

Watford based Motorsport was founded by Trevor Humphrey in 1997. During the first three years, the team ran circuit cars in the MGF, Rover Tomcat and Proton Coupe series. There was also time to offer technical assistance to the Seat Works Team and others in the World, European and British Rally Championships.

For the year 2000 the team stepped up a gear by designing, building and running a National Saloon Proton Satria GTI in the cup competition on the power tour competition on the Power Tour programme.

At the start of the 2001 season the team were asked to run a VW Vento in the flourishing VW Cup series. After winning at Snetterton with Steven Wood at the wheel, Team Principal, Humphrey decided to put the Proton back into service and give Wood his chance in the British Touring Car Championship Production Class. From the four races entered, Wood finished three and ended the season with four championship points.

2002 saw the Proton replaced with a Mitsubishi Carisma for Wood to have a second shot at selected rounds in Britain's premier motorsport series.

In 2003 TH Motorsport down-scaled it's own on track activities to concentrate on several technical assistance programmes for other teams in high level national championships. However from mid season on there was enough time to run a VW Golf 1.8T in the Volkswagen Racing Cup with a novice driver.

The Volkswagen Racing Cup was on the TH Motorsport menu again in 2004 running the BP Ultimate VW Golf TDI with Mark Thomas driving. This programme was dovetailed with managing John George's first entry into the MSA British Touring Car Championship with a Mardi Gras Motorsport run LPG Honda Civic which was later replaced with a Peugeot 406 Coupe. TH Motorsport also managed John's 24 Hour class win in a Honda Civic, again run by Mardi Gras Motorsport.

It was a sabbatical year in 2005 for TH Motorsport. The team moved to larger premises and focused on the newly formed Road Car Division.

2006 saw a low key return to the racetracks in the Volkswagen Racing Cup, assisting with the running of Ken Lark's VW Corrado. TH also built and ran a VW Golf TDI for Ken in the Silverstone 24 Hours which finished 3rd in class, against Lotus Exiges and the like, and a very creditable 15th overall.

In 2007 TH Motorsport and John George returned to the British Touring Car Championship with the "TH Motorsport Racing with JAG" Honda Integra. Ken Lark's VW Golf TDI was again run in the Silverstone 24 Hours, this time to even greater effect, winning the new diesel class and finishing 13th overall.

Unfortunately 2008 will be best remembered for John George's dramatic multi-roll exit from the last round of the HiQ MSA BTCC at Brands Hatch, in the TH Motorsport Racing with JAG Honda Integra. A disappointing end to the season which saw the Honda written off. Thankfully John was able to walk away from the accident with no lasting ill effects and in fact was out again at Brands Hatch a few weeks later, this time partnered by his son Kevin (his first ever race) in a TH Motorsport Britcar Production S1 Honda Integra. Tim Saunders completed a very creditable Britcar Production S1 campaign, finishing 3rd in Class 2. TH Motorsport were unable to defend their 2007 diesel class win in the Britcar 24Hours due to clashing BTCC commitments.

The advent of 2009 again saw TH Motorsport tending a John George, TH Motorsport Racing with JAG Honda Integra, albeit a newly acquired version with black colour scheme which replaced the car written off the year before. John was joined in the team for the last two events of the season by Matt Hamilton making a very creditable debut in the BTCC in the team's Honda Civic Type R. Tim Saunders continued in Britcar Production S1 with his TH Motorsport prepared and run Honda Civic finishing the year in 4th position in Class 2.

With John George leaving for pastures new in 2010, Matt Hamilton became the teams principle focus in the BTCC. Matt competed in four events at the beginning of the year in the TH Motorsport Honda Civic Type R before the car was pensioned off to make

way for future BTCC projects. A huge amount of TV coverage was generated by Matt's stellar performances, a future BTCC star in the making. Tim Saunders diversified his racing activities in 2010 appearing in both Britcar and the Dunlop SportMaxx Production Cup with his usual Honda Civic (Britcar) and Class A Ford Focus ST (SportMaxx). TH Motorsport also had a busy year "off circuit" moving all its operations into considerably larger premises on Watford Business Park.

2011 will see a reduced presence "on circuit" by TH Motorsport as the majority of the race divisions work continues in the "Back Office". The Honda Civic of Tim Saunders will compete in the newly named Britcar Dunlop Production GTN Championship and may take in some rounds of the also newly named Dunlop Production Touring Car Trophy.