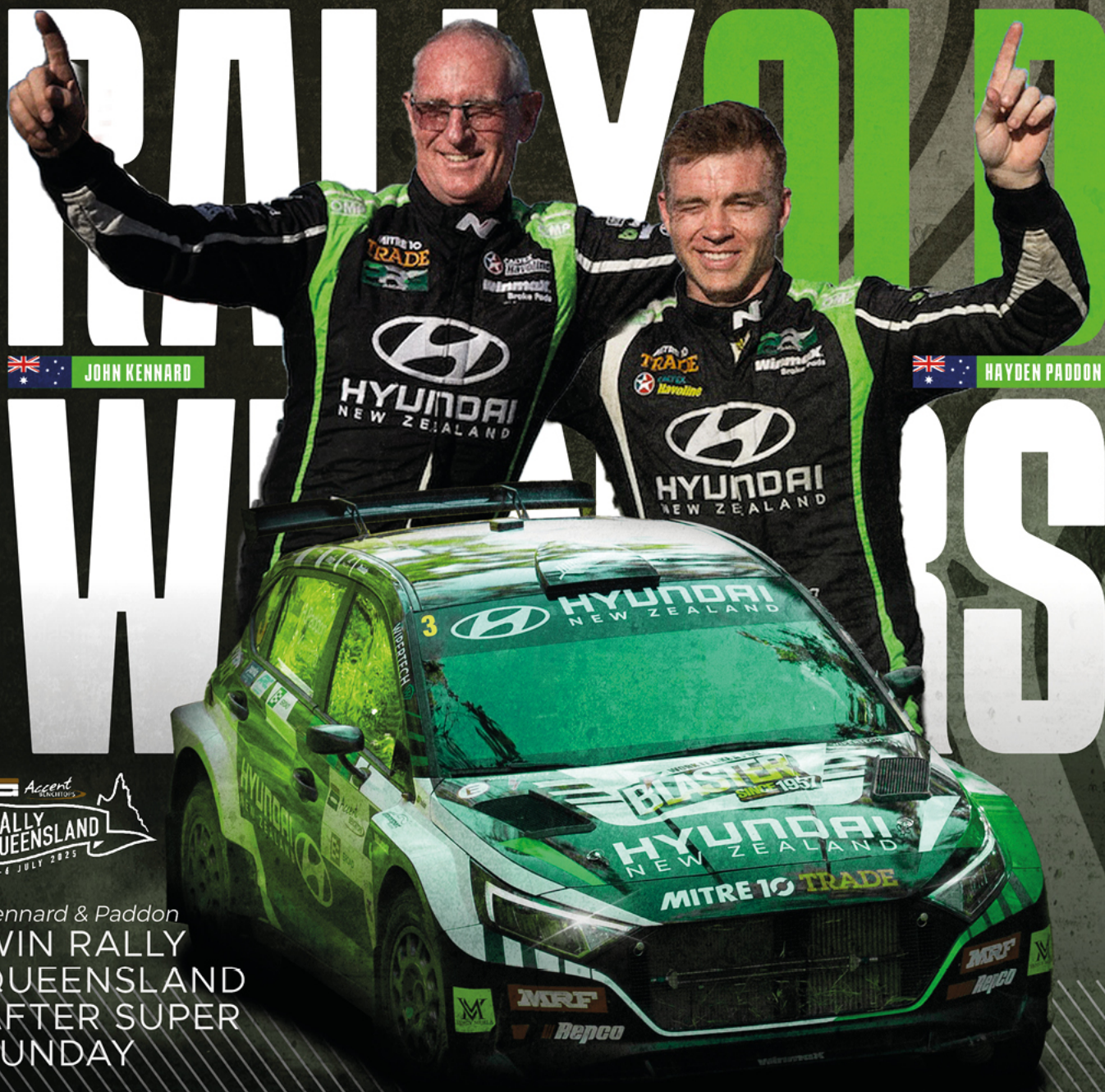


SPEEDREAD

JULY 2025

A PUBLICATION OF
MOTORSPORT AUSTRALIA

2025



 **JOHN KENNARD**

 **HAYDEN PADDOON**



Kennard & Paddon
**WIN RALLY
QUEENSLAND
AFTER SUPER
SUNDAY**



BFGOODRICH | MOTORSPORT AUSTRALIA OFF ROAD CHAMPIONSHIP

The important work of Motorsport Australia officials is being acknowledged at every round of this year's BFGoodrich Motorsport Australia Off Road Championship.



JAMES WHARTON'S JOURNEY

Australian racing sensation, James Wharton, is making waves in the motorsport world and the 19-year-old is firmly focused on securing a future in Formula 1.



MY105.COM GIVING BACK TO MOTORSPORT AUSTRALIA CAR CLUBS

My105.com, the preferred motorsport marketplace of Motorsport Australia, is rolling out a new initiative, providing additional funding to car clubs across Australia.



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JULY 2025

WELCOME TO **SPEED** READ



WE'RE NOW INTO THE SECOND HALF OF 2025 AND THERE'S NO SLOWING DOWN.

June was a month of significant change as we take steps to support the growth of motorsport in Australia. Following extensive consultation with the Rally and Off Road community, Motorsport Australia has introduced a more flexible and affordable Rally and Off Road licence structure. Developed with a focus on grassroots participation, these changes make it easier for more people to get involved and stay involved in the sport.

Effective from 1 July, the new structure marks a key step in strengthening and growing Rally and Off Road participation, within Motorsport Australia's safety and regulatory structures.

As the recognised governing body for four-wheel motorsport in Australia, only Motorsport Australia invests in the growth, development and safety environment for our sport. Continual research, training and improvement of sporting risk management combine with development programs and participation initiatives fitting of the national governing body of a major sport.

As members, licence holders and affiliated clubs of Motorsport Australia, you are supporting the ongoing health of motorsport in Australia – from community-based club events through to national and international events - it is in all of our interests to protect and grow the sport we love. Motorsport Australia upholds the highest standards of safety and relies upon experienced leadership and a steadfast commitment to operational excellence to deliver on this.

The motorsport landscape remains busy across the country.

In June, Motorsport Australia affiliated clubs ran 90 events over four weekends - including Round 3 of the 2025 Motorsport Australia NSW Motor Race Championship and the Australasia 2025 Ferrari Challenge. Delivering these events is made possible by dedicated officials and club representatives - this included 21 State and National Championship events in each state and territory around Australia.

Motorsport Australia continues the growth of Esports, having recently partnered with Motorsport UK and Motorsport New Zealand in announcing dates for this year's Four Nations Esports Cup. We are pleased to welcome Motorsport South Africa as the fourth country to join this innovative Esports event.

From local news to global announcements, SRO Motorsports Group's 2026 global calendar announcement confirmed Ford Performance's partnership with Motorsport Australia to launch the Ford Mustang Cup Australia. The new series will join all six rounds of next year's Shannons Speed Series.



I hope you enjoy this month's issue of Speed Read and, as always, thank you for being part of the motorsport community.

Sunil Vohra
Motorsport Australia CEO



BFGOODRICH | MOTORSPORT AUSTRALIA

OFF ROAD CHAMPIONSHIP

The important work of Motorsport Australia officials is being acknowledged at every round of this year's BFGoodrich Motorsport Australia Off Road Championship.

This round, we head to the crimson sand of the Northern Territory following a thrilling Tatts Finke Desert Race, where highly respected officials Jamie Coverdale (left) and Mark Fidge have each been named BFGoodrich Volunteer of the Round.

Both Coverdale and Fidge have been regular faces at the historic Finke Desert Race, completing their respective roles as joint Assistant Clerks of Course for a fourth year.

Fidge, the nephew of Finke Desert Race Life Member Judy Hall, which led to him first contributing to the event more than 15 years ago.

"We just love it," Fidge said.

"If we are able to make people's experiences fun, they keep coming back to us, which both makes it easier for us and signals to us that we're doing a good job.

"It's just one of those events that we love coming back to, [we] love volunteering at, we love motorsport, the desert, camping, it's a really unique event and we work with some great people at the Finke checkpoint which makes it really enjoyable."

Coverdale echoed the words of his fellow recipient.

"We love the people involved in the event, it makes us want to come back," Coverdale said.

"I'll admit, I don't like the flies too much, but it's a great adrenaline rush with the first vehicles away on that Monday, it makes it all worthwhile.

"Being able to help the competitors is also something really cool."

Round one's BFGoodrich Volunteer of the Round was awarded to Ken 'Jock' McLeod for his efforts following the championship opener at the Pooncarie Desert Dash in April.

The next round of the BFGoodrich Motorsport Australia Off Road Championship takes place at the scenic Riverland Region of South Australia, as teams descend on Loveday for the Loveday 400 from 25 - 27 July.

More information on the Loveday 400 can be found at

AORC.COM.AU/LOVEDAY/



"WE JUST LOVE IT"



ALIA

SHIP

FINKE



PHOTO: DIRTCOMP

VOLUNTEER OF THE ROUND



PICTURED ABOVE (L-R)
JAMIE COVERDALE AND MARK FIDGE.





PADDON+ KENNARD

WIN RALLY QUEENSLA AFTER SUP SUNDAY



"THE GAME PLAN WAS TO TRY AND WIN THE NEXT TWO ROUNDS AND GET BACK THE POINTS DEFICIT OF WHAT WE LOST (WITH THE CRASH WITH THE KANGAROO). SO WE'VE DONE THAT AND OBVIOUSLY GOT A LEAD. SO THAT'S MORE THAN WE EXPECTED,"

ROUND 03

Hayden Paddon and John Kennard have secured a second consecutive outright EROAD Australian Rally Championship victory after taking out Heat 2 of the Accent Benchtops Rally Queensland.



Having finished second in Heat 1 with five stage wins on Sunday and a DNF from Saturday, winners Harry Bates and Coral Taylor, contributed to Paddon's comfortable 42-second Heat 2 victory, which saw him take overall honours.

"We didn't expect it this weekend. We just wanted to try and limit the damage this weekend so it's nice to build a bit of a championship lead," Paddon said.

"Once Harry had the puncture on the second stage, I was just managing the car all day, which is never nice to drive like that. You're just trying to avoid punctures or mistakes. So, today hasn't been an easy day.

"Obviously it's good, but you know it's pretty unpredictable. We're onto some endurance rounds now, so you can't afford to drop any points. You've just got to keep them."

Taking out second place for the Heat was Toyota Gazoo Racing Australia's Lewis Bates and Anthony McLoughlin, while Interstelli Fleet Racing's Alex Rullo and Steve Glenney finished the day in third place.

The top-three finish for Rullo and Glenney gave the pair their first outright podium of the season as they ended up runner-up overall, rounding out the event podium were Clayton Hoy and Erin Kelly.

Following a mighty effort for the Mitsubishi Evo 6 pilots, the pair not only finished on the outright podium but comfortably won the WOLF Production Cup both for Heat 2 and the event overall.

Heat 2 of the Accent Benchtops Rally Queensland proved slightly less chaotic than Heat 1, however, there was still plenty of drama to occur, with Bates and Taylor in the thick of it.

A close opening stage between the Hyundai i20N Rally 2 of Paddon and the Toyota GR Yaris Rally 2 of Bates looked to have set up a nice battle between the pair for the rest of the day, only for a puncture on the next stage to cost Harry more than a minute.

A victory on the day's third stage gave Paddon a comfortable lead before the New Zealander

effectively secured the victory when Bates and Taylor ran wide on the first stage after Service, and bent the car's rear arm.

Paddon went on to win the two of the final three stages to take the victory and extend his lead at the top of the EROAD Australian Rally Championship standings.

"The game plan was to try and win the next two rounds and get back the points deficit of what we lost (with the crash with the kangaroo). So we've done that and obviously got a lead. So that's more than we expected," Paddon added.

"I think we'll probably go to rallies now that should suit us a little bit better, but again, it's all new territory for us. We don't know the rally, so we're learning at each individual rally we go to."

A well-deserved second place on Sunday and victory in the Power Stage for Lewis Bates and McLoughlin helped the pair overcome a 10th place on Saturday to end up fourth for the event, while Irishmen Patrick O'Brien and Shane Farrell guided their Ford Fiesta R5 to fifth in Heat 2, helping them round out the outright top five.

Finishing Heat 2 and the event overall in sixth outright, were Subaru WRX Challenge winners Toby Price and Holly Kilbride, while Bates and Taylor's disappointing Sunday saw them finish seventh for the weekend.

Teenager Jackson Long's debut season continues to impress after the eventual overall ARC Junior Cup winner steered the Subaru Impreza RS to sixth in the Heat. Fellow juniors Jaidyn and Lucy Gluskie ended up ninth.

In the remaining cups, Tony Sullens and Kaylie Newell took out the ARC 2WD Cup, while Molly Spalding and Matthew Dillon took out top honours in the ARC 4WD Classic Cup.

VIEW RACE RESULTS

The EROAD Australian Rally Championship season continues next month with The Middle of Everywhere Gippsland Rally in Victoria on 22-24 August.



R4

The EROAD Australian Rally Championship season continues next month with The Middle of Everywhere Gippsland Rally in Victoria on 22-24 August.



RALLY REGULARITY GAINING INTEREST IN RALLY COMMUNITY



Photo: Smiley Kez Photography

Rally Regularity competition is seeing a noticeable spike in interest and prominence within the wider rally community, even featuring at national level events.

At the Accent Benchtops Rally Queensland in Gympie on 4-6 July, rally regularity featured as a piggyback event with five driver entries taking part - more than double the amount at the Queensland Rally Championship (QRC) event held in Blackbutt.

Motorsport Australia Rally Manager Alan Vaughan is excited to see more rally regularity events taking place at national events, as well as state-based events as the sport continues to grow.

"Rally regularity is not a new concept, it's actually got quite a bit of history dating back to the 60s and 70s," Vaughan said.

"I remember my mum competing in some of these sorts of events, it's what the sport was back then average speed over a nominated course, and in some cases very tricky navigation, which has now turned into a bit of a pathway style of competition for younger drivers starting out and some experienced drivers coming back to the sport.

"One thing is for certain though, the smiles on drivers faces when they take part in regularity, is priceless, and it's regularity rally competition that is up there as some of the safest and satisfying forms of competition available to drivers both new and experienced."

The more conventional version of rally, special stage rally, is competition against the clock timed to the second

from start to finish with the fastest car winning. Rally regularity is different.

Cars will start at the same starting point and finish at the same finish point; however, cars cannot travel faster than 120km/h and cannot go slower than 20km/h.

Drivers and their navigators must aim to complete each stage as close as possible to the allocated average speed set by the organisers. At Rally

"YOU'RE NOT GOING CRAZY SPEEDS, YOU DON'T NEED A FAST CAR, IT'S ALL UP TO YOUR OWN PACE REALLY ..."

Queensland, the average speed of the top outright crews ranged between 90-115km/h, with the regularity crews set a target average speed of 62km/h on two stages and 70km/h on another stage.

Queensland Rally panel deputy chair Peter Flynn took part in his first rally regularity event as a competitor, stating it was an eye-opening experience. He was also a major supporter of getting regularity into the 2025 QRC Series Regulations.

"I am more than enthusiastic about its future, especially as a valuable bridge from Khanacross type

activities, which is strong in South East Queensland at present, to special stage rally," Flynn said.

"From my experience so far, everyone partaking is having a great time. I competed in special stage rallies between 2013 and 2021 until a lengthy health issue interrupted that. Bang for buck, I had a lot of fun in rally regularity."

First time rally regularity drivers Lachlan Johnson and dad Warwick were also in the field, driving their "rough-looking" Subaru Forester GT around the scenic Gympie course.

"It was awesome, considering the car we were driving," Lachlan said.

"All we needed to do for the rally was put in a set of lifted struts, a fire extinguisher, a glass breaker and it was still on street tyres, it handled brilliantly".

"You're not going crazy speeds, you don't need a fast car, it's all up to your own pace really. If you go fast in the corners, you can go slow in the straights, whatever suits your driving style."

Lachlan and his father have already committed to competing in another rally regularity event, which will take place at Imbil on 23 August.

For more information on rally regularity or how get be involved, get in touch with Motorsport Australia's member services team on 1300 883 959.

FEMALE OFFICIALS REACHING NEW HEIGHTS IN RACING

Two of Motorsport Australia's highest ranking motorsport officials reached new heights over the past month, with both attaining leadership positions at two separate Supercars events.



TRISH
DAVIDSON

Kaye Callander and Trish Davidson, boasting over 60 years of officiating between them, became the first women in history to serve their respective senior leadership positions at both the Darwin and Townsville Supercars respectively.

Callander made history on 20-22 June at the betr Darwin Triple Crown as the first woman to form part of a Supercars Championship event senior leadership team, as Deputy Race Director at Hidden Valley Raceway.

Kaye's involvement in motorsport dates back more than three decades, undertaking a wide variety of race day roles since 1993.

She also took on the role from Deputy Race Director David Mori while he was overseas on duties at the FIA TCR World Tour in Italy.

Following that, Davidson became the first woman to serve as a Stewards Chair for the Dunlop Super2 Series in Queensland at the NTI Townsville 500 on 11-13 July.

Davidson's extensive history at the national level of circuit racing is well documented.

She is currently one of the appointed members of the Supercars Stewards panel, as well as Chief Steward for TCR Australia and Deputy Chair of the Shannon's Speedseries Stewards.



KAYE
CALLANDER

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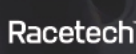
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FIA GIRLS
ON TRACK

YEAH THE GIRLS
KHANACROSS

AMY

DAVIDSON

TAKES OUTRIGHT HONOURS IN TAMBORINE



Amy Davidson has emerged victorious at the Yeah The Girls Khanacross, following a full day of action at Clutha Creek Road in Tamborine, Queensland.

Facilitated by the Gold Coast Tweed Motorsport Club (GCTMC) and part of the Women's Introduction to Motorsport program, the interclub khanacross event featured a plethora of racing for close to 40 women aged 12 years and over, 13 of which were first-time participants at the event.

Davidson accumulated a total of 499.70 seconds after nine full tests in her Subaru WRX, with her final run the fastest of the weekend at 60.40 seconds to claim the top spot after finishing seventh at last year's event.

Davidson's 60.40 seconds lap time was on-par with Kate Swinglehurst's Test 8 time of 60.40 as the two fastest lap times of the event. Swinglehurst finished inside the top 20 with a total time of 543.60 driving a Can-Am SXS.

Davidson edged ahead of fellow WRX driver Kim Acworth by a mere seven tenths after the nine tests, with Eden Evans in her Can-Am SXS rounding out the podium with a total time of 500.70 seconds.

Piper Power earned the fastest total time in the Junior class, with a time of 518.80 in her Mitsubishi Lancer, followed by Sally Martin and Sienna Sibley-Clarke.

Elise Joel also put in a standout performance finishing fourth in her Mazda 2 with a total time of 560.00 seconds, provided it was her first time competing in a khanacross event.

Meanwhile, Angela Sprenger was the fastest of eight Novice classed drivers with a time of 530.50 seconds aboard her Hyundai Excel.

Michelle Van Der Wilk was fastest in her Honda Civic in Class A, Piper Power doubled up on honours in Class B, Katie Henderson's total time of 521.00 seconds earned her a Class C win, Deb McCormack's Audi A3 pulled together a 513.20 to be awarded Class D's fastest, while outright winner Amy Davidson emerged on top in Class E.

GCTMC send a powerful message of solidarity to those women battling endometriosis, with all proceeds from the event generously donated to Endometriosis Australia.

Donations can still be made by visiting the event's [fundraising page](#).

60.40
SECONDS



Photos: Zed Photography

VICTORIAN HILL CLIMB CHAMPS TACKLE ICONIC ROB ROY COURSE



Round 5 of the Trydel EZIUP and GO Victorian Hill Climb Championship was hosted by Victorian Mini Club at the historic Rob Roy venue's standard course in Smiths Gully on 29 June.

The Mini Club chose to run the standard Rob Roy course, which led to some fast speeds at the speed trap at the top of the hill in conditions similar to last year's event.

The event saw 69 competitors brave the weather, with just three competitors getting dry runs before the clouds opened on the course - the event was washed out in the early afternoon.

Dean Tighe made the trip down from Queensland to continue his campaign, while reigning champion Mike Barker made sure to appear on his home turf, as the chase for outright honours took shape.

In the end it was Mike Barker on top in his Hayward O6 with a 19.51 on his third run, Tighe set a 20.62 in his Dallara Judd F395 on his third run, and Brenton Byfield rounded out the podium in 3rd with a 22.80 in his Subaru WRX wagon.

In 4th place was David Harris in his Subaru WRX with a 22.85 and Jordan James returned to the Championship in his Mitsubishi Evo Lancer with a best time of 23.02, which was good enough for 5th outright.

Christine Crombie was once again, the fastest female with a best time of 25.80 in her BMW 135i, which was quick enough for 3rd in class and 26th outright.

The Tin Top battle was dominated by all-wheel drive vehicles, with Byfield leading the way ahead of Harris 2nd, and James 3rd in his Mitsubishi Evo.

Tom Kenworthy 4th fastest in his Mercedes AMG A45 with a 23.13 and Derrick White rounded out the top 5 with a 23.37 in his Subaru Liberty.

Fastest across the speed trap was Mike Barker, getting up to 174kph recorded on his second run.

[VIEW RACE RESULTS](#)



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VIEW LICENCES

Motorsport Australia has updated its licence structures and pricing to make it easier and more cost effective to get involved.

General Manager of Customer & Development at Motorsport Australia, Michael Melilli explains that the revamped licence structures provide greater flexibility and cost savings across all levels of the sport.

"These updates are the result of extensive consultation with the rally and off road community, ensuring the changes truly meet the needs of those who live and breathe the sport," Melilli said.

Motorsport Australia has introduced new licence options for rally and off road competitors. The new Rally Licence (\$170) and Single Event Rally Licence (\$85) offer affordable entry points for club and state-level competition, with optional upgrades for interstate or national events.

Similarly, the new Club Off Road Licence (\$170) and Single Event Off Road Licence (\$85) provide cost-effective pathways

into off road racing, supporting grassroots growth and making it easier than ever for newcomers to get involved.

These changes are effective from Tuesday 1 July 2025.

"We've listened to the needs of the rally and off road community, and these changes are intended to support clubs in growing grassroots participation," Melilli said.

"Whether you're a seasoned competitor or just starting out, the new licence options are designed to reduce barriers to participation while still upholding the highest standards of safe, fair and fun competition." These changes reflect Motorsport Australia's ongoing commitment to growing and supporting rally and off road, with a future-focused approach that puts competitors first.

"This is a big step forward – and the start of an exciting new chapter for the rally and off road community."

RALLY

Off Road
Including Navigator

\$314^{ea}



Club Off Road
Including Navigator

\$170^{ea}



Off Road Junior
Including Navigator

\$72^{ea}



Single Event Off Road
Including Navigator

\$85^{ea}



OFF ROAD

National Rally
Including Navigator

\$332^{ea}



Rally
Including Navigator

\$170^{ea}



Junior Rally
Including Navigator

\$72^{ea}



Single Event Rally
Including Navigator

\$85^{ea}



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CAMPBELL

SURGES UP MOTORSPORT AUSTRALIA GOLD STAR AWARD RANKINGS

Matt Campbell has surged into second place in the rankings of this year's reintroduced Motorsport Australia Gold Star Award.



Oscar Piastri continues sit atop the Gold Star standings courtesy of his points lead in the FIA Formula 1 World Championship, but Campbell has now brought his margin down to 26 points.

The Porsche factory sports car ace is accumulating Gold Star points via both the FIA World Endurance Championship, classified as a Tier 1 Championship for the Motorsport Australia Gold Star, as well as in the IMSA WeatherTech SportsCar Championship.

Campbell now leads the latter series – a Tier 2 Championship for the Gold Star – and sits seventh in the FIA WEC.

That gives him a total of 94 points: 50 for leading IMSA and 44 from the FIA WEC, plus 20 additional base points for being inside the top 10 of a Tier 1 Championship.

Third-placed Broc Feeney consolidated his Gold Star points haul in June, combining his dominance of the recent Darwin round of the Repco Supercars Championship with a strong run at the GT World Challenge Australia powered by AWS round at Queensland Raceway.

Feeney's combined total from both championships puts him on 78 points, 30 ahead of his Red Bull Ampol Racing teammate Will Brown.

Two drivers with diverse 2025 schedules are currently tussling over fifth place in the Gold Star rankings.

Rylan Gray currently holds it by one point over his Dunlop Super2 Series teammate Nash Morris.

Gray's 40 points come via Super2 and his performance in Monochrome GT4 Australia, while Morris' Super2 haul is also bolstered by points from GT4 as well as from the Trico Trans Am Series.

The season-long chase to determine Australia's champion driver of 2025 sees drivers from all forms of circuit racing scored via a live pointscore based on their championship standings as well as their performance in high-profile, marquee events.

Re-imagined this year by a pointscore method after decades of history of being awarded for Australia's champion driver in various eras of open wheeler racing, the Gold Star this year could be won by a driver from a range of different categories.

MOTORSPORT AUSTRALIA GOLD STAR TOP 5 LEADERBOARD – AS OF JULY 9, 2025

1. OSCAR PIASTRI	120 POINTS
2. MATT CAMPBELL	94 POINTS
3. BROC FEENEY	78 POINTS
4. WILL BROWN	46 POINTS
5. RYLAN GRAY	40 POINTS

JAMES WHARTON'S JOURNEY MELBOURNE TO MONACO

AUSTRALIAN RACING SENSATION, JAMES WHARTON, IS MAKING WAVES IN THE MOTORSPORT WORLD AND THE 19-YEAR-OLD IS FIRMLY FOCUSED ON SECURING A FUTURE IN FORMULA 1.

Wharton's racing career started at a very young age, with his parents encouraging him to take up karting prior to the age of 10.

Growing up in Melbourne, Wharton progressed through Mini and Cadet categories. His natural talent was evident early, dominating his 2017 season with eight wins from 10 races.

Karting Australia CEO Kelvin O'Reilly noted Wharton is one of many Karting Australia graduates making a real impact in motorsport around the world.

"The commitment and dedication shown by James and his family over the past few years has been unwavering as they've worked tirelessly to help him pursue his dream across Europe. We're excited to see what the future holds for him," O'Reilly said.

"When you look at the list of champions and former round winners in the Australian Kart Championship over the past decade, James' name stands proudly alongside the likes of Oscar Piastri, Jack Doohan, Kai Allen, Broc Feeney, Lochie Hughes, Costa Toparis, Alex Ninovic, and many others."

Since then, Wharton's rise has been rapid, competing in F4 UAE and Italian F4 in 2023 before earning his first Formula 3 appearance at Silverstone in 2024. That performance secured him a full-time seat in the 2025 Formula 3 Championship with ART Grand Prix.

Four rounds into the 2025 season, Wharton has impressed, including a standout drive

from 22nd to 11th at the Monaco Grand Prix.

More recently, Wharton claimed his maiden Formula 3 victory and Australia's first win in the Championship since 2021 after taking out the Spielberg Sprint Race.

When it comes to his favourite tracks, Wharton has a clear preference.

**"SPA IS JUST A
SUPER COOL DRIVE,
AND THERE'S SO
MUCH HISTORY."**

"I think my favourite track is probably Spa or Barcelona, but it's more about results because I've had good races there," Wharton said.

"Spa is just a super cool drive, and there's so much history."

Away from the track, he spends much of his time on the golf course.

"I play golf way too much, maybe two or three times a week. I'm nowhere near a scratch golfer, but I play a lot," Wharton said.

"Other than that, it's just training. If there's a week with no racing,

it's six days of gym work.

"I have to be strong but super light, so it's a balancing act."

Living abroad since the age of 13, Wharton honed some important life skills when he first moved to Italy with his father, before later settling near Milan on his own.

"At 13, I didn't even know how to cook," Wharton admitted.

"It took a while to get used to, the cooking, cleaning, all of it."

Wharton's go-to meal is simple but effective, and something almost every driver eats to stay in shape.

"I always eat chicken and rice because it's just easy," Wharton said.

"But my favourite? Sushi, a lot of sushi. Good sushi is unreal."

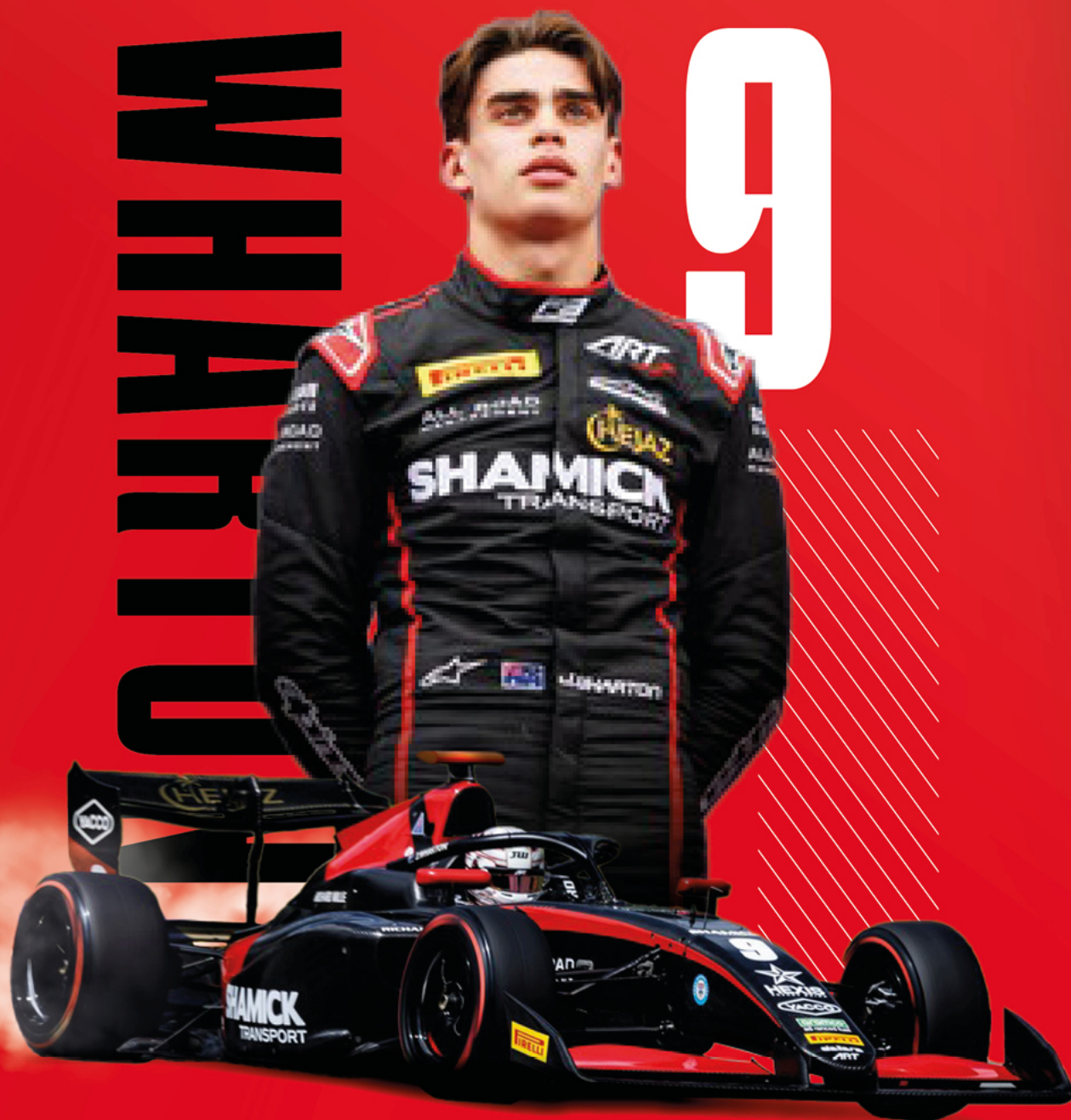
"I don't make my own, but an Australian friend racing in GB3 does it for me when I want it."

However, Wharton's hunger lies elsewhere as he continues his Formula 3 campaign.

His blend of speed, work ethic, and maturity beyond his years suggests a bright future, one that may well lead him to the pinnacle of motorsport.

"The goal is Formula 1," Wharton said.

"And I'm doing everything I can to get there."



P1

#WHARTON

WHICH MOTORSPORT EVENT SHOULD I GO TO?



One of the misconceptions for new or inexperienced drivers, eager to try their hand at competitive and non-competitive events in motorsport, is knowing where to start and what events to attend.

Motorsport Australia facilitates more than 3,000 permitted events each year across a range of competitive and non-competitive disciplines, representing all walks of motorsport spheres.

The perfect place for new drivers looking to give motorsport a go is at one of Motorsport Australia's Affiliated club Come and Try Days.

Working with any one of our 580 affiliated clubs, Motorsport Australia coordinates relaxed, beginner-friendly days designed to give individuals a welcoming experience at a local track.

Interested drivers can learn more about local Come and Try Days by contacting their local affiliated clubs through Motorsport Australia's Club Finder.

Clubs can inform participants of relevant pre-drive requirements such as membership, gear or vehicle rules and specifications.

Once you've had a taste for the track, moving on to more competitive Speed or Autotest events might be the exciting next step.

Types of events range from Khanacross, Motorkhana, Supersprint, and Hillclimb.

Each of these events just require a Motorsport Australia Speed Licence to compete in. You can apply for this licence online by simply heading to the Licences page.

To view the full calendar of Motorsport Australia permitted events, click to view the calendar to see which event best suits your vehicle and driving ability.

The calendar can also be broken down into events based in different states, streamlining the process for drivers to determine where they can compete locally.

To make an official entry at a chosen event, head to Motorsport Australia Event Entry.

From there, submit the relevant Motorsport Australia details to complete your official entry.

Information and steps on how to obtain a membership can be found at Motorsport Australia's Member Portal.

Some events may require entrants to contact an event organiser directly, where an entry may be manually submitted.



LIST OF EVENTS A full list of Motorsport Australia approved venues can also be found on the Venues page, providing a list of the safest locations for beginner-level participants to start their motorsport journey.





WHAT VEHICLE CAN I USE AT A MOTORSPORT EVENT?

The great part of grassroots motorsport is the broad variety of cars at any given event, including ones you might see on the road.

A current challenge when it comes to getting into motorsport is the belief that drivers require a top of the line racing car to compete at an event or attend a [Come and Try Day](#). However, this is often not the case.

The short answer is yes, if you have a road registered vehicle, with all loose items either removed or strapped down, it can be used for Come and Try Day events or events that fall under what a Motorsports Australia [Speed Licence](#) can be used for.

But before that, there are some steps a driver needs to take before this is possible.

The best way to get started is to join one of Motorsport Australia's 580 affiliated car clubs that hosts events throughout the year through our website's [Club Finder](#). It is important that you join an Affiliated Sporting Club, as enthusiast clubs and non-affiliated clubs are not eligible for Speed Licences.

Once you have joined the club of your choosing and you obtain your Motorsport Australia Speed Licence, you may then participate in a Come and Try Day event or other events such as a Motorkhana, Khanacross, Hill Climb or Supersprint where you are permitted to drive your everyday road-registered vehicle.

Come and Try Day events will often provide an introduction and sometimes training. Club membership is a pre-requisite for all Motorsport Australia competition licences.

Here are some tips to note before deciding on which club to join:

- It is always recommended to research a car club before joining one, to best match up what type of events you wish to get involved in.
- It is not always necessary to drive the same make of car as the club you join up at. For example, you might not have to drive a Toyota 86 to become a member of a Toyota 86 club. Check with a club directly to clarify.

3,000
PERMITTED EVENTS



580
AFFILIATED CLUBS



- You should consider joining a club that facilitates events catering to your needs and your chosen vehicle.

Before entering an event, it is important to read the Supplementary Regulations.

In simple terms, each event has a set of 'Supp Regs' which outlines an event's rules and requirements (including vehicle requirements) as well as details such as a schedule for the event. Check your event organiser's Supplementary Regulations prior to joining.

All drivers will also need to obtain adequate safety gear to compete in Motorsport Australia events.

Excluding a few events, drivers will need to wear a safety helmet, closed shoes, and cotton clothing in compliance with [Schedule D of Motorsport Australia's Technical Appendix](#)

Tow hooks and a fire extinguisher will also need to be fitted to the car of your choice. Apparatuses for both of these items can be installed by some mechanical retailers.

REFUELLING REGULATIONS + PRACTICES: WHAT YOU NEED TO KNOW

Safety remains Motorsport Australia's top priority, providing clear, best-practice guidelines and event-specific regulations to ensure every event is conducted in the safest way practicable.

Safe refuelling standards serve to protect not only the driver, but the entire motorsport community and there are some basics that everyone on the ground should know and practice.

In the Garage and Paddock area, drivers use a variety of methods to refuel their cars, including:

- Using a Fuel Churn with dry break fitting/s

- Pouring fuel directly into a fuel filler from a jerry can

- Pumping fuel in from a purpose build paddock filling rig

- Pumping fuel from a drum or Jerry cans using a pump

Regardless of the method used, all Motorsport Australia-permitted events operate within a framework that puts the safety of the motorsport community first. Basic recommendations include:

- **Fire Extinguisher:** one fire extinguisher should be ready to use, within easy reach and preferably, manned, during a paddock refuelling process.

- **Correct Clothing:** any person involved in the refuelling of a vehicle should wear enclosed shoes and non-flammable clothes that cover the body from ankles to wrists to neck.

- **Vent Points:** Where a fuel system has a separate fill and vent point, the vent point must always be connected to a container. This ensures overflow of fuel during refuelling is captured. In a Siamese Dry Break, it is highly recommended the fuel and vent are attached to the vehicle, and are connected to a catch can.

- **No occupants:** any vehicle being refuelled is empty during the refuelling process.

- **Age limits:** any person refuelling a vehicle in the paddock must be at least 16 years of age.

- **Fuel Storage:** fuel being stored at a venue should be in a container designed for the purpose of storing and/or transporting fuel. All containers up to 25 litres that are used to store and transport fuel should be compliant with AS2906:2001 (Australian and New Zealand standard that specifies requirements for refillable, portable fuel containers, both metal and plastic, with a capacity up to 25 litres).

- **Monitor:** any transfer of fuel must be actively monitored by at least one person at all times.

For any further enquiries into safe refuelling practices or recommendations, please reach out to safety@motorsport.org.au where the relevant staff will assist with any queries. Safety is a shared responsibility, and getting home safely is the goal.

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2026

BATHURST

DATES ANNOUNCED





T 12 HOUR

The countdown is on for the 23rd running of the Meguiar's Bathurst 12 Hour, which will take place next year from 13-15 February, contested by an impressive world-class field of GT vehicles on Mount Panorama, Bathurst.

Now traditionally kicking-off the local motorsport season in Australia, the 2026 Bathurst 12 Hour will mark the 10th anniversary of the event becoming part of the Intercontinental GT Challenge (IGTC).

In this year's event, more than 51,000 spectators attended across the three days, the second most in event history.

Event Director Shane Rudzis expressed pleasure on behalf of the organising committee to confirm the date for 2026 and lock the Meguiar's Bathurst 12 Hour into its place as the opener for the Aussie motorsport season again.

"We have worked very hard with our partners to ensure the race enjoys clear air to support the aspirations of international teams and drivers to compete here, as well as ensuring our locally based stars can be on the grid," Rudzis said.

"We're expecting another melting pot of teams and drivers from here and abroad as global GT racing continues to go

from strength to strength.

"Along with our many partners who contributes to this fantastic event, we're working hard to ensure it's another brilliant showpiece for Mount Panorama and the state of New South Wales on an international stage."

Ample effort has been made to ensure the Bathurst date remains clear of conflicts with other major local and international motorsport events and those closer to home, such as the Asian Le Mans Series and the NextGen NZ Championship, which fall on either side of the Bathurst 12 Hour.

This year's race was claimed by BMW in a 1-2 win for Team WRTs M4 GT3 entries, Brazilian Augusto Farfus and South African brothers Kelvin and Sheldon van der Linde by 10 seconds over teammates, Valentino Rossi, Raffaele Marciello and Charles Weerts.

Bathurst Regional Council Acting Mayor, Ben Fry, noted keeping the 12 Hour in its time slot was a major objective in planning for the event.

"A decade in the Intercontinental GT Challenge proves Mount Panorama isn't a postcard; it's a global benchmark," Councillor Fry added.

"Every factory team that lands here spends dollars in town, firms our iconic status and writes Bathurst in the same breath as Spa and Suzuka.

"The extension of our joint-venture deal isn't just paperwork; it's the starter button on another decade of certainty.

"Bathurst brings the mountain, Supercars brings the grid, and together we'll keep this race roaring and local tills ringing."

The 2026 date announcement locks a new, long-term renewal of the joint venture between Bathurst Regional Council and Supercars Australia as co-owners of the Meguiar's Bathurst 12 Hour.

Tickets and Camping for the 2026 event will go on sale soon, with high demand anticipated and more than 2,600 campsites expected to be sold across the Paddock, Reid/Sulman and McPhillamy Park campgrounds.

23RD

MEGUIAR'S BATHURST 12 HOUR

10

YEAR ANNIVERSARY OF THE EVENT

BECOMING PART OF THE INTERCONTINENTAL GT CHALLENGE (IGTC)

FEB 2026

1	2	3	4	5
6	7	8	9	10
11	12	X	X	X
16	17	18	19	20
21	22	23	24	25
26	27	28		

NSW CLUBS WELCOME DEFIBRILLATOR BOOST

A PAIR OF NEW SOUTH WALES-BASED MOTORSPORT CLUBS HAVE BEEN GIVEN THE MEANS TO ACCESS VALUABLE SAFETY EQUIPMENT FOR FUTURE USE, AS PART OF A STATE GOVERNMENT GRANT ROUND RECIPIENT ANNOUNCEMENT.

Westlakes Automobile Club and Wollongong Sporting Car Club (WSCC) have both been approved to receive funding through the New South Wales Government's Local Sport Defibrillator Grant Program for 2024-2025.

Westlakes Automobile Club was successful in attaining \$2,450 for a Defibrillator Grant, providing competitors, officials, volunteers and spectators with access to a new defibrillator at competitions moving forward.

Club president Benjamin Semple outlined his members would greatly benefit from adding a new defibrillator to its ranks, stating the closest hospital to the club is approximately 30 minutes away by car.

"We'll take any additional support we can get at the moment, one of the things we are struggling with at the moment is the rising costs of the First Aid support services," Semple said.

"We've been using St John's quite a long time for all of our events, but we are trying to start providing our own First Aid equipment so we have that type of stuff directly at our disposal.

"Under these grants, it allows us to take the first step in doing that."

The Local Sport Defibrillator Grant Program is aimed at providing Automated External Defibrillators (AEDs) and associated equipment to NSW sport and recreation facilities and clubs.

The NSW Government has allocated \$2 million to the grants program over five years from 2022-2026.

Each year, the NSW Government provides up to \$500,000 in grants to eligible sporting clubs and facility owners each financial year through the program.

WSCC received \$1,595 for its Health and Safety at Huntley project.

Club president Greg Jones said funding streams like this could potentially save lives.

"It's a necessity thing these days. We should have one. Basically, that was our theory for applying for this grant," Jones said.

"We do have a few people in their club who are pretty switched on with these things, and they've said defibrillators are pretty self explanatory and easy to use.

"The worst time to need a defibrillator is when you actually need one, so we're glad to we can get our hands on one as we conduct our events."

All Motorsport Australia affiliated clubs can discuss potential applications with their Regional Development Executive and grant writing support is also available.



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MY105.COM, THE PREFERRED MOTORSPORT MARKETPLACE OF MOTORSPORT AUSTRALIA, IS ROLLING OUT A NEW INITIATIVE, PROVIDING ADDITIONAL FUNDING TO MOTORSPORT AUSTRALIA AFFILIATED CAR CLUBS.

The brand-new Club Contribution Scheme, will see five per cent from every advertisement donated to the seller's nominated club, starting from 15 July.

As a means of giving back to the motorsport community, My105.com's new scheme will provide more funding to the clubs that make motorsport such a fantastic place to be.

James Curtain, CEO of My105 Group, said the Club Contribution Scheme was conceived to give back to grassroots clubs nationwide.

"We feel that this is an excellent way for my105.com to further extend its support of Motorsport Australia and make a direct contribution to the grassroots clubs that keep the sport alive and well across the country," Curtain said.

"When a seller places an advertisement on my105.com,

they'll have the option to choose from a list of affiliated Motorsport Australia sporting and enthusiast car clubs where their donation to go.

"Importantly, the donation is not paid on top of their listing fee but instead will be deducted from the proceeds of

**"IT'S A SMALL WAY
WE CAN SAY THANK YOU
TO THOSE WHO SUPPORT
OUR SPORT."**

their advertisement and paid by My105 Group to the seller's nominated club.

"It's a small way we can say thank you to those who support our sport."

My105.com and Motorsport Australia first joined forces in 2024 with both organisations sharing their passion for motorsport and performance.

Through the partnership, drivers, fans and businesses from across the industry have enjoyed unprecedented levels of accessibility to My105.com's online platform.

Motorsport Australia CEO, Sunil Vohra, welcomed my105.com's initiative and thanked them for their support of grassroots motorsport.

"It's wonderful we can partner with like-minded organisations that want to give back to our sport, and we look forward to working with the My105 Group in supporting this new initiative," Vohra said.

"Grassroots motorsport is at the heart of Motorsport Australia, and we know the affiliated car clubs across Australia will welcome the new Club Contribution Scheme established by My105 Group."

At the end of each quarter, clubs will be advised on the amount owed to them.

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BUILDING SUCCESS ON AND OFF THE TRACK

THE FUTURE LOOKS BRIGHT FOR ONE OF THE COUNTRY'S EMERGING RACING TEAMS, FOLLOWING A STRING OF RECENT SUCCESSES AND RESULTS IN 2025.

Racing Together, co-founded by Monique and Garry Connelly AM, is enjoying a strong run of form over the past few months, setting the stage for a successful second half of the year.

In May, the Racing Together team compiled three podium finishes in the third round of the Toyota 86 Scholarship Series at their home track of Norwell Motorplex, meanwhile driver Kade Davey secured his maiden victory in the series at Morgan Park Raceway in June.

Garry said the results on the track have been nothing but exceptional in 2025, but emphasised Racing Together is not just results-oriented - it is more than that.

"From a competition results perspective, 2024 and 2025 have been great years for Racing Together, however our greatest achievements have really come over the last four years, with many of our inaugural intake obtaining employment," Connelly said.

"Many of them are involved now in motorsport or the wider automotive industry. Whilst we are tremendously happy and excited about the on-track results, our main objective is to teach our members the skills to secure them employment in the future."

Racing Together proudly wears the mantle of Australia's first motorsport team dedicated to providing a structured pathway for young Indigenous talents on and off the track.

Leading the team of talented racers are 17-year-old Kade Davey, the first Indigenous Australian to be leading a national motor racing series (the Toyota 86 Scholarship Series) and 18-year-old Karlai Warner.

Davey, originally from Western Australia and a proud Martu Manyilyjarra man, moved across the country to Queensland with his mother Anita, father Todd and two siblings when the opportunity arose to join the Racing Together team.

Davey began racing at eight years of age and developed his skills through the Australian Karting Championship.

He sees the biggest benefit the program being how it provides young Indigenous members with job opportunities in motorsport.

"Being in the team for a year and a half now, seeing people like Braedyn Cidoni becoming a fabricator for Triple Eight Race Engineering and also some young mechanics coming through the ranks has been really positive," Davey said.

"In addition to the fun we have racing, it's also fantastic to network within the industry as everyone in the team tries to achieve their goals."

With NAIDOC Week running from 6-13 July, Connelly noted it was an important week on the calendar for Racing Together, given the team's strong connection to Aboriginal and First Nations heritage.

"RESULTS ON THE TRACK HAVE BEEN NOTHING BUT EXCEPTIONAL IN 2025"

"NAIDOC Week is a very significant time for all those involved in Racing Together and we are proud to be celebrating with the team racing in Townsville in the first round of the 86 GR Cup as part of the Supercars Round," Connelly added.

Racing Together also formed a new chapter of the team in Townsville two years ago, where it is now hopeful to see another expansion into the Northern Territory.

The team wants to keep pushing for more First Nations youths to participate in motorsport and to find a career in it either on or off the track.

For more information about the program, head to the Racing Together website.

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TRACK INSPECTIONS

ESSENTIAL TO EVERY STANDARD OF SAFETY

More than 100 venues across Australia are inspected annually to ensure they meet ongoing safety standards for motorsport events.

Motorsport Australia's work to inspect its tracks frequently is led by Motorsport Australia's General Manager of Motorsport Operations, David Stuart.

Stuart has been the governing body's lead track inspector for the past six years, on the ground and scrutinising tracks to ensure they meet acceptable standards for a permit to be issued. His experience and expertise in conducting track inspections is underpinned by a strategic framework built on global best practice.

"The FIA produces a document predominantly for circuits that have an FIA homologation, and that is where an FIA inspector comes out, inspects the circuit, and assesses that the suitability of the circuit and the build of the circuit

is in accordance with those guidelines," Stuart said.

"Motorsport Australia adopts those guidelines for our Championship events.

"It's a collaborative approach between the FIA and Motorsport Australia as the recognised National Sporting Authority (ASN) in Australia."

The inspection process is extensive, and will focus on areas such as marshals' posts, pits, the paddock, medical centres, advertising structures, other facilities and the track itself. However, each venue will be inspected against the type of events they typically host to make sure they meet logistical requirements and are fit for purpose.

There are three classifications of race tracks in Australia; Category A, Category B and Category C. There are 10 Category A tracks in Australia licenced to host a variety of racing events because of their critical infrastructure such as pit lanes, trackside barriers and medical facilities. These tracks include Mount Panorama, Winton Motor Raceway, Sydney Motorsport Park, Phillip Island and Wakefield Park Raceway.

The FIA will visit each of these tracks on a three-year frequency, while Motorsport Australia visits each track annually.

Other tracks which can cater to large-scale events fall into the B category. These include tracks such as Mallala Motorsport Park in South Australia, Calder Park Motorsport Complex in Victoria, Morgan Park Raceway in Queensland, and Collier Motorplex in West Australia.

Category B circuits are not subject to the same stringent level of safety standards compared to Category A circuits. However, all Motorsport Australia Speed licence holders are permitted to participate on Category B tracks.

All remaining tracks, classified as Category C tracks, can host

speed events such as sprints, hillclimbs, and regularities.

Stuart praised Australia's circuit management bodies, stating how important the work they do is to make motorsport events possible.

"We hold a good relationship with all the tracks around Australia, we're in constant dialogue with them," Stuart said.

"Those A Level tracks that we have, we know that they're always going to be meeting those compliance requirements.

"If those tracks want to do any work or any upgrades themselves, they do that through us, through Motorsport Australia.

"If they contact us and say, 'we want to remove this barrier and upgrade it all, or we want to change this, or we'd like to install a new tile wall along this area', we help them make that possible, without compromising on track safety standards."

Stuart's secondary roles as a Race Director of the Porsche Carrera Cup and Deputy Race Director for the Supercars Championship gel well with his Motorsport Australia duties, allowing him to conduct track inspections during

his travels for those roles alongside Motorsport Australia Motorsport Events Manager, David Mori.

"Track inspections are the major part of our permitting process, because if Motorsport Australia and the FIA don't conduct them, we can't issue a permit," Stuart said.

"So it underpins our safety and insurance frameworks considerations in issuing a permit and I think it's quite an important piece of the puzzle from Motorsport Australia.

"We're very lucky in Australia regarding the standard of safety when it comes to our tracks, a lot of hard work goes into making sure we maintain a high benchmark of safety and it shows at our permitted events."

To achieve national coverage, Stuart is supported by a dedicated team of regional-based track inspectors who ensure safety standards are understood, satisfied and consistent across ever aspect of the sport.



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To provide Motorsport Australia members with a better user experience and improved functionality, a major update to the Motorsport Australia app has been rolled out across iOS (Apple) and Android devices.

This update sets the foundation for further developments, including contemporary features and improved usability.

The updated Motorsport Australia app features a refreshed interface with a digital licence display. Members can log in with their ID and password, scroll through their licence types via an image carousel, and access key details including licence status and a QR code for seamless event check-in.

To benefit from the improved functionality, Android users will need to remove and reinstall the app on their device.

Your account information will not be deleted, you will simply need to login to your Motorsport Australia account after reinstallation.

Apple iOS users who have automatic updates enabled will already have the latest version of the Motorsport Australia app, but it is recommended that Apple iOS users also delete and reinstall the app to ensure the latest version is installed.

**FIND OUT FURTHER INFORMATION
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FIND OUT MORE

SPORTING CAR CLUB S.A

WEEKEND TO ROLL

BACK IN TIME

The admired Barossa Vintage Collingrove Hillclimb is hosted each year by the Sporting Car Club of South Australia (SCCSA) and will take place again on Sunday 5 October later this year.

As part of this year's proceedings, the Hillclimb will be accompanied by two complementary historical events over the 4-6 October Long Weekend.

In an homage to South Australia's motoring history, the SCCSA will host a Nuriootpa Grand Prix Circuit Cruise & Lunch, 75 years on since the 1950 Australian Grand Prix, on Saturday 4 October.

The event will provide attendees with an opportunity to cruise the historic circuit and enjoy a relaxed lunch with fellow motorsport enthusiasts.

Following Sunday's Hillclimb event, the SCCSA will then host a Woodside Revival on Monday 6 October.

SCCSA president Chris Frith outlined the Woodside Revival will also provide visitors with the chance to familiarise themselves with the legendary Lobethal Circuit where the 1951 Woodside F1 & F2 events took place, the first ever Formula 1 and 2 races to take place at a Circuit in Australia.

Special drives featuring vehicles of the 1950s era, plus open sessions for other entrants will allow a chance for drivers to experience the historic circuit.

"It's going to be quite an important weekend for us because we ran those of events back in the day when they were in Adelaide," Frith said.

"It's particularly important for us to celebrate those events when they come up. It's awesome we remember the role we played as a club as motorsport started to take off here in Australia.

The SCCSA has received positive feedback from its members since

announcing the Barossa Vintage Collingrove Hillclimb weekend format.

Frith outlined the importance the Collingrove Hillclimb plays each year, as one of the marquee events hosted by the club each year.

"People, not just our club members, but the general public, understand historic racing and remember what sort of cars raced back in the day.

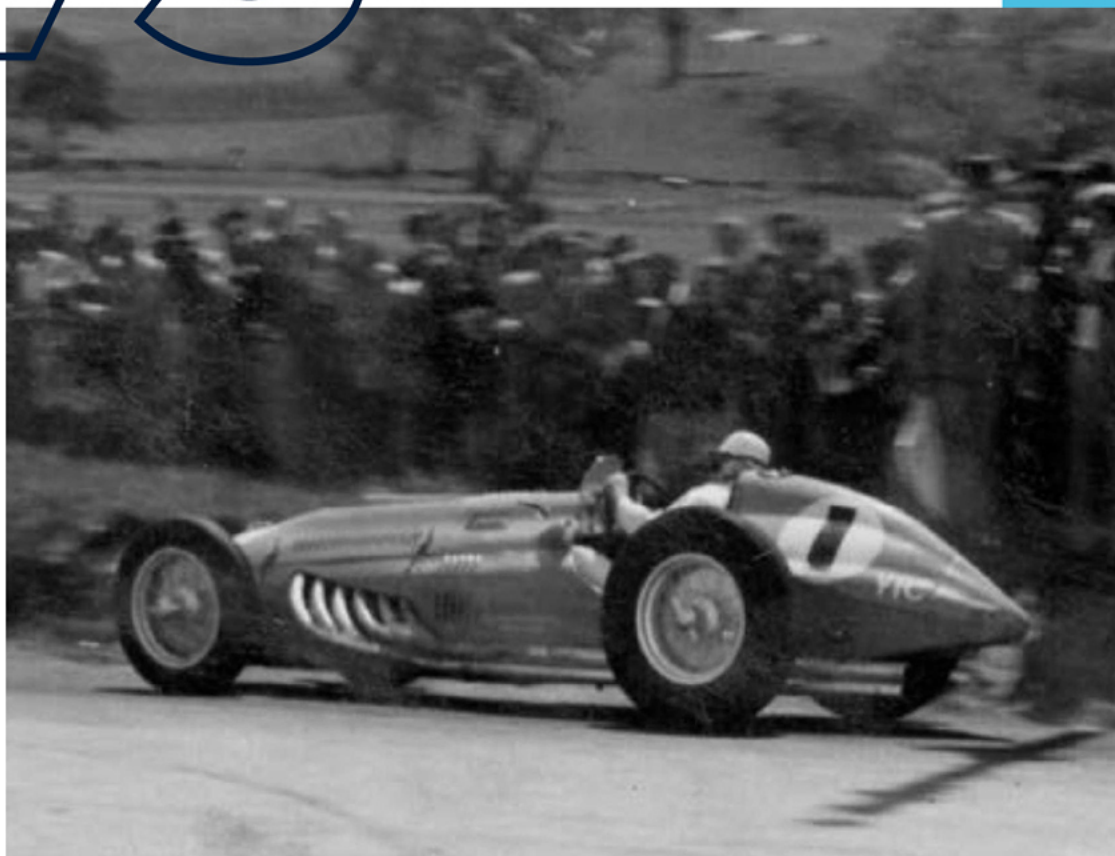
"They will love to see some of those old style cars back out there again, so we'll have cars running around on public roads over that weekend, and it'll be fantastic for the public to be able to see those - either on the road or at the displays at the various townships."

Entries for all events over the 4-6 October weekend will be provided by the SCCSA in the coming months. Head to the [club's website](#) for more information.





75 YEARS



Doug Whiteford / Lago Talbot T26C Woodside October
1951 Jubilee Race Meeting - F1, Event 6



CHEREE BEATTIE



CHEREE BEATTIE

READY FOR A CHALLENGE

Cheree Beattie has been named as the Supercheap Auto Official Superstar for July. Her nomination comes after she made the jump from a general official to Safety Car Communicator on short notice at the Shannon's SpeedSeries event at GT Festival Sydney. Despite having no previous experience in safety car procedures, she relied on her extensive experience as an official to step outside her comfort zone and take on the task.

In preparation for the event, Cheree reached out to other experienced Safety Car Communicators and Drivers to extract their knowledge over a few days. She sought their advice and tips to ensure she was fully prepared.

Furthermore, she met each Race Director to understand how they work and what they like to see from their Safety Car Communicator.

Cheree and her team overcame several challenges following on-track incidents, which included leading the field through a debris-laden track with the Safety Car.

Cheree played a pivotal role during each incident, disseminating the relevant information to the Race Director and the Safety Car Driver on course.

Race Directors and Clerks of the Course were impressed to learn it was Cheree's first time as Safety Car Communicator because of her high level of professionalism and level of execution in the role.

Cheree's dedication and passion for motorsport is an inspiration to others and her desire to improve, for herself and for the benefit of the sport, is an example of how individuals can work together to move the sport forward.

To thank Cheree for her invaluable contribution to the sport, she will receive a \$100 Supercheap Auto gift card, commemorative pin and certificate.

Do you know someone like Cheree; a Motorsport Australia official who deserves to be recognised for going above and beyond their duty?

Nominate now and your friend could win a \$100 Supercheap Auto gift card, commemorative pin, and certificate - with their story shared in Speed Read.

SUBMIT NOMINATION



NSWRRRC APPROACHES EVENT'S

10 YEAR MILESTONE



A staple event run by a highly-regarded New South Wales motor club will take on a different look in 2026, as part of a special 10-year anniversary event set to take place next year.

The New South Wales Road Racing Club (w) will transform the 2026 edition of its NSW 6Hour Regularity Relay, celebrating 10 years of the event featuring on the club's calendar.

This event remains a major highlight of the NSW motorsport calendar and typically attracts interstate competitors from around the country.

The 2026 relay will extend from its regular six-hour time slot to 10 hours and will be held across two days, as opposed to one, with the first four hours of the relay to be held on a Saturday night from 5pm to 9pm under lights in the middle of next year (exact dates to be confirmed).

Teams will then carry over all bonus points and penalty points to the remaining six hours the following day, with teams starting Sunday in the order their team car crossed the finish line the night before.

This year's NSW 6Hour event was held at Sydney Motorsport Park on 13 April.

NSWRRRC President Dean Steward was proud to see the success of the event after years of hard work and dedication from the club.

"A lot of work has gone into this event over the years, particularly from ex-president Kerry Butcher, who is sadly no longer with us," Steward said.

"Apart from being a great event to attend as a spectator, it's most enjoyable for all the pit

crews as well. There's a lot of camaraderie at the event, and it's a major reason why the teams love coming back. They love working together as a team to achieve success.

"They work together to get improve their results each year, lots of teams come from interstate, and we obviously put them together in the few garages, so they can spend time together."

The event will be officially named 'The NSWRRRC 600' as there are 600 minutes in 10 hours, while keeping the traditional number '6' prominent in the name.

The announcement of The NSWRRRC 600 comes at an exciting time, following a successful running of the NSW Supersprint Championship by the club last month.

Steward also confirmed the NSWRRRC has placed a focus on the club's Officials Development and Motorsport Development Program. The programs form part of the club's overarching commitment to deliver on their Sustainability Strategy to retain new and returning members.

"We are seeking sponsors for the event from program advertising to a naming rights sponsor. The 2027 event will revert back to six hours," Steward said.

"Each team will have over 15 hours of track time over the weekend, plus the very popular passenger ride session on Saturday afternoon

to take sponsors or crew for a hot lap.

"Previous post-event survey results have been line ball as to drivers' preference of a single day night event or a two-day event, so this is going to give all a one-off chance to get the best of both worlds.

"Recent consultation with competitors indicates entry places could fill up fast once they open early in 2026.

"I would also be remiss not to thank the dedicated officials we have at this event each year. We're one of the oldest clubs in Australia and we fully recognise that wouldn't be possible without the crucial assistance our officials provide us on a consistent basis."

The event also sees a sizeable group of female participants take part each year, with approximately a dozen attending this year alone.

"We would also love to see some teams from Queensland to join with the existing teams from Victoria and South Australia," Steward added.

Further information including an official date and Supplementary Regulations will follow in the coming months.

An entry fee payment plan will also be available to assist with team budgets.



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+ LOESKOW LANDS A MILESTONE WIN

Liam Carr made a bold statement in the chase for the KA2 Junior SP Tools Australian Kart Championship with a flawless display in Newcastle, while Troy Loeskow etched his name into the record books with a milestone win in KZ2.

The third round of the Championship, presented by Castrol, delivered high drama from the outset and shaped a clearer picture of key title contenders across several classes.

Carr dominated the KA2 category, scoring maximum points across the weekend before clearing out to a six-second win in Sunday's Final aboard his Kart Republic entry. Hamish Campbell and Jye Flynn completed the podium.

In KZ2, Loeskow returned to form, taking his first win since Emerald in 2024. The Bundaberg driver now sits alongside Brad Jenner atop the all-time round wins list with 14.

Loeskow inherited the lead early before holding off a spirited charge from DAP driver Scott Chaston, who claimed his first career podium. Jay Coul salvaged third for BirelART,

while points leader Dylan Guest recovered to sixth after an early mistake cost him the race lead.

One of the standout performances came in KA3 Junior, where Top Gun's Luke Nolan claimed a maiden AKC round win after withstanding relentless pressure from Paddy Buckley and Braxton Regan.

Younger brother Brock added to the family's celebrations with a maiden Cadet 12 podium behind Cooper Clavell and standout winner Oliver Williamson - who now leads the Championship.

In TaG 125, Jackson Souslin-Harlow extended his points lead with a commanding weekend, defeating defending champion Harrison Hoey in the final. A post-race penalty for Mika Lemasurier elevated Kiahn Burt to the podium.

KA3 Senior honours went to Toby Spinks after a tight battle

with Zac Heard and Round 1 winner Christian Estasy, who remains firmly in title contention.

Victorian driver Milan Sami took a third-straight round win in Cadet 9 to strengthen his title hopes, edging out Felix Sim, who was a standout across the weekend. Ryder Xiong claimed third.

In X30, Brodie Whitmore bounced back from Round One disappointment with a dominant 3.4-second victory. Max Walton claimed second, while Jett Kocoski was elevated to third following a penalty to Tyler Howard.

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Liam Carr

The Championship now heads to Ipswich for the penultimate round on 26-27 July before concluding on the first weekend of September in Coffs Harbour.



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FOUR NATIONS ESPORTS CUP

BUZZ BREWING FOR 2025 FOUR NATIONS ESPORTS CUP

Esports drivers from four different countries, including Australia, will meet next month on the virtual grid to participate in a new-look international competition.

The Four-Nations Esports Cup Qualifier returns next month on 19-20 July with Australia, the United Kingdom, New Zealand, and newly-added country South Africa also participating in the event taking place at iRacing's Okayama International Race Circuit in Japan.

Successfully qualified competitors will then compete in two 30-minute races after transporting to iRacing's Mount Panorama Motor Racing Circuit and the United Kingdom's Silverstone Circuit tracks on 3 August as part of the Four-Nations Esports Cup Final.

Formerly named the Tri-Nations Esports Cup, the sim racing event began in 2022, with Motorsport United Kingdom and Motorsport Australia drivers battling it out to gain the then-new Esports crown.

Motorsport New Zealand joined the event in 2023 before Australia were crowned champions in 2024. Now, the competition will take on extra meaning with Motorsport South Africa joining the grid.

The Four-Nations Esports Cup will run a pre-event 48-hour qualification time attack over 19-20 July prior to the main event the following month.

Competitors will utilise the iRacing platform and the McLaren 720S GT3 EVO with a fixed setup to ensure fairness among the playing field.

Each country will be represented by 10 drivers, creating an overall grid of 40 for the main broadcast event on 4 August.

The nation who scores the most points from its drivers across the two races, will twin the Four-Nations Esports Cup and take home unofficial bragging rights until the 2026 event.

More information can be found at the Four Nations Esports Cup web page.

A Motorsport Australia Esports Licence is not required for the Qualifier in July, it will be required for those who make the final in August.

**IRACING /
MCLAREN 720S
GT3 EVO /
BATHURST /
SILVERSTONE**

**PRE-QUALIFICATION
19-21 JULY 2025**

**MAIN EVENT
3 AUGUST 2025**

FOUR-NATIONS ESPORTS CUP

MOTORSPORT AUSTRALIA ESPORTS SURVEY

Motorsport Australia is conducting two short surveys to better understand the needs of the Esports community and those eager to get involved, using your feedback to improve and grow Motorsport Australia Esports for participants and organisers. Whether you're a pro sim racer, an organiser or just have an interest in sim racing, we want to hear from you.



1/ ESPORTS SURVEY

Identifying the needs and participation preferences of competitors, casual fans as well as those just interested in sim racing, this survey is open to everyone.



2/ ESPORTS EVENT ORGANISER SURVEY

If you've been involved in delivering an Esports event or would like to, we'd like to hear from you.

PLEASE CLICK HERE OR USE THE BUTTON BELOW TO COMPLETE SURVEY 1, SURVEY 2 OR BOTH SHOULD YOU WISH

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Each survey will take approximately 10 minutes to complete. This survey will close at 11:59pm on Tuesday 2 September 2025.



AUSTRALIAN MOTORSPORT HALL OF FAME

ACCEPTING NOMINATIONS

Nominations for the prestigious Hall of Fame are now open, as the Australian Motorsport Council prepares to induct it's 100th member to the Australian Motorsport Hall of Fame at the 2026 Australian Grand Prix at Albert Park in Melbourne.

The Hall of Fame honours high achievers from two- and four-wheel racing, recognising individuals whose achievements have shaped and elevated motorsport.

To date, just 99 individuals have been uplifted from 125 years of racing - an average of less than one person a year, since its institution in 2016.

Nominations fall under two categories, Special Members and Competitor Members.

A Competitor Member involves an individual or a team who has demonstrated exceptional achievement by competing at the highest level of their chosen motorsport discipline at either national or international significance.

To be eligible, they must have retired from full-time competition at the elite level, though they may still participate on a part-time basis.

Special Members are individuals other than competitors who have made an extraordinary contribution to motorsport at the highest levels in Australia or internationally.

This includes individuals working within motorsport administration, motorsport technical and engineering innovation, event and competition creation, motorsport safety development and media and broadcasting.

**"MOTOR RACING
CONTINUES TO BE A SPORT
IN WHICH AUSTRALIANS
CONSISTENTLY REACH THE
TOP ON THE WORLD STAGE."**

In addition to these categories, the Legend category, honours individuals whose contributions to the sport have been made at the highest and most distinguished level. Individuals selected for this award are done so by their peers and will not be included in the typical nomination process.

John Smailes, Chair of the Australian Motorsport Hall of Fame Selection Committee, has been at the helm of the Hall of Fame in recent years and is looking forward to welcoming a new batch of inductees next year.

"The Hall of Fame was instituted in 2016 to preserve the stories, triumphs and innovations that define motorsport's heritage," Smailes said.

"Motor racing continues to be a sport in which Australians consistently reach the top on the world stage.

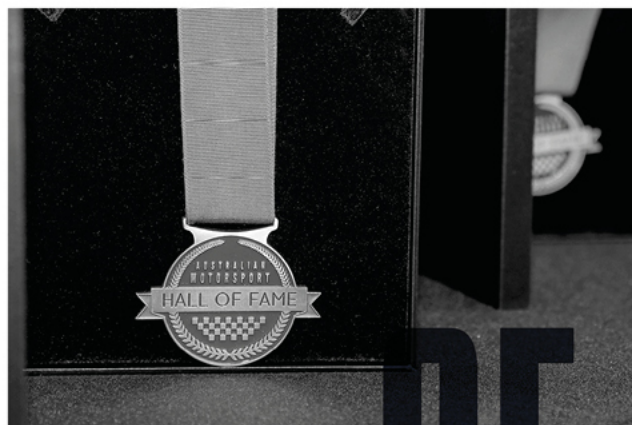
"Legends such as Sir Jack Brabham, Alan Jones, Wayne Gardner, Mick Doohan and Casey Stoner headline the remarkable Australians who have become world champions and household names.

"The Hall of Fame exists to inspire the next generation - competitors, engineers, officials and fans."

The Australian Motorsport Hall of Fame committee has revised the criteria for potential inductees, reinforcing the need for a high calibre of nominations, with no more than five motorsport heroes likely to be uplifted in the next intake.

NOMINATIONS NOW OPEN NOMINATIONS CLOSE ON THURSDAY 31 JULY 2025

[SUBMIT NOMINATION](#)



"THE HALL OF FAME WAS INSTITUTED IN 2016 TO
PRESERVE THE STORIES, TRIUMPHS AND INNOVATIONS
THAT DEFINE MOTORSPORT'S HERITAGE"



TIM MILES

1967-2025

MOTORSPORT AUSTRALIA JOINS THE WIDER MOTORSPORT COMMUNITY IN HONOURING THE LIFE OF TIM MILES, WHO LOST HIS LIFE THIS PAST WEEK.

The motorsport community is mourning the tragic passing of the much-beloved and revered racing identity, entrepreneur, businessman, husband and father.

In a statement released by Miles' family on Sunday night, it wrote the world had lost Tim's bright, shining light.

"His loss is keenly felt by friends and family, especially wife, Tracy, and daughters Caley and Erin," the statement read.

"Tim was a family man, though one who loved nothing more than stressing out his beloved Tracy about his latest motorsport-related purchase or adventure - all the while proudly telling stories of his two daughters' successes in life.

"His passing will be notably impactful on his other love - a motorsport community that felt Tim's impact as a competitor, an owner, a supporter and as a businessman for more than 35 years."

Miles was noted as a respected racing competitor in one-make Porsche racing (Carrera Cup) and GT competition (GT World Challenge Australia). He recently experienced his dream of racing at the Le Mans 24 Hours as part of the Mustang Challenge Invitational, donning a tribute livery to late family friend, Rod McElrea.

Miles was also a staunch supporter of local racers' international careers here in Australia and in New Zealand, including the likes of Matt Campbell and Jaxon Evans.

All of these examples served as an embodiment of Tim's love for motorsport.

Born on New Zealand's South Island, in the town of Ashburton, Tim Miles, more commonly known as 'Milesy', had one hand on the wheel from a very young age, chasing his dreams as a racing driver prior to focusing on business and the cultivation of a successful

advisory firm, Miles Advisory Partners.

His business success had a tremendous and positive impact on both his racing and family life.

Miles also entered team ownership and was a founding member of Supercars team Tasman Motorsport, as well as a co-owner of Triple Eight.

Miles assisted in the sale of Supercars back in 2011 to Archer Capital, and then again in 2021 when Supercars was sold to Racing Australia Consolidated Enterprises.

"Tim was a fantastic storyteller, a man with a brilliant sense of humour and who showed genuine interest in the lives of those around him - whether he'd known them for years or just met them," the statement continued.

"His loss will be keenly felt by family and friends, the business community in which he worked and the motorsport community in which he lived.

"The Miles family asks for privacy in this time, and thanks those who have already reached out in support since Tim's passing."

Motorsport Australia CEO, Sunil Vohra, acknowledged Miles' profound impact on the sport.

"Tim Miles was a true figure of Australian motorsport, whose contributions extended well beyond the track," Vohra said.

"Our thoughts are with the Miles family at this difficult time."

Tim Miles was 58. Vale.

CONTACT US

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SEND US YOUR STORIES

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If you have pictures or videos of motorsport you would like to share with us, we encourage you to do so. They could appear on our website, social media platforms or in Speed Read.

Please email communications@motorsport.org.au

We look forward to hearing from you.



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