancellation of the Malcolm Wilson Rally and the Speyside Stages reflected some of our wider concerns, which we are still working hard to support clubs on, but overall there are exciting opportunities.

We are doing a lot of work, with support from the forestry bodies, to help events and to unlock additional opportunities. There's more outside of that scope as well, which we hope to share soon.

Another positive are the successes of events like the SMC stages at Anglesey, which had a full entry and over 30 reserves, the Severn Valley Stages – which was also the first round of the British Rally Championship (BRC) – starting with around 115 entries, and the Manx National Rally has received an entry of 220 cars, one of the biggest entries we've seen on an event for a long time.

This isn't isolated growth, there are several examples out there; yes, the market is still dictating which events do best but overall, we are optimistic. There are so many lessons and best practices that we as a sport can be better at sharing, helping each other to achieve success.

For this year we'll be trying to help organisers as much as we can. Over the last two years we evolved the regulations relating to competitors to reposition the sport a little bit, and encourage organic growth, and now we are looking at the organisational side. Some of our current guidance probably doesn't reflect best practice and the reality of how things now work on the ground and so we need to correct this.

Rallying needs fresh guidance that new organisers can pick up at day one, taking them through the entire process. It will also help those who have been in the sport for a long time, reflecting their experiences and knowledge to promote best practice. With this we can continue to build the world-class events that we all know we can deliver. ➔

The 2026 British Rally Championship began its campaign on the Severn Valley Stages this month

The Grampian rally is a classic forest stage event



SPACESUIT MEDIA

## ROAD RALLIES AND STANDARDS

There are also challenges within road rallying. Protecting the sport's reputation – and its relationship with the public, landowners and authorities – is essential. That means ensuring events are run responsibly and that competitors fully respect road traffic laws. But we are also aware of the increasing costs pressures facing road-based events, particularly around insurance.

To help support organisers and competitors, a new Road Traffic Act top-up cover policy has been introduced, with a tiered structure. It's a practical step aimed at lowering the barrier to entry, while still ensuring appropriate levels of cover are in place.

## CAMERA TRIAL

Another new project for this year is the Artificial Intelligence Safety Camera (AISC). We've worked with the manufacturer, Calirad, and the FIA over the last year, monitoring the development within the European Rally Championship and have committed to running a trial this year. Thanks to an FIA grant we debuted five cameras on the recent Severn Valley Stages and will continue to undertake the trial within the BRC for the remainder of the season. The cameras deliver still images via an AI module to rally control, allowing us to monitor stages much more closely, particularly in terms of spectator safety.

The camera is the next big step following the introduction of the Stage Rally Safety Requirements a decade ago. The Safety Car Convoy continues to do an amazing job but once the first competing car goes



First seen on Rali Ceredigion, AI cameras are being trialled on BRC events in 2026

in, we have no further eyes on the stage from that point other than the good work of the marshals and radio operators. These cameras now allow us to have eyes on a stage for a much longer period and already we have seen the impact of having imagery back to rally control, allowing us to request marshals to move spectators if they were deemed to be in an unsafe place. It is going to be exciting to see how this develops throughout the year.

## VISION 2030

Vision 2030 has a positive impact on what we do in every single area. Each year we have a turnover of competitors and volunteers, so we need to get into a position where we're retaining people within the sport and that they're enjoying their experience. We also need to recruit new people; we put quite a lot of focus on attracting younger people into the sport, but we also understand how time-challenged people are now, so it's about exploring technology and other initiatives to try and help them enjoy the experience.

We also need to get more rally cars out of the garage and back into the sport as best as we can. Initiatives such as guidance for organisers and the pathways project, easing the path for people coming into the sport, will help us to fulfil the ambitions of Vision 2030.

## BRITISH RALLY CHAMPIONSHIP

It's important that we have a healthy BRC and the top five is going to be very close for 2026. It's nice to see M Sport and the Castrol MEM Rally Team returning this year, plus having the McRae name back on the entry list is naturally going to elevate the championship. It's always interesting to see how drivers in the Junior BRC develop, there's a whole bunch of fresh names this year, which is great.

Getting to Rali Ceredigion is always a highlight for the championship, seeing how the British pace correlates with the European Championship. Expectations



are high when it comes to the BRC, and it must continue to demonstrate that it is the pinnacle of rallying in the UK.

WRC Scotland will offer a wide range of opportunities to the UK rally fraternity.

## RALLY SCOTLAND

It is fantastic to have secured a slot on the WRC calendar with Rally Scotland – the sport has missed Rally GB since it left the calendar in 2019. It's the aspirational event the sport so badly needs; in years gone by, when the British Rally Championship season finished, the drivers entered Rally GB, and I would really like that to be the case again.

Don't get me wrong, having the international field and all the other championships that come with it is amazing and it's going to be absolutely phenomenal to see them in Aberdeen next year, but it is also exciting that it gives the opportunity for our national-level club drivers to have a bucket list item that they could go and do, and I really hope that we see lots of them competing in the event.

In terms of the trickle-down effect, it's going to be massive for the sport in this country over the next three years. The legacy effect of having a WRC round will influence the sport for a long time to come. 🇬🇧

## SKY SPORTS

### British Kart Championships highlights to be broadcast on Sky Sports F1

Highlights from the Wera Tools British Kart Championships will be broadcast on Sky Sports F1 in 2026, marking the first mainstream television coverage of UK karting in more than 25 years.

The coverage increases visibility for grassroots competition and supports young drivers progressing through structured pathways, reinforcing karting's role as the foundation of British motorsport.



ADAM GUMBS



## KARTING

### George Russell opens new kart track

F1 driver George Russell has opened Silverstone's new kart track, developed in collaboration with Motorsport UK. The track will make entry level motorsport at the British Grand Prix venue available to anyone.



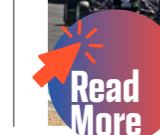
IZZIE FITZGERALD



## ESPORTS

### From PC to Paddock

Ben Langford has won the Motorsport UK Cross Car Esports Cup, securing a fully funded drive in a real-world FIA Cross Car. The initiative demonstrates a clear pathway from sim racing into competitive motorsport. The programme highlights how esports can create new entry routes into the sport for emerging talent.



## UPCOMING TALENT

### Perfect start for two promising young British drivers in FIA Karting European Championship

The UK's reputation as one of the world's leading nations in karting was further strengthened during the opening rounds of this year's FIA Karting European Championship, with Will Green claiming victory in the Junior category and Noah Baglin victorious in the OK class at La Conca in southern Italy.

Green seized the lead on the second lap of the Junior Final, and the Williams F1 Academy driver went on to secure victory. Having won the FIA Karting Junior World Championship last year, Baglin continued his impressive form after stepping up to the OK class.



FIA KARTING/KSP



## MOTORSPORT ACADEMY

### Applications open for Motorsport UK Academy Enhanced Diploma in Sporting Excellence

Applications are open for the Motorsport UK Academy Enhanced Diploma in Sporting Excellence (DiSE), supporting young drivers balancing education with elite competition.

The programme provides structured academic and

sporting development, helping participants progress within the sport while maintaining academic achievement. It remains a key element of the UK's talent development pathway.



TOM BANKS



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# Specialist motorsport club insurance

Following valuable feedback from members, we have developed a comprehensive club insurance package designed to enhance the liability cover that is provided by Motorsport UK.

Key benefits include:

- Up to £15,000 for club equipment and property anywhere in the UK.
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REGISTER NOW!



National Motorsport Week returns from 9th-19th July, bringing together clubs, venues and communities across the UK to celebrate the sport. The initiative supports participation and visibility, and clubs are encouraged to attend a briefing webinar outlining how to get involved.



[Register Here](#)

CLUB SUPPORT

## Sport:80 webinar

A dedicated webinar has been delivered to support clubs using the Sport:80 platform, covering the new features for Club Officials including member management and adding and removing of officials, as well as the new Event Map and permit applications.

To watch the webinar, [Click Here](#)



WORLD RALLY CHAMPIONSHIP

## Rally Scotland Update

Guidance for clubs and organisers – including an FAQ page – has been created for Rally Scotland, the UK's new round of the World Rally Championship.



GUIDANCE

## New LARA guidance issued for public highway events

Updated LARA guidance has been published for motorsport events taking place on public highways. The guidance supports organisers in meeting legal and operational requirements.





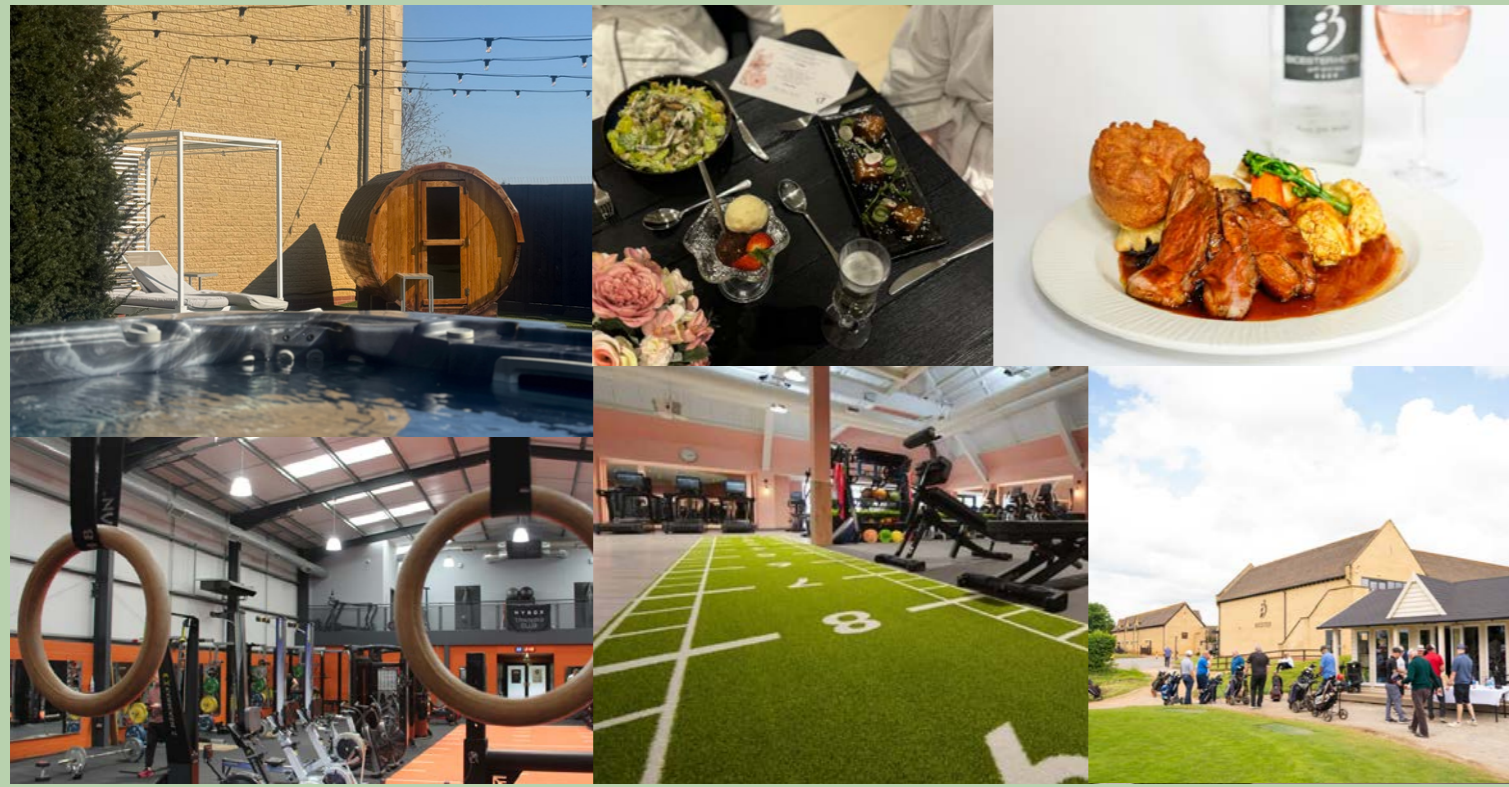
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VEHICLE PASSPORTS

## Scrutineering updates

A series of updates have been issued covering vehicle passports, roll over protection systems and equipment checks, supporting scrutineers in maintaining compliance and safety standards across disciplines.



KARTING COMPLIANCE

## Updated guidance on karting judicial processes

Updated processes for kart non-compliance and waiver procedures have been issued, supporting consistent enforcement of regulations.



New guidance allows the right to waive a judicial hearing in karting where technical non-compliance is not contested.



GUIDENCE

## Safeguarding training course launched for motorsport

A new introduction to safeguarding in motorsport training course has been launched, supporting clubs and officials. The course provides accessible guidance on safeguarding principles and processes, helping ensure consistent standards are applied across the sport.



PARTNERSHIPS

## Motorsport UK and Safety Rocks continue partnership

Motorsport UK and Safety Rocks have confirmed the continuation of their partnership, focused on promoting effective risk management across the sport.

The collaboration supports clubs and communities, contributes to Girls on Track UK activity and maintains a presence within the Wera Tools F4 British Championship Certified by FIA, reinforcing a consistent approach to safety.



VULNERABLE GROUPS

## PVG scheme changes introduced in Scotland

Changes to the Protecting Vulnerable Groups (PVG) scheme in Scotland will move membership from a lifetime model to a five-year renewal cycle. The update supports improved safeguarding oversight and ensures checks remain current for those working with vulnerable groups.



SUPPORT

## Seminar series resources online

Resources from the 2026 Licensed Officials Seminar Series are now available, providing ongoing access to training materials. The content supports continuous development for officials, reinforcing standards and promoting consistency across events.

To access these [Click Here](#)



EVENTS

## Light panel procedures

Updated guidance on light panels has been issued to support consistent use across events.



UPDATES

## Judicial guidelines updated

Motorsport UK has issued updates to the Judicial Procedures Guidelines for 2026, providing clarity on processes and decision-making. The changes support consistency and transparency in how cases are managed, ensuring fair application across all levels of competition.



EXEMPTIONS

## Technical medical exemptions

Motorsport UK has outlined the process for technical exemptions on medical grounds, providing clarity for competitors and officials to ensure consistent application.



RHIANNON.LCC

SUPPORT

## Officials participation survey

Motorsport UK has launched an officials participation survey to gather feedback and to inform future planning and support.

[Click Here](#)

to participate.

## Tributes

MOTORSPORT UK IS SADDENED TO SHARE ITS APPRECIATION OF THESE MEMBERS WHO DIED RECENTLY.



### Julian "Julze" Batten-Dale

Julian "Julze" Batten-Dale, was a much-valued member of our community and a dedicated club volunteer and official of the British Racing & Sports Car Club.

[Read More](#)



### Gerry Blythe

Gerry was chairman of the Mablethorpe and District Motor Club for 20 years and was an event organiser, clerk of course, chief marshal, and many other roles within the club.

[Read More](#)



### Barry Guess

Barry Guess held a life-long passion for motorsport and for delivering and supporting events and competitors. He joined Sutton & Cheam Motor Club in 1986, quickly becoming a stalwart of club motorsport in the Southeast.

[Read More](#)



### Rod Marshment

Rod Marshment was one of the original officials to move over at the inception of MotorSport Vision Racing (MSVR) from the British Racing Drivers' Club and fulfilled the role of Chief Flags for them for many years.

[Read More](#)



## ROYAL AUTOMOBILE CLUB CONCOURS 2026

The Royal Automobile Club looks forward to seeing members of Motorsport UK at Woodcote Park for our 2026 Concours.

This year's Concours features six distinctive car categories and one dedicated to motorcycles. Judged categories include specific ones for shooting brakes, 1950s sports-racing machines and performance cars with dramatic rear aerofoil spoilers.

There is a category dedicated to those with V12 engines, and another celebrating competitors from the legendary Targa Florio Road race, held in Sicily from 1907 to 1973.

Tickets can be purchased [HERE](#), and Motorsport UK Members should use the code **motorsportuk-concours2026** which is to be applied at checkout.

Further details on the event can be found at [www.royalautomobileclubconcours.co.uk](http://www.royalautomobileclubconcours.co.uk)



MEMBERS TICKET OFFER

### MEMBER BENEFIT OF THE MONTH

## WERA Tool Rebel XXL Roller Cabinet

The Wera Tool Rebel Roller Cabinet is a fully customisable tool control system, designed for professionals and serious enthusiasts alike. Finished in striking Tool Rebel styling, the cabinet features a double-walled steel construction for outstanding durability and comes equipped with seven drawers: five flat and two tall. Two of the flat drawers are pre-loaded with a selection of Wera tools laid out in custom foam inserts, making it the perfect starting point for an efficient and tailored workspace.

Flexibility is at the core of its design. A wide range of precision-cut foam inserts, allows you to configure each drawer to meet your specific needs. Whether you need a socket-focused layout, a dedicated screwdriver drawer, or a perfectly organised row of Joker spanners, each insert fits seamlessly to keep tools visible, secure, and ready for action. Bring order to your workspace with a setup that offers faster access, less wasted time, and the confidence of knowing every tool is exactly where it should be.



### Exclusive Motorsport UK Member Offer

Now, thanks to a partnership with Toolmaniac, Revolution members receive 10 per cent off all Wera foam inserts when purchased with the Wera XXL Roller Cabinet.

## THE NEW WAY FOR DRIVERS & TEAMS TO CONNECT

GridConnect is a global platform where drivers can find drives, and teams can discover the right talent — matched by budget, category, and availability



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### SMART OPPORTUNITY SEARCH

Drivers can instantly find drives by:

- Budget
- Location
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- Availability

No more scrolling through dozens of websites or random posts.

### DIRECT DRIVER-TEAM CONNECTIONS

Teams can post drives; drivers can apply directly. Messaging, applications, and replies happen in one place — not spread across DMs, emails, and WhatsApp.

### PROFESSIONAL DRIVER & TEAM PROFILES

Clean, structured profiles showing:

- Experience & results
- Budget range
- Preferred disciplines
- Media/photos
- Team requirements or driver availability

Makes it easy for both sides to evaluate each other quickly.

### GLOBAL MARKETPLACE VISIBILITY

Drivers can be discovered by teams worldwide. Teams gain access to a much larger, more diverse talent pool. No more relying only on contacts or local networks — GridConnect makes the sport global.

# SHARE YOUR PASSION



*Paul Steddy and Sarah Wilkes in their Porsche 911 make a splash in one of the fords on the HERO Challenge 1 Historic Road Rally based in Taunton.*



*Jordan Griffin was back racing at Santa Pod for the Sportman ET championship with Lorna Collins and Alex Prior, who were both suited and booted ready to race each other in the last 16. "It's great to have our racing family back together again after a long winter break".*



*Red Shed II – motorsport as cheap as it gets. A £250 car destined for the scrap yard, saved, and currently a double autotest championship winning car. Seen here winning the latest South Oxon Car Club autotest at Turweston.*



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Find out more at [commercial.allianz.com](https://commercial.allianz.com)



# **PARTY TIME**

**SCOTTISH HILL RALLY  
CLUB CELEBRATES A  
DOUBLE ANNIVERSARY**

ALL PHOTOS: RON COWAN

**T**wo decades ago the Scottish Hill Rally Club was formed with the aim of promoting an exciting new discipline, a fusion motorsport that combines stage rallying, cross-country endurance, competitive safari and multi-surface competition. The result is hill rallying; a varied and demanding sport that challenges drivers and their machines.

Hill rallying is a broad church in many senses. Where else could a crew expect to encounter everything from rocky tracks, upland, gravel roads, water and sometimes even tar – possibly all on the same stage and combined with the forces of gravity? Crews battle these extreme elements in anything from a modified 4x4 and specialist buggies right through to full-blown space-framed prototypes.

In 2026, the sport reaches a notable milestone in Scotland. This year marks the 30th anniversary of hill rallying in Scotland and 20 years since the Scottish Hill Rally Club assumed responsibility for the events from the Royal Scottish Automobile Club.

Those early club-run events helped define the modern format. Multi-venue rallies across the Perthshire uplands became a test of endurance as much as outright performance. Competing against a multitude of surfaces and gravity over 25 gruelling miles became a defining challenge that would draw crews to these events.

As a niche sport the club would, for many years, run the sole UK hill rally, the Scottish "Borders" Hill Rally which took place in Dumfries and Galloway. Based within the Forrest Estate – where there was no requirement for road legality – it proved an affordable and accessible entry point, while its extensive use of forest tracks and night stages created a distinct and memorable character.

Competing in a hill rally is hugely rewarding; from within the sometimes-open cockpit, the landscape unfolds quickly and the co-driver calls navigation →

*Hill rallies combine multi-terrain surfaces with gravity, meaning that precision and skill are just as important as speed*



ALL PHOTOS: RON COWAN

often without the benefits of pace notes or reces. Crests, dips, and surfaces change without warning and visibility can become quickly compromised by mud, gravel, dust and the incline in front of you.

Precision and car control are key, as is complete commitment from both crew and machine. In some cases, making progress can be more important than outright speed, but more sympathetic terrain can pay dividends to the quickest. It's a true test of all-round driving skill and having slid, bumped and fought your way around the stage, you're left with the adrenaline still running – and one thought: can we go again? Hill rallying has attracted several well-known competitors over the years, including double British Touring Car Champion John Cleland, alongside respected figures from across the cross-country and rally community such as the Simmonite sisters. For many, the appeal has always been simple: it's a discipline that combines challenge, variety and a sense of adventure rarely matched elsewhere in UK motorsport.

The appeal of hill rallying has seen a recent and welcome trend of new multi-venue events. Crews can now compete in Wales, Yorkshire and the Isle of Man as the sport grows, broadening the calendar and opening new challenging and picturesque landscapes.

Momentum continues into this anniversary year as the Scottish Hill Rally Club prepares to run the fourth edition of the Scottish Summer Hill Rally on 5th-7th June alongside a new central Scotland event in November. These will be joined by the inaugural Isle of Man Hill Rally (17th-19th July), together forming six rounds of the 2026 Motorsport UK British Cross Country Championship.

UK hill rallying is experiencing a long-overdue resurgence and 2026 represents an exciting moment for the sport, with two new events and the prospect of further growth in the years ahead. It offers strong value, exceptional variety and is a uniquely demanding form of motorsport.



ALL PHOTOS: RON COWAN

## HILL? YEAH!

[Click here for further information on how to get started:](#)



**The Scottish Hill Rally Club**



**Isle of Man Hill Rally**



**Motorsport UK British Cross Country Championships**

**A CENTURY OF POWER:  
BRANDS HATCH AT**

**100**

FROM A MUSHROOM  
FIELD TO ONE OF  
MOTORSPORT'S GREATEST  
VENUES, BRITAIN'S  
BELOVED BRANDS HATCH  
CELEBRATES  
ITS HUNDREDTH YEAR



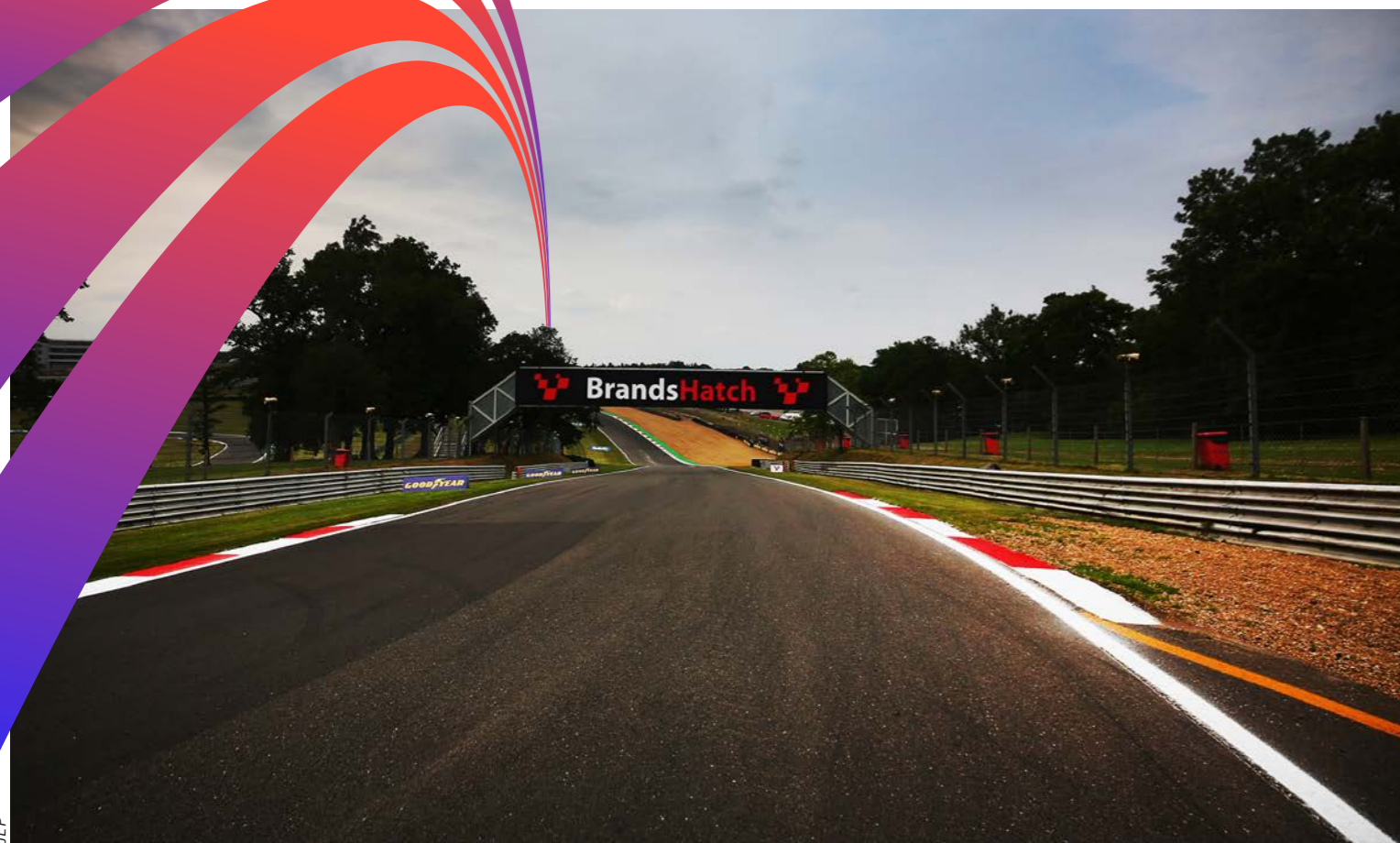
**S**tand on the bank at Paddock Hill Bend and the first thing you will notice is how much you can see.

The naturally undulating landscape at Brands Hatch gives spectators a birds-eye view of continuous racing, while on track it offers a challenging combination of blind crests, diving corners and flowing sequences that puts drivers through their paces.

This, more than anything, explains why the Kent circuit is such an essential part of British motorsport history. Its 1.2-mile Indy circuit is perfect for a first timer to join a track day or begin their first Motorsport UK competition, while the 2.4-mile Grand Prix circuit offers a technically challenging proving ground for those at the top of their game.

It takes rhythm, bravery and full commitment to master, with legendary corners like Paddock Hill Bend and Druids, while the elevation changes throughout its natural layout offer something that very few modern locations can replicate.

Then there is the atmosphere. The bowl-like topography creates a noise that can feel like a football stadium, with banks of fans close enough to literally feel the cars in action. Hosting everything from club racing weekends to the flagship British Touring Car Championship (BTCC) finale, the success of Brands Hatch now is testament to its origins all those years ago. ➔



Colin Youle leads the 1970 British Saloon Car Championship race in his BMW 2002 TI

**CYCLING THROUGH THE MUSHROOMS**

The Brands Hatch story began not with cars but with bicycles. In 1926, a group of cyclists led by Ron Argent were riding through Kent when they discovered a mushroom field at Brands Hatch Farm. Argent saw the dipping and curving natural bowl as a perfect venue and set about delivering a unique race that pitted cyclists against cross-country runners.

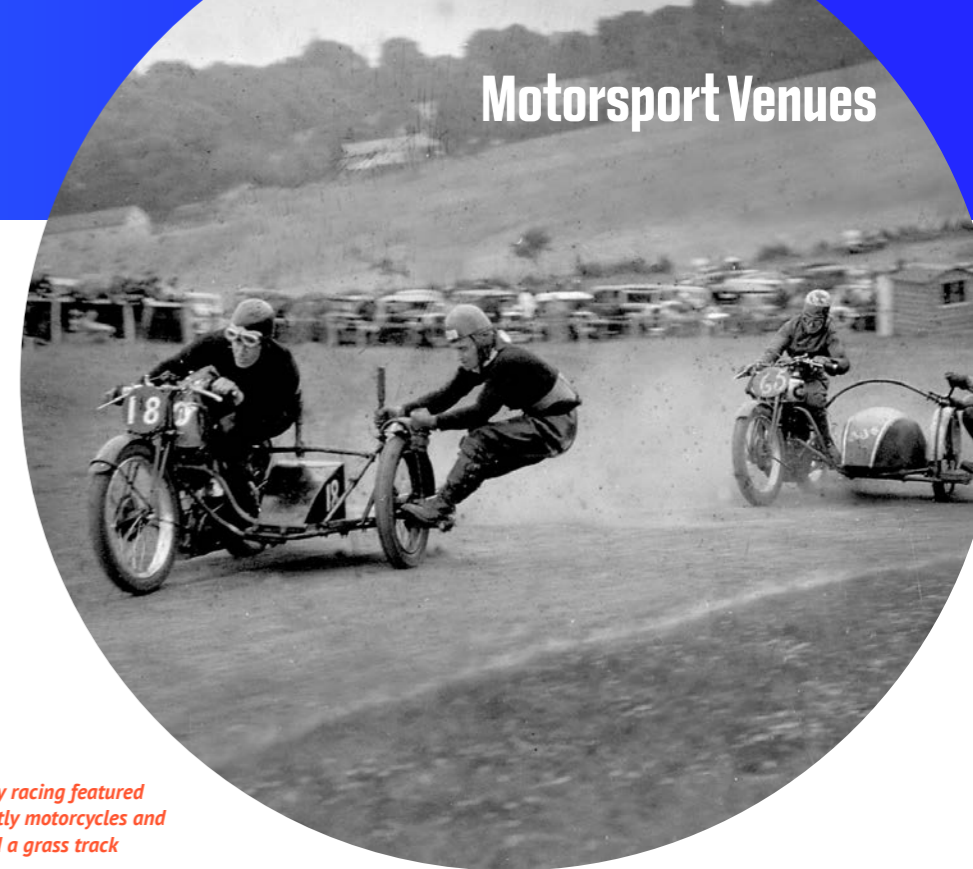
That rather unusual beginning showcased the venue's true DNA and by the early 1930s a rough anticlockwise grass track route had been laid out across the landscape. Bikes and feet gave way to motorcycles and crowds grew rapidly as tens of thousands gathered to watch riders taking on the challenge.

A transition to tarmac in 1950 – funded by the 500 Club and circuit owner Joe Francis – marked the moment Brands Hatch became a true car racing venue. Four-wheeled machines and their drivers arrived – among them a young Stirling Moss – and the circuit began to evolve into the shape and form that is still recognisable today.

A reversal to clockwise running in 1954, and the addition of Druids corner, effectively created the Indy layout, then six years later planning permission was granted to extend the circuit into the surrounding woodland, doubling its length and transforming it into a much larger venue suitable for even more varied forms of motorsport.

The new section did not overwrite the old, continuing the natural flow as

*Early racing featured mostly motorcycles and used a grass track*



it threaded through the landscape. The extension was organic – and what is most striking now is how little it has changed. The bowl, the hill, the trees; much of what remain is still, essentially, in the same place those cyclists found it a century ago.

**GRAND PRIX GLORY**

Brands Hatch gained international status in the 1960s, when it turned from a local track into a host circuit for Grand Prix racing. It made its debut on the sport's biggest stage in 1964, when 25 of the era's classic cigar-shaped machines lined up for the British Grand Prix, that year designated as the European Grand Prix.

British stars Jim Clark and Graham Hill locked out the front row in British-built Lotus and BRM cars, but it was American Dan Gurney's Brabham that challenged Clark off the line, with Motorsport magazine reporting: "Clark could hear the shriek of Gurney's tyres alongside his

left ear, but neither gave up and wheel-to-wheel they raced up towards Druids Corner."

The Scot retained the lead and when Gurney's car expired, Hill took up the attack, hounding for lap after lap. Clark stayed steady to take the win, with an all-British podium completed by John Surtees in his Ferrari. In the support races, meanwhile, a young Jackie Stewart shone, claiming a podium in the saloon car race and winning in the GTs.

The circuit continued to alternate British Grand Prix duties with Silverstone until 1986, also holding European Grands Prix in 1983 and 1985. Its 14 F1 races saw notable wins for Jochen Rindt in 1970, Emerson Fittipaldi in 1972 and, in 1985, the debut victory of British hero Nigel Mansell, whose popular success sent huge cheers reverberating through the trees.

Brands Hatch excelled in delivering F1 moments that were as vivid as they were →

**“CLARK COULD HEAR THE SHRIEK OF GURNEY'S TYRES ALONGSIDE HIS LEFT EAR, BUT NEITHER GAVE UP AND WHEEL-TO-WHEEL THEY RACED UP TOWARDS DRUIDS CORNER”**

chaotic – and the 1976 British Grand Prix was a case in point. Run in the middle of the season-long duel between James Hunt and Niki Lauda, it saw a first-lap accident at Paddock Hill Bend that entangled both drivers and led to a battle off the track as dramatic as it was on it.

Elsewhere, in sportscars, the circuit established itself as an endurance racing venue, with Pedro Rodríguez's drive in the 1970 BOAC 1000km sticking in the memory as he mastered atrocious conditions to haul his Porsche 917 from the back of the field to claim a commanding victory, lapping with speed and commitment that was almost surreal.

**MOTORSPORT AS SPECTACLE**

Ever since its inception, Brands Hatch has presented a great stage for racing, but it required imagination, vision, business dexterity and commitment to turn it into a renowned venue. John Webb delivered just that, joining the circuit in the 1950s as a part-time public relations man and rising to become its guiding force for more than three decades.

He was instrumental in its growth, and his genius was in the understanding of something that motorsport has often struggled to connect with – that the sport, at its heart, is all about the fans and the entertainment. Under Webb, Brands Hatch became not just a racing venue but a cultural fixture, helping people to enjoy more motorsport, more often.

One of the keys to this was the introduction of Formula Ford, creating an accessible on-track ladder to feed young talent into the highest levels of the sport. Brands Hatch took over the hosting of its flagship event, the Formula Ford Festival, in 1976, and turned it into



Truck racing behemoths battle their way past the crowds

AZ EDWARDS



AZ EDWARDS

Above: American-SpeedFest was added to the circuit calendar in 2013

an iconic annual season-closing fixture that continues on the UK motorsport calendar to this day.

The first festival to be held at the circuit was won by future F1 star Derek Daly and the winners list through the 1980s and 1990s was a roll call of top-level drivers including Roberto Moreno, Julian Bailey, Johnny Herbert, Roland Ratzenberger, Eddie Irvine, Jan Magnussen, Mark Webber and Jenson Button.

Webb's ambitions went beyond the track, however, and he set up events with radio DJs that drew in audiences that might otherwise never have noticed the venue. This inspired example of marketing cross-pollination even helped to launch the broadcasting career of circuit staffer and future British Saloon Car Championship racer Mike Smith, whose commentary was said to have caught the ear of local resident and motorsport fan Noel Edmonds.

Webb also staged Christmas and Boxing Day events, added air displays and celebrity races and introduced disciplines such as Truck Racing and American IndyCar to an increasingly long list of activities.

It was a rather unorthodox approach – and well ahead of its time – yet it worked. Crowds swelled, the circuit prospered and Brands Hatch became part of the fabric of British sporting life, a regular on mainstream TV shows like BBC's Grandstand. In many ways, it laid the inspiration for modern operators – that a race circuit must offer more than racing alone.

**TURBULENCE TO TRIUMPH**

The story of Brands Hatch is not one of uninterrupted success, however, and at times the venue has endured periods of uncertainty, even crisis. In 1986, entrepreneur John Foulston acquired



the circuit along with Oulton Park and Snetterton, forming the Brands Hatch Leisure Group and bringing Cadwell Park in to join the portfolio.

His sudden death a year later might have spelled disaster, but his daughter, Nicola Foulston, took control and transformed the business. Under her leadership, Brands Hatch was heavily modernised, with new pits and a new headquarters, and the company grew rapidly, repositioning the circuits as commercial assets in a changing entertainment landscape.

Things changed again at the turn of the Millennium, when the business was sold to Octagon. This would turn out to be a difficult period in its history, with the circuits losing some of their lustre as ambition sometimes outran practicality. Plans to bring the British Grand Prix back to Brands Hatch, for example, were exciting but ultimately failed due to planning challenges.

Instead of F1, the venue brought in the US-based CART series in 2003, with the one-off London Champ Car Trophy drawing in an impressive crowd of 40,000 fans. However, the struggling circuit needed rescue and a year later, ➔



**“BRANDS HATCH BECAME PART OF THE FABRIC OF BRITISH SPORTING LIFE, A REGULAR ON MAINSTREAM TV SHOWS LIKE BBC'S GRANDSTAND”**



The GT World Challenge Europe field charges towards Paddock Hill



The Ferrari 330 P4 of Ludovico Scarfiotti and Peter Sutcliffe competing in the 1967 Brands Hatch 6 Hours race

AZ EDWARDS

Jonathan Palmer stepped into acquire it with his MotorSport Vision business.

Recognising what had been lost, former F1 driver Palmer – who made his Grand Prix debut at the circuit and won the Brands Hatch 1000km in 1984 – invested heavily not just in infrastructure but in operational philosophy. Brands Hatch was repositioned as a living, working circuit, capable of hosting everything from top-level series to grassroots racing and track days – and it started to thrive once again.

Palmer brought Webb back as a consultant – a symbolic gesture which reconnected with the circuit's original identity – and within a short space of time international events had returned. Hosting the inaugural A1GP 'World Cup of Motorsport' race in 2005 brought back the crowds and the World Touring Car Championship and DTM followed. Brands Hatch was back to its prime, a racers' circuit offering a huge range of different motorsport disciplines.

### THE CENTENARY SUMMER

As it enters its centenary year, Brands Hatch is now one of the busiest motor racing circuits anywhere in the world. It is alive with an annual calendar that is filled with all levels of motorsport, from the flagship GT World Challenge and BTCC to the club events that make the sport's amateur racers tick.

Motorcycles – whose presence predates cars at the circuit – remain central, with the British Superbike Championship delivering some of the most intense racing every season but four wheels are thriving too.

One reason for this is the emphasis on family-themed events, such as the hugely successful American SpeedFest which combines exciting race action from the NASCAR Euro Series and adds a themed support programme, high-speed demonstrations and off-track entertainment that includes a car show and country music festival. Created in the true spirit of Webb's original vision,

American SpeedFest has inspired similar events including Festival Italia, Brands Britannia and Go Japan, while the popular British Truck Racing Championship's November season finale is combined with a fireworks display that ranks among the county's very best.

A retro Supertouring car-themed event captured the imagination of longstanding BTCC fans, many of whom bring their children to see the modern-day championship and can now show them what it was like in their day. Rebranded Touring Car Rewind for 2026, the event has proved so successful that it is being introduced to other MSV venues. Families arrive for the atmosphere of these events as much as the racing, discovering the sport almost by accident.

The unchanged nature of Brands Hatch naturally makes it a popular venue for historic racing, where classic Grand Prix cars and sportscars can race on virtually the same hallowed ground that they once did in period. Slotting between the late May Bank Holiday Masters Historic Festival – which will feature anniversary content including the two Williams F1 cars that Mansell raced to victory at the circuit – and mid-July HSCC Legends of Brands Hatch Superprix is the London Historic Trophy, launched to coincide with the venue's season-long 'Century of Power' celebrations.

Cars from the 1920s through to the 1990s will star in a line-up of racing, demonstrations and displays. Covering the eras will be a combined Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy, HRDC Top Hat and Gerry Marshall Trophy classes for 1960s and 70s tin tops, plus the Historic Touring Car Challenge for 80s saloons. Also in action will be



Brands hosts a winter stage rally using mixed surfaces both the race track and the circuit's infield roads

2-litre Sportscars and Pre-66 GTs Sprint grids, and while pre-war sports cars may not have raced at Brands Hatch in period, their appearance will certainly be a crowd-pleaser, as will the Group C car demonstrations, recalling the classic 1000km endurance epics.

Meanwhile Brands Hatch continues to deliver what it does best – week upon week of high-paced motorsport action. Through peak summer, it is the turn of the clubs to take centre stage, with rounds of the 750 Motor Club, BRSCC and MSVR Club Championships offering hundreds of competitors the chance to experience this legendary circuit at its best, in all sorts of machinery.

And that, ultimately, is the whole point of Brands Hatch. The land itself – the bowl, the gradients, the natural flow –

gives the circuit its character, but it is the heritage, the accessibility and the opportunity it gives the fans, both behind the wheel and in the grandstands, that makes it stand out from the crowd.

In 1926, a group of cyclists raced across a mushroom field in Kent and discovered what would become a national treasure. In the same year, nine cars lined up at Brooklands for the first British Grand Prix. Over time, those two worlds have met, separated and evolved, but the core of Brands Hatch remains unchanged.

The hill still drops away at Paddock. The crowd still gathers on the bank. And the cars still fight for grip and victory. One hundred years on, it still delivers the same simple, compelling offering: people, racing machines, and a piece of land that brings them together. 🌀

*“MEANWHILE BRANDS HATCH CONTINUES TO DELIVER WHAT IT DOES BEST, WEEK UPON WEEK OF HIGH-PACED MOTORSPORT ACTION”*

# WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS



SRO / JEP

## Silverstone 500

26th April, Silverstone Circuit, Nhants

The three-hour Silverstone 500 stages British GT's opening round for the first time this month. A field of 30+ entries, which include last year's triumphant BMW duo Dan Harper and Darren Leung, are expected to contest the championship's blue riband event. The likes of McLaren, Lamborghini, Mercedes-AMG and Aston Martin will fight for overall victory and the historic 1932 RAC Trophy, while a supporting cast of GT4 cars adds further variety to the multi-class entry.

[Click Here](#)



## Wera Tools British Kart Championship

1st-3rd May, Whilton Mill, Daventry NN11 2NH

The IAME and Honda Championships start their season in Northamptonshire tackling the fast corners of Whilton Mill's 1,200m International Circuit – including an opening turn known as Oblivion. The M1 Bambino karts will see children as young as six taking part. There are also the Water Swift restricted and unrestricted categories, and the Junior and Senior X30s, which is for drivers aged 15 and over.

[Click Here](#)



BRIAN BOLT

## The Hepplewhite Two Day Trial

3rd May, Croglin 2, Cumbria

The first day of this trial is known as 'Jigger's Jug', but the origin is mysterious. The trial is the annual battle with the bluebells and thrash round the rhododendrons. Richard Sharp is setting out this one and should have it pegged and numbered before dusk because, as you must know, this is vampire country.

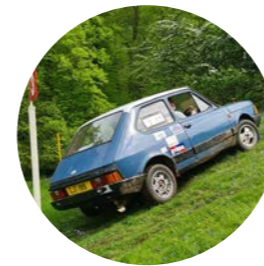
4th May, Hay Fell, Kendal, Cumbria

Day two is named the Raymond Baxter Trial. Hay Fell overlooks Kendal, famous for its minty assault on the nation's teeth. This is a very different site from Croglin, being higher and drier. Look out for rocky outcrops of limestone which make a change from the sandstone further north. Jeff Armitstead will be drilling the holes and lowering the poles.

[Click Here](#)



GLENN BENNETT



## Ernest Owen Memorial Car Trial

3rd May, Apley Estate, Shropshire, TF11 9DX

This event is a round the Motorsport UK British Car Trial Championship and BTRDA Championship and will feature eight assorted hills to challenge the best drivers competing on the day. This trial is always popular due to the venue and organisation from Tim Beard and Geoff Allman of Owen Motoring Club.

[Click Here](#)



## BTCC – Brands Hatch Indy

9th-10th May, Brands Hatch, Kent

As mentioned in our circuit centenary celebration earlier in this issue, Brands Hatch has a unique combination of dips, cambers, fearsome corners and hills which makes it one of the world's most renowned racing venues." The BTCC has been going to Brands Hatch since the series began back in 1958. The historic circuit has seen some spectacular BTCC entertainment over the many years the championship has been visiting and has been the scene of many a nail-biting finale.

[Click Here](#)



DOM GIBBONS

## Wera Tools F4 British Championship

9th-10th May, Brands Hatch, Kent

Following success in the opening round, McLaren-backed driver Dries van Langendonck will be aiming to stretch his title lead over fellow race-winner Joseph Smith and Ethan Jeff-Hall, who ties with Smith in second place. With 31 entries on the tight 1.2-mile Brands Hatch Indy circuit, qualifying will be a fraught affair. The opening lap funnel into Paddock Hill bend is also sure to test the drivers.

[Click Here](#)



## Wera Tools British Kart Championship

15th-17th May, Shenington, Oxfordshire OX15 6NW

The KZ2 season continues at pace, with the second of five rounds taking place at a club where former F1 driver Nigel Mansell is president. 'Sheny' as it is affectionately known will welcome high speed action from drivers aged 15 and over in the KZ2 machinery, with Charlie Turner currently heading the standings from Noah Wolfe and Miles Murphy.

[Click Here](#)



RUSS OTWAY

### Manx National Rally

8th-9th May, Andreas Rally Village, Isle of Man

Three-time Prottyre Motorsport UK Asphalt Rally Champions Jason Pritchard and Phil Clarke return to the series on the Manx National Rally where they'll be aiming for a recording-breaking sixth win. They'll be up against the defending champions Sam Touzel and Max Freeman, plus Mark Higgins and Carl Williamson – as almost 80 registered crews make the journey to the Isle of Man.

The Fuchs British Historic Rally Championship makes its first trip onto asphalt at round four of the season as the iconic roads of the Isle of Man play host to the Manx Rally. The battle across the categories has been fierce, with Category 2 leaders Ben and Steven Smith currently top of the overall standings in their Porsche 911.

[Click Here](#)



HEDLEY BENNETT

### Jim Clark Rally

22nd-23rd May, Duns, Scottish Borders

2022 British Rally Champion Osian Pryce heads for the Jim Clark Rally in the lead of the series once again, after claiming the opening round win at the Severn Valley Stages. Armed with a Toyota Yaris Rally2 and co-driver James Morgan, Pryce leads teammate Meirion Evans into the two-day closed road event in the Scottish Borders.

[Click Here](#)



### Convoy Thruxton

16th-17th May, Thruxton, Hampshire

The British Truck Racing Championship is set to have 'the need for speed' this May as the series rolls into the fastest circuit in the country, Thruxton. Hot on the heels of a spectacular season-opener, the titans of truck racing take centre stage in Hampshire for the second instalment of the 2026 season.

[Click Here](#)

### Eric Leadbetter Memorial Sprints

16th-17th May, Old Blyton Airfield, Lincs DN21 3PE

The Woodford trailers British Sprint Championship hots up after the early opening rounds with a close fight at the top. Ethan Faulkner will be staking his claim after early success but chased hard by Pete Gulding and Steve Brown (pictured). Current champion Steve Broughton returns and makes his season debut.

[Click Here](#)



ADAM GUMBS



### Wera Tools British Kart Championship

29th-31st May, PFI, Lincolnshire, NG32 2AY

The leading lights in MicroMax will be fighting for the advantage after well-spread results in the season opener, while early MiniMax 950 leader Joshua Cooke will be chased by the pack in that class. The Juniors will see Charlie Woolfitt and Kai Clarke battling to extend their advantages while several drivers could make their mark in the Seniors. The weekend will also see the E10 Cadets in action and qualifiers for the Tillotson Nations Cup in Juniors and Seniors.

[Click Here](#)

### Motorsport UK British Rallycross Championship

23rd-24th May, Mondello Park, Ireland

Rounds three and four of the British Rallycross Championship 5 Nations Trophy take place at Mondello Park, where the series joins forces with the Irish Rallycross Championship for a double-header. Reigning champion Derek Tohill leads the standings in both series, but is expected to face stiff opposition.

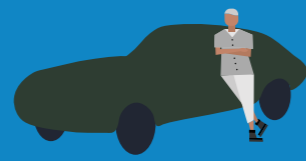
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## National Championships

# RESULTS

LATEST RESULTS ACROSS THE DIFFERENT TYPES OF MOTORSPORT GOVERNED BY MOTORSPORT UK

### Kwik Fit British Touring Car Championship

■ Cataclean Plato Racing made history at Donington Park when **Daniel Rowbottom** took victory in the first-ever BTCC Race to Pole in the debut weekend for the team. **Mikey Doble** claimed victory in the season opener, after on-track victor **Tom Ingram** was disqualified for a significant overboost infringement. **Ashley Sutton** then romped to victory in race two, and then did the same in race three on Sunday, marking his 300th race in style.



#### Latest Championship Standings

|                      |           |
|----------------------|-----------|
| 1st Ashley Sutton    | 61 points |
| 2nd Charles Rainford | 43 points |
| 3rd Aiden Moffat     | 40 points |

### Motorsport UK English Rally Championship



■ The 2026 Kingfisher Insurance Motorsport UK English Rally Championship took to the stages on the Hexham-based Kielder Forest Rally, and three drivers currently share the lead of the class-based series. Event winner - and former Champion - **Elliot Payne**, **Russ Thompson**, and **Baz Jordan** all scored maximum points in their respective classes. With just four points separating the top fifteen drivers, the next round is the Plains Rally in mid-June, which will shuffle the table once more..

#### Latest Championship Standings

|                  |           |
|------------------|-----------|
| 1= Elliot Payne  | 25 points |
| 1= Russ Thompson | 25 points |
| 1= Baz Jordan    | 25 points |

### Wera Tools F4 British Championship



■ Dries van Langendonck made the perfect start to the 2026 Wera Tools F4 British Championship, certified by FIA at Donington Park taking a commanding win ahead of **Jarrett Clark** and **Theo Palmer** in the series curtain-raiser. Then on the action-packed Sunday **Ethan Lennon** and **Joseph Smith** took a win apiece, with Lennon charging to victory in the reverse grid contest, before Smith was awarded the feature win after a post-race judicial.

#### Latest Championship Standings

|                           |           |
|---------------------------|-----------|
| 1st Dries Van Langendonck | 30 points |
| 2= Joseph Smith           | 37 points |
| 2= Ethan Jeff-Hall        | 37 points |

## Fuchs Lubricants British Historic Rally Championship

■ The British Historic Rally Championship (BHRC) delivered an impressive weekend of action as round two of the series took crews to the Get Jerky Rally North Wales. Category 4 newcomers **Marty McCormack** and **Barney Mitchell** took first place in their BMW E30 M3, followed by 2025 BHRC champions **Baz Jordan** and **Arwel Jenkins**. Category 3 was won by the returning **Paul Barrett** and **Rory McCann**. **Ben and Steven Smith** drove their Porsche 911 to a dominant Category 2 win, setting several top-three overall times on the way.



RUSS OTWAY

Two weeks later the BHRC was back in action on the Severn Valley Stages. **Marty McCormack** and **Barney Mitchell** were unchallenged in Category 4, taking their BMW E30 M3 through the forests to back-to-back wins. In Category 3, **Damian Tourish** and **Kevin Duggan** finally secured their first BHRC category win. **Ben and Steven Smith** were unstoppable in Category 2, and with three wins from three rounds, they lead the overall standings.

### Latest Championship Standings

|                                              |           |
|----------------------------------------------|-----------|
| Category 5 James Lepley / Tom Jordan         | 1 point   |
| Category 4 Marty McCormack / Barney Mitchell | 63 points |
| Category 3 Paul Thompson / Josh Davison      | 76 points |
| Category 2 Ben Smith / Steven Smith          | 96 points |

## British Truck Racing Championship



GRAHAM HOLBON

■ Four different drivers stood on the top step of the Division 1 podium at Brands Hatch as the British Truck Racing Championship returned for the 2026 season – with **Craig Reid**, **Ryan Smith**, **Stuart Oliver** and **Richard Collett** all taking a win apiece. **Jake Evans** began the defence of his Division 2 title in style, as the MAN driver claimed four wins from five races. Former champion **John Powell** took victory in race 2.

### Latest Championship Standings

| DIVISION 1         |           | DIVISION 2         |            |
|--------------------|-----------|--------------------|------------|
| 1st Stuart Oliver  | 78 points | 1st Jake Evans     | 100 points |
| 2nd Michael Oliver | 78 points | 2nd John Powell    | 70 points  |
| 3rd David Jenkins  | 76 points | 3rd Bradley Harvey | 58 points  |

## Woodford Trailers Motorsport UK HSA British Sprint Championship



ICB PHOTOGRAPHY

■ The Woodford Trailers British Sprint Championship began at Cadwell in late March. **Ethan Faulkner** travelled from Northern Ireland and claimed the lead with a run-off win and record bonus in the 1600 Force. **Pete Goulding** secured the first run-off victory despite dealing with technical issues throughout the day.

### Latest Championship Standings

|                    |           |
|--------------------|-----------|
| 1st Ethan Faulkner | 51 points |
| 2nd Peter Goulding | 49 points |
| 3rd Steven Brown   | 47 points |

## Motorsport UK Pirelli Welsh Rally Championship



PAUL LAWRENCE

■ **Liam Clark** and **Michael Gilbey** claimed maximum points on round two of the Pirelli Motorsport UK Welsh Rally Championship at the Severn Valley Stages. **Dan O'Brien** and **Rob Fagg** finished in second place after being delayed behind a stricken car on the final stage. **Bob Morgan** and **Ade Williams** completed the podium.

### Latest Championship Standings

| DRIVERS         |           | CO-DRIVERS          |           |
|-----------------|-----------|---------------------|-----------|
| 1st Liam Clark  | 55 points | 1st Michael Gilbey  | 57 points |
| 2nd Dan O'Brien | 49 points | 2nd Tom Bishop      | 48 points |
| 3rd Pat Naylor  | 43 points | 3rd Adrian Williams | 45 points |

## FuelTech Motorsport UK British Drag Racing Championship



CALLUM PUDGE / SANTA POD

■ A vigorous headwind confronted the Pro Mod racers contesting the opening round of 2026's FuelTech Motorsport UK British Drag Racing Championship. **Jon Webster** qualified on pole (6.013sec) but **Andy Robinson** set the event's Low ET and Top Speed (5.851sec / 243.84mph) winning his semi-final. In the final, a damaged engine prevented Webster from giving chase as Robinson motored to the 19th race victory of his championship career.

### Latest Championship Standings

|                   |           |
|-------------------|-----------|
| 1st Andy Robinson | 82 points |
| 2nd Jon Webster   | 58 points |
| 3rd Jean Dulamon  | 36 points |

## British Rally Championship



ADAM PIGOTT

■ The Severn Valley Stages returned as the opening round of the 2026 Motorsport UK British Rally Championship. **Osian Pryce** and co-driver James Morgan took the victory in their Toyota GR Yaris Rally2. **Meirion Evans**, with **Dale Furniss** alongside, pushed hard though the rally finishing second. **Garry Pearson** and **Hannah McKillop** led the M-Sport Ford charge, rounding out the podium.

### Latest Championship Standings

| DRIVERS           |           | CO-DRIVERS          |           |
|-------------------|-----------|---------------------|-----------|
| 1st Osian Pryce   | 25 points | 1st James Morgan    | 25 points |
| 2nd Meirion Evans | 18 points | 2nd Dale Furniss    | 18 points |
| 3rd Garry Pearson | 15 points | 3rd Hannah McKillop | 15 points |

## 5 Nations British Rally Cross Championship



■ Reigning champion **Derek Tohill** dominated the opening weekend of the British Rallycross Championship 5 Nations Trophy at Lydden Hill with a clean sweep performance. The Peugeot 208 WRX driver set the fastest time in each of the double-header's qualifying races, then led from the front in both finals to secure a pair of wins and take the championship lead.

### Latest Championship Standings

|                    |           |
|--------------------|-----------|
| 1st Derek Tohill   | 40 points |
| 2nd John McCluskey | 32 points |
| 3rd Julian Godfrey | 30 points |

## Brown & Brown Northern Ireland Rally Championship

■ **Sam Moffett** and **Pierce O'Callaghan** topped the Brown & Brown points positions at the McKinney Competitions Circuit of Ireland and are now just behind series leader **Jonathan Greer**. Moffett finished fourth in the overall rally and was fastest of the registered drivers on day two, over two minutes ahead of Greer and **Niall Burns**, who suffered from an early puncture. **Barry Morris** won the two-wheel-drive class and finished third out of the Brown & Brown drivers, under the guidance of co-driver **Dylan Doonan**.



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### Latest Championship Standings

| DRIVERS              |           | CO-DRIVERS             |           |
|----------------------|-----------|------------------------|-----------|
| 1st Jonathan Greer   | 58 points | 1st Niall Burns        | 58 points |
| 2nd Sam Moffett      | 56 points | 2nd Pierce O'Callaghan | 56 points |
| 3rd Aaron McLaughlin | 52 points | 3rd Darren Curran      | 53 points |

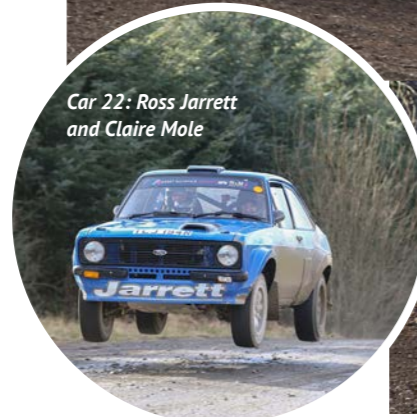
## The Border Counties Rally

■ While the overall rally spoils went to local heroes Garry Pearson and co-driver Hannah McKillop, there was also a strong entry of historic cars, with a Ford Escort Mk1 winning the G&M Mechanical Services 2WD Championship by one second after 48 miles from two Escort Mk2s. The champions Mike Stuart and Clare Fraser also collected top points in the Oakbank Challengers Championship in their red Escort Mk1, with Craig Rutherford and Tom Hynd second and Ross Jarrett and Berwickshire co-driver Claire Mole third, just two seconds behind the winners. There were three female drivers and many more of female co-drivers in the Border Counties, and Natalie Robinson from Ripon repeated her round one victory in the Questmead SRC Juniors behind the wheel of her Peugeot 208 Rally4, while her mother Christina also produced a fine performance.

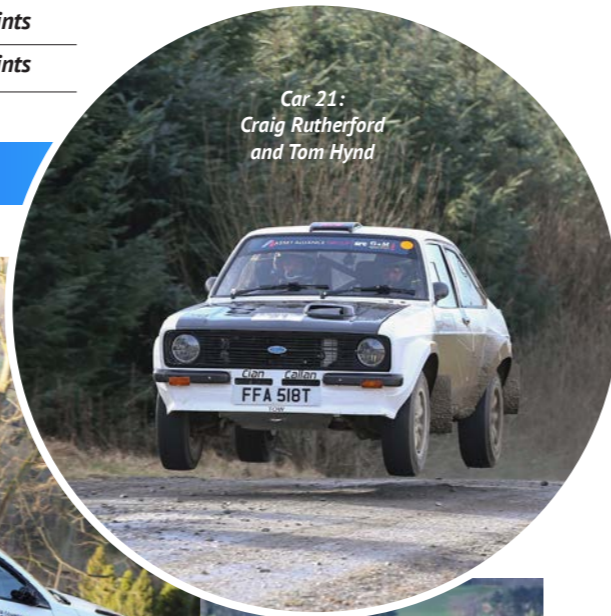
■ With thanks to **David Ferguson** and **Lindsay Burnip** for the report



Car 33: Natalie Robinson



Car 22: Ross Jarrett and Claire Mole



Car 21: Craig Rutherford and Tom Hynd



Car 20: Mike Stuart and Clare Fraser

## Wera Tools British Kart Championships Rotax and KZ2, Round 1

■ Rotax kicked off the season at Warden Law with plenty of strong competition. In the MicroMax class, Freddie Walker and Jayan Prakash took wins in the heat and final, but consistent performances from Freddie Baker, Sebastian Crawford and Albert Pharoah left the top five covered by just three points. In the MiniMax 950s, Joshua Cooke took a double win, while James Roots and Austin Oman shared the remaining podium spots. The Juniors saw Charlie Woolfitt in control, winning the heat and final ahead of second-placed Kai Clarke on both occasions, giving them both a cushion ahead of three divers tied for third. In the Seniors, Jack Lilley and Freddie Lloyd won the heat and final, but two second places for Mattie Hingeley placed him top in the standings. The KZ2s saw O-Plate runner Noah Wolfe win twice, but Charlie Turner's final victory and two second places gave him the championship advantage.

Joshua Cooke leads the MiniMax field after a double win at Warden Law



MICRO MAX



JUNIOR ROTAX



SENIOR ROTAX



KZ2

### MicroMax

|      |                    |            |
|------|--------------------|------------|
| 1st= | Freddie Baker      | 121 points |
| 1st= | Jayan Prakash      | 121 points |
| 3rd= | Freddie Walker     | 120 points |
| 3rd= | Sebastian Crawford | 120 points |

### Minimax 950

|      |              |            |
|------|--------------|------------|
| 1st  | Joshua Cooke | 130 points |
| 2nd= | James Roots  | 122 points |
| 2nd= | Austin Oman  | 122 points |

### Junior Rotax

|      |                         |            |
|------|-------------------------|------------|
| 1st  | Charlie Woolfitt        | 130 points |
| 2nd  | Kai Clarke              | 124 points |
| 3rd= | Zach Turner             | 118 points |
| 3rd= | Kian Burnard            | 118 points |
| 3rd= | Sebastian Chauhan Clark | 118 points |

### Senior Rotax

|     |                 |            |
|-----|-----------------|------------|
| 1st | Mattie Hingeley | 124 points |
| 2nd | Freddie Lloyd   | 123 points |
| 3rd | Jack Lilley     | 120 points |

### KZ2

|     |                |            |
|-----|----------------|------------|
| 1st | Charlie Turner | 189 points |
| 2nd | Noah Wolfe     | 182 points |
| 3rd | Miles Murphy   | 178 points |

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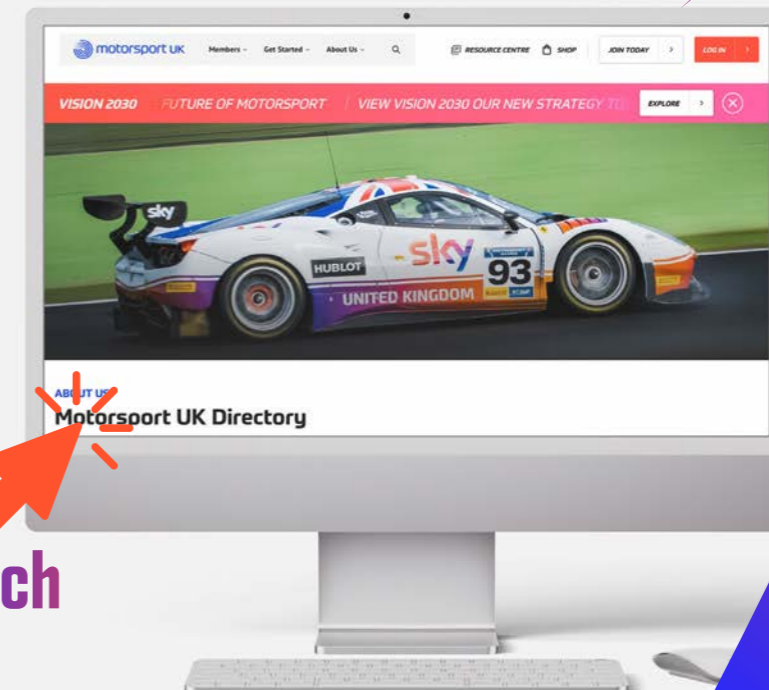


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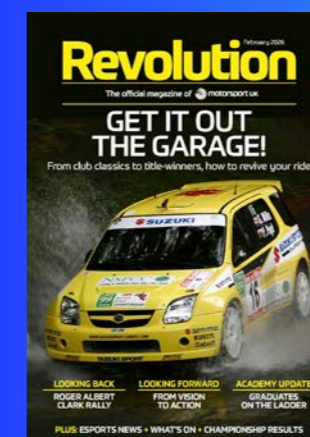
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# Revolution

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# THE PARTING SHOT

MOTORSPORT UK CHAIR DAVID RICHARDS entered the recent Truro & District Motor Club Portreath Sprint, where he double drove an 1275cc Austin Healy Sprite with Lawrence Bysouth, who built the car. Richard's fastest time of his three runs was 73 seconds.



PHOTOGRAPHY: PAUL MORRIS

