

JULY 2026
ISSUE 88

Revolution

THE OFFICIAL MAGAZINE OF  motorsport UK

INSIDE:
**ACCELERATING
ELECTRIC
MOTORSPORT**
the future is
fast and fun

**TIN TOP
CAREERS**
James Dorlin's
routes to
success

VOLUNTEERS:
Marshals
honoured

**JUST ADD
SPEED**

THE RISE OF ARRIVE-AND-DRIVE
KARTING CHAMPIONSHIPS

 **NATIONAL COURT • SHARE YOUR PASSION • WHAT'S ON AND MORE**

My month in Motorsport

HUGH CHAMBERS
CEO, MOTORSPORT UK



JEP



British drivers George Russell, Lewis Hamilton, Lando Norris, Oliver Bearman and Arvid Lindblad take centre stage at the British Grand Prix

Formula 1 is without doubt the pinnacle of motorsport globally, and Britain is home to F1 itself, with the championship's headquarters and 11 F1 teams based here. We also host the biggest and best race in the British Grand Prix, which this year welcomed a record 564,000 spectators, while British drivers continue to break records and compete for victories and world championships.

What interests me, though, is not so much the pinnacle as everything that supports it.

None of these successes exist in isolation. They are the product of an ecosystem of engineering companies, specialist manufacturers, motor clubs,

volunteers, officials and competitors that has developed over many decades. Our National Motorsport Week provided an opportunity to reflect on that wider picture and to remind people that motorsport is far more accessible than many imagine. There is a motorsport for everyone.

Research tells us that 26.2 million people in Britain consider themselves motorsport fans. Yet fewer than half realise they can actively take part. That is a remarkable statistic when you consider the opportunities available across our 14 disciplines. Whether your interest lies in competing, marshalling, officiating, engineering, volunteering or becoming involved through a local

club, there is a route into the sport for almost everyone.

Other sports have long understood the connection between watching and participating. Wimbledon inspires people to pick up a tennis racket. Major football tournaments encourage children to join their local clubs. Motorsport should be no different. Every Formula 1 fan, every rally enthusiast, and every spectator at a hill climb or sprint meeting should know that there is a place for them within our community if they want it.

The British Grand Prix remains our biggest shop window. Silverstone ➔



Above: National Motorsport Week photo competition winner: Will Hall returning to the paddock at Shelsley Walsh

Top left: George Russell presents the Pirelli British Grand Prix Marshal of the Year Award to Chief Pit Lane Marshal Dorothy Uwota

once again demonstrated why it is regarded as one of the finest events on the Formula 1 calendar. Alongside the record attendance, the weekend also showcased the depth of British talent, with Alisha Palmowski, Freddie Slater, George Russell, Lewis Hamilton and Lando Norris all giving home supporters plenty to celebrate.

Success like that is never accidental. Every Formula 1 driver has travelled a pathway that began years earlier through local clubs, kart circuits and junior championships. Every race meeting, whether it attracts dozens of competitors or hundreds of thousands of spectators, depends upon people giving their time because they believe in the sport. Without that foundation there is no pyramid, and without the pyramid there is no pinnacle.

One answer came at the start of National Motorsport Week with the launch of the BRDC Driver Academy powered by Motorsport UK. By bringing together Motorsport UK's Driver Academy with the BRDC's Rising Stars and SuperStars programmes, we have created a single pathway to support some of Britain's most promising young drivers as they progress through the sport. Talent can never be manufactured, but it can certainly be nurtured, and providing the right coaching, mentoring and opportunities gives young competitors the best possible chance of fulfilling their potential.

Lando Norris reads through the previous winners on the Hawthorn Trophy



Later that day, I joined David Richards to present, for the second year in a row, the Hawthorn Memorial Trophy to Lando Norris following his FIA Formula 1 World Championship-winning season. Created in 1959, the trophy is awarded each year to the most successful British or Commonwealth Formula 1 driver and is named after Mike Hawthorn, Britain's first Formula 1 World Champion.

On the roof of McLaren's Team Hub in the Formula 1 paddock, after the photographs had been taken, Lando spent several minutes reading the names engraved around the base of the trophy, counting how many times Lewis Hamilton's name appeared.

That roll call of names reflects more than six decades of British success in Formula 1. The Academy is one part of ensuring that Britain continues to develop drivers capable of adding their own names to it.



The Secretary of State for Business and Trade, Peter Kyle MP visits the Motorsport UK HQ at Bicester

We finished the day with a walk through the marshals' campsite. David and I spent time talking with volunteers who had travelled from all over the UK, and in some cases much further afield, to be part of the event. Their enthusiasm for the sport, and the pride they took in playing their part, was unmistakable.

That sense of commitment was recognised just before the British Grand Prix on the Sunday when George Russell presented the Pirelli British Grand Prix Marshal of the Year Award to Dorothy Uwota, our Chief Pit Lane Marshal. Dorothy has volunteered at 26 consecutive British Grand Prix.

Her award recognised an exceptional individual contribution, but it also reflected the work of thousands of volunteers across the country. Every weekend they are marshalling rallies, staffing rescue units, scrutineering cars, running

signing-on, organising paddocks, and carrying out dozens of other roles that most competitors and spectators never notice.

Investment in the future extends well beyond elite drivers. Britain's motorsport industry contributes around £16 billion to the UK economy and supports approximately 50,000 highly skilled jobs. It is recognised around the world for its expertise in engineering, advanced manufacturing, technology and innovation, with knowledge that increasingly transfers into sectors far beyond motorsport itself such as the defence industry.

It was therefore particularly encouraging to welcome the Secretary of State for Business and Trade, Peter Kyle MP, to Motorsport UK's headquarters at Bicester Motion. Our discussions ranged from the contribution motorsport makes to the UK economy through to skills, engineering and the opportunities

presented by emerging technologies. It was a valuable reminder that motorsport is not simply entertainment or elite competition; it is also a sector that contributes significantly to Britain's industrial capability and international reputation.

National Motorsport Week also celebrates the Goodwood Festival of Speed, another event that celebrates the breadth of our sport. It brings together manufacturers, competitors, engineers, clubs, volunteers and enthusiasts in a way that few events can, demonstrating that British motorsport is defined not by a single championship but by the strength of the whole community.

Looking back over National Motorsport Week, what struck me most was how closely all these elements are connected. A new driver academy investing in tomorrow's talent. A World Champion taking time to read the names on the Hawthorn Memorial Trophy. Volunteers gathering from across the country to play their part. A Chief Marshal receiving recognition before the British Grand Prix. Government recognising the importance of our engineering capability. Goodwood celebrating both history and innovation.

Formula 1 may be the pinnacle of our sport, but it is not the reason Britain leads the world. It is the result of everything beneath it: strong clubs, committed volunteers, talented competitors, world-leading engineering businesses, and a community that continues to invest in its own future. If National Motorsport Week encourages more people to become part of that community, then it will have achieved exactly what it set out to do.

Wishing you a safe and enjoyable month of motorsport ahead

Hugh Chambers
CEO, Motorsport UK



Hugh Chambers, with Susie Wolff, Andy Meyrick, George Russell, and Derek Warwick at the launch of the BRDC Driver Academy powered by Motorsport UK

Goodwood Festival of Speed celebrates the breadth of UK motorsport



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READY

THE SUCCESS OF ARRIVE-AND-DRIVE
CHAMPIONSHIP KARTING IS
OPENING UP NEW PATHWAYS

TO RACE

The Daytona
InKart final at
Sandy Park

More than two million people get behind the wheel of a rental kart in the UK every year – yet few realise just how easy it is to make the move into competitive outdoor racing.

The buzz you get from spending half an hour on an indoor kart track – whether it's at a birthday party, stag or hen event, or a corporate race day – always leaves you wanting more. The speed, the adrenaline of the wheel-to-wheel action and, for some, the thrill of victory, is addictive but that one-off experience is often where it ends.

Motorsport UK's Recognised Karting Pathway was developed to ensure that doesn't have to be the case, helping more people take their first step into motorsport.

Outdoor karting is now far more attainable, with competitive rental racing changing the game. It offers an accessible step beyond recreational karting and has established itself as an important part of the sport, while also providing a potential route into licensed owner-driver competition through clearly defined, manageable steps.

Launched in 2020, Motorsport UK's Recognised Karting Pathway was designed to signpost people towards new areas of the sport, offering clear, manageable steps through karting. The pathway was recently expanded through a collaboration with Daytona Motorsport, recognising its InKart, SuperChamps and Jamie Chadwick Series alongside Motorsport UK-permitted arrive-and-drive championships. These include the Daniel Ricciardo Series, the electric-powered F.A.T. Karting League – founded by F1 engineer Rob Smedley – and Club100, all of which offer competitive, high-performance rental karting experiences.

Aspiring drivers of all ages now have a clear route to follow. as John Vigor, founder of Club100, explains: "People start at their local indoor circuit, catch the bug and then think, 'I want to go faster, where's my local outdoor track?' Once they gain more experience and are looking to race on a variety of circuits, they can step up to something like Club 100 which will involve travelling the country, but all still within the 'arrive-and-drive' format." ➔

"PEOPLE START AT THEIR LOCAL INDOOR CIRCUIT, CATCH THE BUG AND THEN THINK, 'I WANT TO GO FASTER, WHERE'S MY LOCAL OUTDOOR TRACK?'"

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Karting Pathway



The podium
celebrations after
Daytona's Race of
Champions event

INDOOR RACING

At the base of the karting pathway pyramid is indoor karting, and the British Indoor Kart Championship (BIKC) run by TeamSport, which has over 30 venues across the UK.

Motorsport UK partnered with TeamSport in 2020 to promote the BIKC, which has since grown into one of the world's largest motorsport competitions. The Girls Karting Academy was subsequently launched in 2024 to increase participation and create more opportunities for female drivers, with thousands of young girls having now experienced the sport at venues across the UK.

The BIKC has revolutionised the karting ladder by offering accessible, competitive karting for all. Competitors can enter the Cadet, Junior or Senior categories by purchasing a TeamSport Grid membership – which includes the Kart Indoor (KI) licence required for the BIKC – and posting a qualifying lap time at a TeamSport venue. Drivers can then progress through local and regional rounds to the national finals, where prizes include a fully funded place in Club100.

MOVING OUTDOORS

The appeal of going faster and experiencing different conditions often draws people to want to try outdoor karting in arrive-and-drive sessions or competitions. The three Daytona Motorsport venues are all NKA approved and offer the perfect way for people to take the next step after indoor karting who want to race in a competitive but controlled environment.

Its three arrive-and-drive championships – InKart for 8-15-year-olds, SuperChamps for ages 14+ and the 14+ female-only Jamie Chadwick Series – offer ➔



Revolution Magazine

Karting Pathway



The F.A.T. Karting League offers regional championships using electric karts

more cost-effective fixed location outdoor karting at three circuits – in Milton Keynes in the midlands, Sandown Park in Surrey, and Tamworth in Staffordshire.

Moving outdoors provides a fresh set of challenges for aspiring young karters as Daytona Motorsports' Dan Prince explains: "Our circuits are three of the longest in the UK – they're wider, they feel much more open and there's more space on track, so you can get more karts out at once."

Motorsport UK's alignment with Daytona Motorsport aims to bridge the gap between the indoor karting

and the upper level of arrive-and-drive and aligning with Motorsport UK will only add to that potential. "There are countless success stories and talented drivers who've come through Daytona, so it makes sense to formally slot into the pathway," adds Prince.

"Ellis McKenzie won the F.A.T. Karting League; Logan McAlister and Jamie Tiley-Gooden have all won in Club100, while Arvid Lindblad started at Daytona when he was six. Now, when a young driver asks, 'what's next?', we can work with the Motorsport UK team to signpost them towards the next recognised step in their karting pathway or wider motorsport career."

The Daniel Ricciardo Series (DRS), which began in 2019, runs championships for drivers aged eight and over, with a range of age-appropriate karts and categories. Its events run at flagship venues including Sherington, Rye House, Buckmore Park, Clay Pigeon and Silverstone, and include 50 minutes of racing, with a 12-minute long Grand Final at each event.

To maintain driving standards, newcomers must first be certified to enter by taking part in an Academy Day. This takes place on the Saturday morning of each race weekend and involves four 10-minute practice ➔

Arrive and Drive championships offer close racing across many age groups, including adults



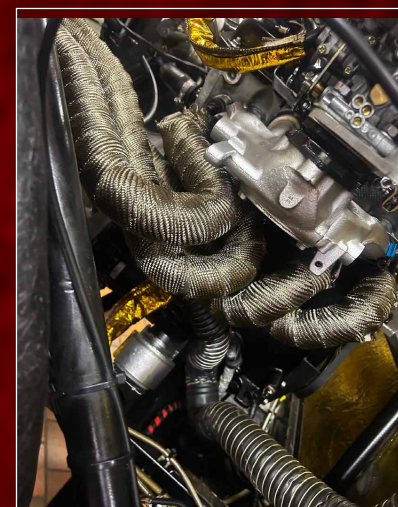
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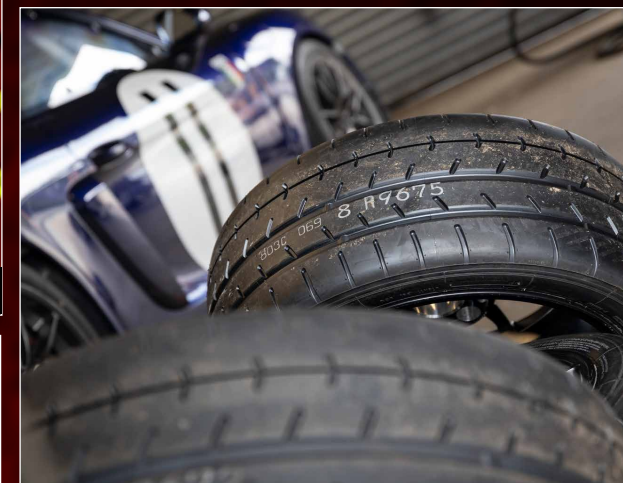
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SCAN ME TO VIEW
OUR E-CATALOGUE

Club100 visited the Silverstone kart circuit for the Rotax Racing Finals and Team Trophy

“IT’S CONVENIENT, IT’S AFFORDABLE, AND A LOT OF PEOPLE ARE HAPPY TO STAY HERE AND PARTICIPATE FOR LEISURE”

sessions, including a practice rolling start. Many who pass often go on to compete in their first event the very next day.

The F.A.T. Karting League offers regional championships for newcomers and Pro championships for drivers with at least one season’s experience. Using electric karts across its Bambino, Cadet, and Junior categories, its nine-round championships run from May to November, with double-header race weekends at Shenington, Rissington, Fulbeck and Dunkswell.

Finally, there is Club100. It has been building future stars for decades and it continues to provide a gateway to the owner-driver route as well as being a competitive platform for long-term racers who want to stay with arrive-and-drive.

It takes in many of the top tracks in the UK including Whilton Mill, Shenington, PFi, Rowrah and the new Kart Silverstone international track – offering top level arrive-and-drive racing, and also enables those who may wish to go on to owner-driver racing to get track miles and racing experience under their belt before taking the step up.

Dan Parker, Motorsport UK’s Head

of Karting, explains: “The ethos of Motorsport UK’s Recognised Karting Pathway is to recognise arrive-and-drive karting, giving drivers opportunities to compete in Motorsport UK-recognised events while supporting the continued growth of the sport. With Cadet, Junior, and Senior categories across both petrol and electric karting, there is an option for almost everyone.

Pathway events provide an affordable, cost-controlled way to experience competitive karting, whether as a destination, or ahead of a possible move into owner-driver racing through other Motorsport UK-recognised championships all the way up to the British Kart Championships.”

Vigor explains: “Arrive-and-drive is a great option for drivers who haven’t got the time, or don’t want to commit to purchasing equipment just yet, before owning their own kart, but whose drivers are enthusiastic and showing potential as good drivers. They often come into Club100, do maybe two or three seasons, and then move on to other forms of racing.

“Over the last three years, we’ve had 483 drivers migrate from us into owner-driver racing – either trying it out as a one-off experience or doing



The Daytona 24 hours and other events are helping build a community of racers who compete together time and time again

The Daniel Ricciardo Series runs championships for drivers aged eight and over, with a range of karts and categories.



ALEX GREY

it permanently. That’s around 20 per cent! The remainder either continue with us through our three categories of Cadet, Junior or Senior, move into cars or try an alternative arrive-and-drive championship.”

Arrive-and-drive karting now represents a genuine way to enjoy karting, and Vigor adds: “It’s convenient, it’s affordable, and a lot of people are happy to stay here and participate for leisure. Ultimately, it’s enjoying motorsport as a hobby with your mates.

“We run multiple championships with a choice of formats including heavyweight and super-heavyweight categories, with drivers in their 40s, 50s, 60s. In fact, the oldest is 73!”

At Daytona Motorsport, building a community of racers that grow together – wherever they end up – is part of the job, and Prince concludes:

“Community is just as important as speed – and we are a place where people make friends and go on to race against those familiar faces for years, so it’s a really social place as well as a racing venue.

“Some stay for years, others get a taste for two-stroke racing and move to other pathway events such as Club100, DRS or F.A.T. Karting for more variety. It really depends on people’s ambitions. Some like the proximity, and many people just love to come here for arrive-and-drive karting because it’s affordable and they can enjoy a really high standard of competition without travelling far.”

Whether it’s a stepping stone or an end goal, the evolution of arrive-and-drive karting now represents a genuine way to enjoy the discipline, – and it might just open the door to motorsport for more people. 🌀



ALEX STEFAM

KARTING
Ella Stevens wins FIA Karting Award

F1 Academy driver Ella Stevens was awarded the FIA Karting Award at the British Grand Prix ahead of the championship's first race event at Silverstone. The FIA Karting Award is given to the highest-placed female racer in UK karting. Ella received

the award from McLaren's F1 Business Operations Director, Stephanie Carlin, who runs the operation's Driver Development Programme of which Ella is a member.



GET STARTED
StreetCar in Scotland

Visitors to Dundee this summer will have the chance to discover just how accessible motorsport can be as the Scotland StreetCar Festival

arrives at John Clark Motor Group from 31st July to 2nd August. Taking place alongside the FIA EcoRally Scotland, the festival forms part of a weekend celebrating sustainable and grassroots motorsport, giving local communities the opportunity to get closer to the sport than ever before.



SAFETY EQUIPMENT
Overall Standards

The Technical Department has recently received several enquiries regarding "Not Valid After" dates on items of competitor personal protective equipment (PPE), particularly flame-resistant overalls. Motorsport UK National Competition Rule Chapter 9 Article 4.3 requires overalls to be presented bearing an acceptable standard and in



a satisfactory condition but does not mandate that they cannot be used beyond any validity date printed on the garment label.



COMMUNITY SUPPORT
Will Macintyre Karting Fundraiser

Silverstone Kart Circuit is hosting a charity fundraising event to raise funds towards a new Intraoperative MRI (iMRI) facility at Addenbrooke's Hospital in Cambridgeshire. This free-entry event is being held at 3.00pm on Monday 24th August, and has been inspired by BRDC Rising Star Will Macintyre who is battling Primary Central Nervous System Vasculitis. There are several ways to get involved:

- Enter a karting team
- Bid in the silent auction
- Buy a raffle ticket
- Donate directly



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ACADEMY COLLABORATION
Enhanced Kart Academy Driver

Motorsport UK is proud to collaborate with KartSim for the 2026 season, strengthening the development opportunities available to drivers within the Motorsport UK Kart Academy programme.

As part of the agreement, KartSim will deliver a dedicated driver coaching simulation session at its specialist facility, alongside providing its mobile

KartSim Simulator Van for a full day at Motorsport UK's Bicester headquarters. These sessions will give Academy drivers access to industry-leading simulation technology and professional coaching, supporting their development both on and off the track.



WRC SCOTLAND
Evans and Martin will hit the Voly

The British Rally Championship (BRC) is back in action this summer with the Voly Grampian Forest Rally on 7th-8th August attracting several high-profile drivers including FIA World Rally Championship title leader Elfyn Evans and Scott Martin.

The Aberdeenshire event is of additional interest to the WRC contingent as many of the stage miles will have similar terrain to the inaugural Rally Scotland event next year.



SENSATIONAL SIX
British karters sweep the board at Le Mans

No fewer than 370 entrants from 47 nations, representing five continents, lined up for last weekend's 2026 Rotax MAX Challenge International Trophy at the Le Mans kart circuit in France – and British drivers won all six classes!

All six secured coveted tickets to the end-



of-season Rotax Max Challenge Grand Finals (RMCGF), which takes place in Portugal at the Kartódromo Internacional do Algarve in Portimão from 7th-14th November.



JANUSREE / RED BULL CONTENT POOL



ALEX STEFAN

HAWTHORN TROPHY Norris honoured

Reigning FIA Formula 1 World Champion Lando Norris got his British Grand Prix weekend off to a strong start when he received the prestigious Motorsport UK Hawthorn Memorial Trophy for the second successive year. Norris joined Motorsport UK Chair, David Richards CBE, and Chief Executive Officer, Hugh Chambers in the Silverstone paddock to receive the iconic trophy for a second time. This occasion holds added significance since it is awarded in celebration of his F1 World Championship.



JEP



JEP

NATIONAL ACADEMY

Motorsport UK and the British Racing Drivers' Club unite to power the next generation of British motorsport talent

Hugh Chambers, Susie Wolff, Andy Meyrick, George Russell, and Derek Warwick launch the BRDC Driver Academy powered by Motorsport UK

With 21 World Drivers' Championship titles and over 300 Grand Prix victories, Great Britain can rightly claim to be the most successful nation in Formula 1, and across every major category of international motorsport competition, British entrants have consistently set the standard on the world stage.

The UK's position as a world-leader has been maintained by two major talent development programmes and Motorsport UK and the British Racing Drivers' Club (BRDC) have announced the creation of a new, unified national academy, which will power the next generation of British motorsport talent.

Launching in January 2027, the new BRDC Driver Academy powered by Motorsport UK will integrate Motorsport UK's Driver Academy with the BRDC's acclaimed Rising Stars and SuperStars programmes, forming a unified development pathway for young drivers, combining Motorsport UK's influence and

infrastructure with the BRDC's unrivalled heritage and expertise in developing racing drivers through to the highest levels of international competition.

The programme will continue to identify and support drivers demonstrating exceptional potential across a range of motorsport disciplines, covering every aspect of modern driver development, including athletic performance, fitness and wellbeing resources, education, personal development, commercial guidance, media training and industry mentorship, maturing into complete athletes and future leaders of the sport.

The partnership reflects a shared commitment to ensuring British motorsport continues to nurture world-class driving talent and maintain the UK's position as a global leader in the sport.



FEATURED KNOWLEDGE HUB RESOURCES



Featured

National Competition Rules

The Motorsport UK National Competition Rules are your essential guide to taking part in four-wheeled motorsport in the UK. They set out the rules...



Featured

Karting Yearbook

The Motorsport UK Karting Yearbook is your guide to the regulations, classes and technical requirements for karting in the UK. It should be read alongside...



Featured

Vision 2030

The Motorsport UK Vision 2030 strategy sets out the organisation's roadmap for the future of four-wheeled motorsport in the UK. On this page, you can...



ONLINE RESOURCES

Introducing the Motorsport UK Knowledge Hub

Everything you need to know about motorsport, now in one place. Whether you're taking your first steps into motorsport, organising an event, officiating at a championship or looking for the latest regulations,

finding trusted Motorsport UK guidance has never been easier. Motorsport UK has launched the Knowledge Hub – the new home for the sport's guidance, forms, regulations and expert advice. Replacing the

former Resource Centre, it has been designed to help competitors, officials, marshals, volunteers, clubs and organisers find the information they need quickly, confidently and all in one place.

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LICENSED OFFICIALS

Knowledge Check for 2027

As part of the 2027 licence renewal process, Motorsport UK will continue its programme of online assessments for Licensed Officials. The assessments are designed to support ongoing learning, encourage

consistency across all disciplines, and help officials stay up to date with the latest regulations and best practice.

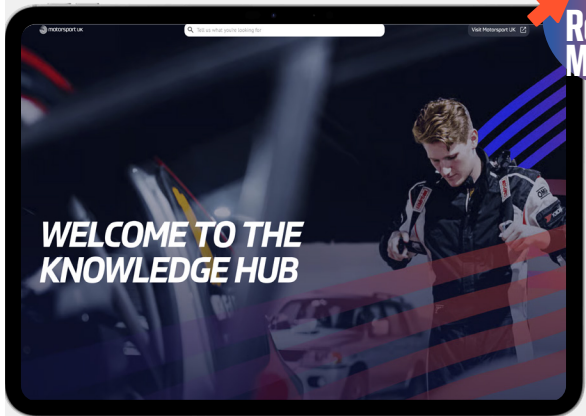


TECH SUPPORT

Scrutineering Documentation

The Scrutineering forms available through the Motorsport UK Knowledge Hub are provided as editable PDF documents. These can be used on both desktop and laptop

computers, and mobile devices. For users of Apple iPhone and iPad devices, editable PDFs can normally be completed using the built-in Files app and Markup tools.



MILEAGE

HMRC Mileage Rates

HMRC has recently updated the approved mileage allowance rates for certain vehicles. The expense guidance for Motorsport UK Officials published via the National Competition Rules is periodically reviewed

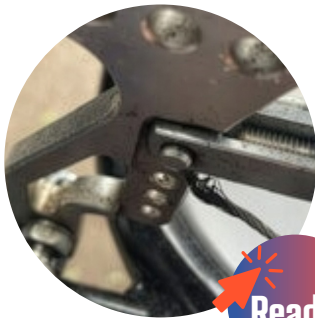
against HMRC guidance but is not automatically linked to HMRC mileage rates. The published Motorsport UK rates will remain unchanged for the remainder of the 2026 season pending review for 2027.



KART SAFETY

Kart Secondary Brake Cable

The image here was found during a recent kart event and serves as a very good reminder to ensure you check brake systems carefully during safety scrutineering – and in particular make sure you pay attention to the condition of the secondary cable. In the event where the primary connection fails, the secondary brake



cable must be in a suitable condition to act correctly in the brake system and allow the competitor to operate the brake.

NCR UPDATES

Clerks' & Stewards' Bulletin

The July 2026 Clerks' & Stewards' Bulletin brings together the latest updates, guidance and reminders to support officials and organisers in delivering safe, fair and well-run events. This edition includes important updates on pit exit blend line management, National Competition Rule changes covering tobacco advertising, safeguarding, karting regulations, track licence procedures, medical reporting, steward documentation and upcoming health and safety training opportunities.

NCR UPDATES

Road Rally Hub

Officials involved in Road Rallying are encouraged to visit and bookmark the Motorsport UK Road Rally Hub, which brings together the latest guidance, resources, news and discipline-specific information.



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NEW FEATURE

VERSION HISTORY

View the current version of each document, explore previous updates, and see what changes are coming next.



NCRS
NCR Updates: 2026 Edition 4

Edition 4 of the 2026 National Competition Rules was released this month incorporating several regulatory amendments and clarifications across the National Competition Rules, the details of which can

be found via the Approved Changes section of the Motorsport UK website. Regulation amendments taking effect from 1st January 2027 can be found within National Competition Rules Chapter 22.

ONLINE LEARNING
Upcoming Webinars



Join, Safety Rocks, our Health & Safety Training Partner for two webinars on 7th and 21st August that bring professional health and safety techniques to life through real-world motorsport scenarios. Designed specifically for Motorsport UK volunteers and officials, these sessions will help you see risk assessment and equipment management in a practical, engaging and relevant

way. You'll leave with new knowledge, greater confidence and a fresh perspective on keeping our sport safe. There are plenty of opportunities to learn this August and September with our latest series of webinars, including preparing for the upcoming renewal period, and learning more about Race with Respect.



Tributes

MOTORSPORT UK PAYS TRIBUTE TO MEMBERS WHO HAVE SADLY PASSED AWAY



Patrick McNally

Patrick 'Paddy' McNally was a major figure in motorsport who transcended the achievements of many of his contemporaries in raising the profile of the sport in the late 20th Century. Born in Gravesend, Kent and educated at Stonyhurst College, McNally was a journalist for Autosport magazine in the 1960s and competed in sports cars but it was the rapidly-growing commercial side of the sport that attracted his attention.



Dave Tasker

Dave Tasker was one of those rare characters who managed to make an impact wherever he went, and British motorsport can count itself very lucky indeed that he called many of our club championships and race circuits 'home'. Dave's passion for motorsport was ignited during a stint working for Quaife Engineering, when he would volunteer as a marshal at Brands Hatch, earning the nickname 'Mr Crossroads' owing to his penchant for organising the club racing paddock.



Dr. Jean-Jacques Issermann

Dr. Jean-Jacques Issermann was a pioneer in motorsport safety and his legacy is one that benefits everyone in the sport. Dr Issermann upgraded medical facilities at circuits, introduced an emergency medical vehicle and pioneered the practice of a doctor's car before introducing medical extrication teams, and innovation that has saved many lives, making motorsport a much safer environment over the last 35 years.



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MEMBER BENEFIT OF THE MONTH

VBOX Competition

Racelogic is a UK-based company that designs and manufactures cutting-edge electronic systems for motorsport. Its products, including the VBOX Motorsport range, are used to measure, record, and analyse data from moving vehicles. VBOX products are utilised by drivers and teams worldwide, helping them to improve lap times and gain insights into their performance on the track.

Recently Racelogic has added VBOX Sim to the VBOX Motorsport product lineup. VBOX Sim is a powerful tool designed for

anyone who uses a racing simulator, whether they are sim racers or real-world drivers using a simulator for testing. It enables users to capture and analyse race data and video from popular racing games including:

- *iRacing*
- *rFactor & rFactor2*
- *Project Cars 1 & 2*
- *Assetto Corsa & Assetto Corsa Competizione*
- *F1 2017, 2018, 2019, 2021, 22, 23 & 24*
- *RaceRoom Racing Experience*
- *KraftKart*

By syncing data and video, VBOX Sim allows racers to compare their performance on every part of the circuit. With the Circuit Tools analysis software, users can analyse their laps and identify where time and improvements can be found.

VBOX Sim can also work with a VBOX Laptimer, giving real-time feedback just as it does in your race car. This product will suit anyone who wants to go faster and improve their racing skills, whether they're new to sim racing or an experienced driver.

You can find out more about VBOX Sim ABOVE VBOX Sim is available from Steam with an RRP of £99.99, but we are giving away a copy each to FIVE lucky competition winners. All you have to do to enter the competition is answer the question on the link below.

Entries close on
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WHY GET INVOLVED?

Motorsport UK is building a more accessible, inclusive and sustainable sport for the next generation and our Committees sit at the heart of this mission. As a Committee Member, you won't just advise — you'll help turn strategy into action and ensure our sport continues to grow and evolve.

ABOUT THE ROLE

- Voluntary position (reasonable expenses covered)
- Typically, up to 3 meetings per year (in person, hybrid or online)
- 3-year terms following an initial probation period
- Work alongside fellow experts, volunteers and Motorsport UK teams
- Contribute to decisions that shape the sport at every level

WHERE YOU CAN CONTRIBUTE

We're recruiting across a wide range of areas that reflect the full motorsport ecosystem:

Discipline Committees	Autotest • Cross Country • Esports • Historic • Kart • Race • Rallies • Trials
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Sub-Committees	Autocross & Rallycross • Dragster • Kart Technical • Medical Expert Group • Rescue & Recovery • Sprint & Hill Climbs • Young Officials (under 35s)
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- Represent your community and discipline

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MEET LOCAL CLUBS



The Motorsport UK insurance policy provides a safety net to Registered Clubs

From permits to protection: A guide to motor club insurance

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

● WHAT INSURANCE COVER IS PROVIDED?

The Motorsport UK policy extends its coverage to Registered Clubs and organisation's operating within the United Kingdom, provided they are operating in accordance with the National Competition Rules and that a Motorsport UK permit or certificate of exemption is issued. The coverage period lasts for 12 months, starting from 1st January each year, and includes £100,000,000 public and products liability, £15,000,000 medical malpractice, and £1,000,000 professional indemnity insurance. It is important to note that a policy excess applies to members for each claim, except for claims related to third-party injuries.

● BENEFITS OF THE COVER

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

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

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

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

● IMPORTANT EXCLUSIONS

Given the breadth and diversity of Registered Clubs activities it is difficult to accommodate all requirements in a master insurance policy, so understandably there are notable policy exclusions that clubs should be aware of, including, but not limited to:

Employers' liability insurance: This is not included in the Motorsport UK insurance offering. All volunteers, committee members, or working club members could be considered employees of the motor club they volunteer for, from a legal liability

perspective regardless of whether they are paid. For example if any club members are injured while working on behalf of the club (outside of a permitted event), the club may be liable for any claims arising from negligence.

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

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

The Motorsport UK public liability programme excludes any form of Road Traffic Act liability. All club officials, volunteers and participants are responsible for ensuring they have adequate RTA cover for travelling to and from, as well as during, any part of the event that is on the public highway with Motorsport UK recently announcing its plans to support those who require on-event top-up cover.

● ENHANCING YOUR INSURANCE COVER

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

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

● PRIORITISING PROACTIVITY

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

For further information or to discuss your insurance needs, please contact Marsh Sport at

www.marshsport.co.uk/motorsportuk

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NATIONAL COURT

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

Sitting on 23rd June 2026
David Munro (Chair), Nicky Moffitt, Kevin Witton

Case No. J2026/07

RESULTS INQUIRY – Gurston Down Hillclimb (2nd-3rd May 2026) organised by the British Automobile Racing Club

1. Motorsport UK having been notified of an issue or irregularity arising from the results of the above event have ordered that the National Court shall inquire into the matter pursuant to NCR Ch.2 App.7 Art.9.

2. Following the running of the above Event, the Organising Club has confirmed to Motorsport UK (the ASN) that the time of Competitor, Stephen Moore (Car 112, Class 9-4WD), was omitted from the “Timed – COMBINED RESULTS” of the Event.

3. Mr Moore’s times for practice and the first run are correctly detailed in the published results; however, his times were missed from the Combined Results.

4. The timekeepers have confirmed that Mr Moore’s first run time of 33.80 seconds was valid and was such that it should have appeared in the end of event overall combined results but was inadvertently omitted.

5. Mr Moore appears in the run one classification both by class and by time, as he should, but does not appear in the combined results at the end of the Event.

6. The Chief Timekeeper, Kevin Chaffey (Speed National Timekeeper), has confirmed that the omission was an error in the preparation of the report and that Mr Moore appears to be the only Competitor affected; and further that the error had no bearing on the Top 12 run-off, Mr Moore having been thirteenth (13th) in time order of championship contenders.

7. The corrected results, together with the supporting documentation, were made available for the Court’s consideration.

8. Consequently, the Court has no difficulty in finding the following:

(1) Mr Moore’s first run time of 33.80 seconds ought to have been included in the end of event overall combined results.

(2) The corrected results are accurate, and the Court orders the publication of the corrected results of the Event.(3) No orders are made as to costs
- David Munro, Chair
National Court, 23rd June 2026
- Sitting on 23rd June 2026
David Munro (Chair), Nicky Moffitt, Kevin Witton
- Case No: J2026/08
- DISCIPLINARY HEARING – RYAN SMITH
1. The National Court has considered the case of Ryan Smith, a leading competitor in the British Truck Racing Championship 2026 (BTRC) and a previous multiple champion.

2. He appeared before the Court pursuant to NCR Ch.2 App.12 Art.1.6 having accrued 12 or more penalty points on his competition licence in a period of 12 months. The matter had been referred to the Court for the consideration of further penalty.

3. The breaches of NCR giving rise to the allocation of penalty points were as follows:

(1) BTRC -Thruxton -5th July 2025-
Ch.12 App.8 Art 1.7(k) – 4 points

2) BTRC - Brands Hatch Indy - 1st November 2025 -
Ch.12 App.8 Art 1.7 (e) – 3 points

(3) BTRC- Brands Hatch -5th April 2026 –
Ch.12 App7. Art.1.5(f) – 3 points

(4) BTRC- Thruxton - 17th May 2026-
Ch.12 App.7 Art.1.8 – 3 points

5. The Court, on hearing from both Mr Smith and from Sian Wooley who appeared for Motorsport UK, considered that the following further penalties should be imposed:

(1) Mr Smith should be subject to a Motorsport Community Service Penalty in that he must complete three (3) Marshalling Days within a period of two (2) months. These must be at Motorsport licensed events, and he must notify Motorsport UK in advance of the dates in question which must be approved by and agreed with Motorsport UK.

(2) He is fined £2000

(3) He must pay £1,000 towards Costs.

David Munro, Chair
National Court, 23rd June 2026

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Sitting on 23rd June 2026
David Munro (Chair), Nicky Moffitt, Kevin Witton

Case No. J2026/14

RESULTS INQUIRY – Shenington Kart Racing Club Junior
Rotax A Final (17th May 2026)

1. By virtue of an Order for Inquiry pursuant to NCR Ch.2App.7 Art9 the Court has been ordered to inquire into an issue or irregularity arising from the results of the above event.
2. Motorsport UK (the ASN) has become aware of issues arising from the results of the Junior Rotax A Final held at Shenington Kart Circuit on 17th May 2026. It appears that the results of the Junior Rotax A Final were incorrectly determined and/or published due to an apparent failure of the timing and/or lap counting system to correctly record the laps and finishing position of Competitor #25.
3. On inquiring into this issue, the Court finds that it is clear that the timing system failed to record one or more start/finish line passings for Competitor #25 on lap 15, potentially due to proximity to other competitors, and that no adequate manual correction was applied at the time to reflect the true finishing order.
4. As a consequence of the above, the published results did not accurately reflect the finishing positions of competitors in the Junior Rotax A Final.
5. The Court therefore orders that the results now be amended and published to show the correct number of laps completed by Competitor #25 and his true finishing position.
6. No orders are made as to costs.

David Munro, Chair
National Court, 23rd June 2026

Sitting on 23rd June 2026
David Munro (Chair), Nicky Moffitt, Kevin Witton

Case No. J2026/15

DISCIPLINARY HEARING – ‘X’ (a minor)

1. X is sixteen (16) years of age and has been competing in the 2026 British Formula 4 Championship. X had been summoned to appear before the Court pursuant to NCR Ch.2 App.12 Art.1.6 having accrued twelve (12) or more penalty points on his competition licence in a period of twelve (12) months. X had been referred to the Court for the consideration of further penalty and was represented by Sarah Franklin. Motorsport UK was represented by Nick Bamber.
2. X’s licence had been suspended since the summons was issued on 16th June 2026.
3. The points endorsed on his licence were as follows:

(1) British F4 – Brands Hatch GP – Race 2 – 5th October 2025 Ch.12.App.7 Art.1.8 – 3 points.

(2) British F4 – Snetterton 300 -Race 2- 24th May 2026 - Ch.12.App.7 Art.1.8 – 3 points.

(3) British F4 – Silverstone GP -Race 1 -30th May 2026 - Ch.12.App.7 Art.1.8 – 3 points.

(4) British F4 – Silverstone GP -Race 2 -31st May 2026 - Ch.12.App.7 Art.1.8 – 3 points.
4. It was clear that all four incidents which had led to an endorsement of X’s licence revealed a lack of awareness of other competitors with the result that in each case this caused a collision. Three of the incidents had occurred during May 2026 and two of those occurred within 24 hours of each other.
5. Ms Franklin drew the Court’s attention to a positive reference from the competitor’s driving coach and to the fact that prior to competing in F4 the competitor had a mere 18 months experience during which time he had raced karts.

6. It was not thought appropriate to suspend X’s competition licence for a prolonged period in the circumstances, but it was plain that X’s driving skills require urgent improvement. The Court agreed with that assessment.
7. Motorsport UK took the view that young drivers should be encouraged and considered that further training was required.
8. The order of the Court is that:

(1) The competitor’s competition licence is to remain suspended until the satisfactory completion of a minimum of two (2) days further instruction and assessment by an ARDS instructor of Grade A or S. The instructor will report their findings to the Motorsport UK Head of Race who will decide if sufficient progress has been achieved.

(2) The Competitor must pay the sum of £500 towards costs.

David Munro, Chair
National Court, 23rd June 2026



Sitting on 10th July 2026
Tony Scott Andrews (Chair), Adrienne Watson, David Scott

Case No. J2026/17

APPEAL AGAINST: Decision of the Stewards dated 7th June 2026 (12:40), Race 9 (Final) on 6th June 2026, Legends Cars Championship at Brands Hatch

APPELLANT: Tyler Read

Appearing before the Court:
• Tyler Read, represented by Miss Sarah Franklin
• Mr Nick Bamber, on behalf of Motorsport UK

1. Tyler Read was a Competitor in a Race for Legends cars held at Brands Hatch over the weekend of 6th-7th June 2026.
2. At 20.17 hrs on the Saturday, he was penalised by the Clerk of the Course with a five second time penalty for “gaining an unfair advantage” (NCR Ch.2 Art 1.3) by overtaking three cars just as a Safety Car period was ending. The three cars were said to be circulating comparatively slowly and had dropped some considerable distance behind the train of cars following the Safety Car.
3. The Appellant accepted the Clerk’s decision.
4. The following morning, John Mickel, the Driver of one of the three cars overtaken by Read, appealed the Clerk’s Decision on the ground that the penalty was too lenient.
5. The Stewards obviously concurred with Mickel as at 12.40 hrs, having extended his time to Appeal, issued a decision allowing the Appeal and increasing the penalty from five to thirty seconds and also imposing penalty points.
6. Miss Franklin seeks to have that Decision set aside for the following reasons:

(1) The Stewards had not issued a Notice stating a time and place for the Hearing

(2) The Hearing had been conducted in the absence of her client to whom no notice of the Hearing had been given.

1. of her client to whom no notice of the Hearing had been given.

(3) Mickel was not “a party directly involved in the incident giving rise to the decision” (NCR Ch.2 App.4) and, as such was merely another Competitor who had no entitlement to lodge an Appeal.

(4) The written Decision itself is defective in that:

a) it does not state the NCR said to have been breached,

b) if one assumes the Stewards built their Decision on the Clerk’s Decision, in that they seek to penalise for “gaining and unfair advantage”, i.e. NCR Ch.2 Art.1.3, it is incorrect to add penalty points as that Regulation does not appear within those referred to at Ch.2 App.12 Art.1.2.a as being susceptible to the imposition of penalty points.
2. Miss Franklin asserts as submitted in her written Confirmation of Appeal, that “the Stewards have failed to deal with this correctly and, in any event, the penalty given is wholly inappropriate.”
3. Mr Bamber, for his part, concurs with Miss Franklin’s representations as to the procedural deficiencies in the way in which the Steward’s Hearing was conducted but differs in that he maintains that Mickel was a party entitled to lodge an Appeal.

DECISION

4. The Court accepts the representations made by both Miss Franklin and Mr Bamber in that the Stewards heard the matter in the unsurprising absence of Tyler Read, having quite failed to give him notice of the Appeal and its Hearing.
5. The Court accordingly Orders that the Decision of the Stewards of the meeting at Brands Hatch on 7th June this year made in response to the Appeal of John Mickel be set aside in its entirety, that the results of the race in question be recast and re-issued with appropriate re-ordering of Championship points.
6. The various deficiencies in the terms of the Stewards’ actual Decision addressed by Miss Franklin are also noted, in particular the incorrect imposition of penalty points for this offence from which a greater harm would have arisen by virtue of the Championship Regulations applying a multiple to that number of points and deducting the resultant figure from Read’s Championship points.
7. The Court does not, however, agree with Miss Franklin’s assertion that Mickel was not entitled to lodge an Appeal and accepts the submission made by Mr Bamber that the Stewards were correct in accepting an Appeal from Mickel.
8. This Court finds, in this particular instance, that the Clerk’s Hearing related to “cars being overtaken when they should not have been.” That is The Incident. Mickel was clearly part of that Incident and indeed the main complainant that an unfair advantage had been obtained by another competitor.

9. It must therefore follow that he had every right to lodge an Appeal against the Decision of the Clerk.
10. It must also follow as a result of this Decision, that there has been no valid Hearing of that Appeal.

ORDERS

11. The Court accordingly directs that Mickel’s Appeal be returned to a panel of Stewards to be heard in the in the appropriate manner, subject, of course, to Mickel wishing to continue with his Appeal.
12. Should he wish to pursue it, no further Appeal Fee will be required.
13. The Fee for this Appeal lodged by Tyler Read is to be returned.

Tony Scott Andrews, Chair
10th July 2026



Sitting on 10th July 2026
Tony Scott Andrews (Chair), Adrienne Watson, David Scott

Case No. J2026/18

DISCIPLINARY HEARING – X (a minor)

Appearing before the Court:
• Mr Nick Bamber, on behalf of Motorsport UK
• X’s father appears on behalf of his son who is unable to be present

1. Competition Licence Holder,X has accrued 12 or more penalty points in a 12-month period and accordingly, pursuant to NCR Ch.2 App.12 Art.1.6, is summoned before the National Court for the consideration of further penalty.
2. The breaches of NCR giving rise to the allocation of penalty points are as follows:

a) BRSCC Fiesta Junior Championship, Donington Park National, 14th September 2025, (Ch.6 App.1 Art.2.4) – 2 points.

b) BRSCC Fiesta Junior Championship, – Silverstone GP- 16th May 2026 (Ch.12.App.7 Art.1.8) – 2 points.

c) BRSCC Fiesta Junior Championship - Anglesey Circuit International - 12th June 2026, (Ch.12.App.7 Art.1.8) – 2 points.

d) BRSCC Fiesta Junior Championship - Anglesey Circuit International - 14th May 2026, (Ch.2 App 1 Art.1.1) – 6 Points.
3. The first three penalties related to driving offences, one of leaving the pit lane whilst a red light was displayed and two for causing a collision. The fourth penalty related to the use by X of abusive language.
4. It is not the function of this Court to reconsider the circumstances of each conviction, but the Court is nonetheless concerned to note the reason for the final award of penalty points.
5. X’s father addressed the Court and endeavoured to put his sons’ actions into context.

DECISION

6. The Decision of the Court is that X’s Competition Licence is to be suspended for a period of six (6) months, commencing today, 10th July 2026.
7. X is thereby unable to compete in the next round of the Fiesta Junior Championship to be held at Donington Park on 18th and 19th July 2026.
8. At the conclusion of that Event, by which is meant 20th July 2026, the Licence Suspension will itself be suspended for the remainder of the said six-month period. If in that period there is any repetition by X of conduct constituting a breach of NCR Ch.2 App.1 Art.1.1, (abusive language or behaviour) or of NCR Ch.2 App.1 Art.1.2 (discriminatory conduct), the matter is to be referred back to this Court for its consideration.
9. X is Ordered to pay a contribution toward the costs of this Court in the sum of five hundred pounds Sterling (£500.00).

Tony Scott Andrews, Chair
10th July 2026

Sitting on 10th July 2026
Tony Scott Andrews (Chair), Adrienne Watson, David Scott

Case No. J2026/19

DISCIPLINARY HEARING – X (a minor)

Appearing before the Court:
• Mr Nick Bamber, on behalf of Motorsport UK
• X appeared with his father

1. Being a Competition Licence Holder,X has accrued 12 or more penalty points in a 12-month period, and accordingly, pursuant to NCR Ch.2 App.12 Art.1.6,X appears before the National Court for the consideration of further penalty.
2. The breaches of NCR giving rise to the allocation of penalty points are as follows:

a) Donington Park National, 13th September 2025 – Ch.12 App.7 Art.1.8 – 2 points.

b) Snetterton 300, 18th April 2026 – Ch.12 App.7 Art.1.8 – 3 points.

c) Snetterton 300, 19th April 2026 – Ch.12 App.7 Art.1.8 – 3 points.

d) Silverstone Circuit GP, 16th May 2026 – Ch.12 App.7 Art.1.8 – 3 points.

e) Anglesey Circuit International, 14th June 2026 – Ch.12 App.7 Art.1.8 – 2 points.
3. Mr Bamber submits that as each and every one of the above penalties arose from X having caused a collision, a further period of driver training would be more appropriate than a simple Suspension of Competition Licence.
4. The recommendation he makes to the Court on behalf of Motorsport UK is that there should be an interim Suspension of X’s Competition Licence pending completion by X of a minimum of four hours instruction by an independent Grade A or S ARDS Instructor selected from a list of approved instructors held by Motorsport UK (and whose identity must first be notified to them) and that subject to receiving a satisfactory report from such Instructor,X’s Competition Licence could be re-instated.

He did add that the responsibility for settling the cost of such tuition would be that of X.

5. 5.X’s father confirmed that such further education would be put into effect.

DECISION

6. After consideration the Court accepts that the recommendation made by Mr Bamber was indeed appropriate in the circumstances of this case and makes an Order in those terms, that is to say that X’s Competition Licence will be suspended pending a satisfactory completion of four hours further driver training.
7. X is referred to a paper entitled National Court Mandated Training ARDS Instructor Appointment (with which he must comply) a copy of which will be provided to him by Motorsport UK.
8. X is ordered to pay a contribution to the costs of this Court in the sum of two hundred and fifty Pounds (£250.00).

Tony Scott Andrews, Chair
10th July 2026



Sitting on 10th July 2026
Tony Scott Andrews (Chair), Adrienne Watson,
David Scott

Case No. J2026/21

RESULTS INQUIRY HEARING – RRH Portreath Sprint
Series 2026 held on 11th-12th April 2026 (the ‘Event’)

ELIGIBILITY

1. This Inquiry is Ordered by Motorsport UK pursuant to NCR Ch.2 App.7 Art.9 and NCR Ch.1 Art.1.4

2. The Court accepts that Motorsport UK is entitled in the interests of sporting fairness to amend or extend its own National Sporting Regulations, in this particular matter to extend the normally prevailing sixty (60) daytime limit for such Inquiries and issuance of Competition Results.

3. The Court therefore accepts that it has the jurisdiction necessary to conduct this Inquiry and to make such Orders as it considers appropriate.
6. The Timekeeper therefore had to rely on a Marshal at the finish line reporting the number of each car and a Timekeeper passing messages from the finish line to the Timekeeper operating the timing system. Sometimes the radio messages didn't get through, and messages had to be repeated.

7. It was clearly not an easy situation to deal with, and problems became apparent when a competitor queried the recorded time which, on investigation proved to be incorrect. Two further Competitors were also found to have incorrect times. Motorsport UK accordingly requested a full review of all the recorded times during which further discrepancies were found.

INQUIRY

4. Motorsport UK Orders this Inquiry having been notified of an issue or irregularity in the Results of the above Event.

5. The Timekeeper advised that several difficulties were experienced over the weekend of the Event:

a) First, the condition of the cabling deteriorated during Saturday due, he suspects, to the rain, although the cabling wasn't in good condition to start with.

b) Secondly, the FDS radio beam system at the finish, which had co-operated fully when tested on the Friday, had been blown over by the exceptionally strong winds during the night and been damaged.

c) Thirdly the remaining cable pairs had faults which were addressed by the Sunday.

d) And finally, the position of the Timekeeper is such that he is unable to see the Finish Line, apparently a fairly common arrangement.
8. As there were known irregularities in the recorded times, the Organiser has been unable as required by the NCRs, to issue Final Results or even Provisional Results. Although the National Court is empowered to amend even Final Results, it would seem that such is unnecessary on this occasion.

9. Motorsport UK has received from the Timekeeper a set of Results prepared after his detailed and doubtless time-consuming review which he confirms are true and accurate. These are now before the Court and will be annexed to this Order and marked "A".

10. As a result of that review the times for certain cars were now recorded as set out below:

a) The missing time for car 22 be recorded as 62.16

b) The missing time for car 23 be recorded as 62.64

c) The published time for car 2A be amended from 60.97 to 74.59

- d) The published time for car 36A be amended from 64.03 to 71.04

e) The published time for car 73 be amended from 61.24 to 67.46

f) The published time for car 76 be amended from 55.18 to 64.32

DECISION

11. The Court accepts the Timekeepers results marked "A" and accordingly Orders that:

a) The times referred to above for the six numbered cars be recorded as correct.

b) The results marked "A" stand as the Final Results for the event and be issued accordingly.

Tony Scott Andrews, Chair
10th July 2026

THE EVOLUTION OF EVS IS
ACCELERATING AT PACE — SO HOW
CAN UK MOTORSPORT EMBRACE
THE NEXT GENERATION?



**GREEN
GRASSROOTS**

T There are now more than two million electric vehicles on UK roads, around one third of which are privately owned. The future of road transport is likely to be shaped by a range of technologies, with electric vehicles forming an increasingly important part of the landscape. While there is a long way to go before EVs become commonplace in British motorsport, they present another opportunity to broaden participation.

The pioneering development of Formula E has given electrified motorsport a flagship. When it launched, the need for mid-race recharging highlighted just how far EVs had to go. Now, its move to race on the Grand Prix circuit at Brands Hatch next year demonstrates that the next generation of cars can take on a 'real' racing circuit.

At the national motorsport level, showcase events include the StreetCar EV AutoSOLO and the FIA EcoRally Scotland, which are both EV-dedicated events taking place in Scotland at the start of August. Meanwhile, the Goodwood Festival of Speed welcomed a long list of EVs this year, with the Pikes Peak-winning Super Mustang Mach-E beating the Gen4 Formula E car in the timed shootout and the introduction of the Renault 5 Turbo 3E – an electric tribute to the legendary Group B Rally car. At club level, integrating electric vehicles is becoming more straightforward as experience and understanding develops. Motorsport UK's requirements have evolved to ensure that organisers have practical guidance which reflects the different considerations associated with EVs, while remaining proportionate to the scale and nature of each event. ➔

“Our aim is to ensure that the type of vehicle someone owns is not, in itself, a barrier to getting involved in motorsport,” explains Ian Smith, Technical Director at Motorsport UK. “Where it is appropriate to do so, we’ve continued to evolve our regulations and guidance so that clubs can accommodate electric vehicles in a practical and proportionate way.”

“For many grassroots disciplines, the process is now much simpler than people might expect. As organisers have gained experience, we’ve refined the requirements while ensuring that competitors, officials and volunteers continue to have the appropriate procedures and equipment in place.”

“The considerations for electric vehicles are different to those for conventional vehicles, rather than necessarily more complex. Risk assessments should reflect the nature of the event and venue, taking into account the differing recovery requirements of vehicles according to their powertrain.”

“I JUST THOUGHT ‘OH MY GOD THESE THINGS ARE GAME CHANGING, IT WAS SO QUICK; IT WAS UNBELIEVABLE’



EV EVOLUTION

The first ever Formula E ePrix was 12 years ago, but EV competition in the UK has relied on the support of a few pioneers. The first appearance of an EV in a UK stage rally came in 2019, while the Electro Rallycross Championship and the first speed event with an EV class, the Shelsley Walsh Hill Climb, was in 2021.

The next year saw a 10-strong EV field of Teslas and Nissan Leafs entering an AutoSOLO at Brands Hatch. They were competing alongside internal combustion engine counterparts, with three-time AutoSOLO champion Alan Wakeman getting behind the wheel of an EV for the first time.

That event was run by Sevenoaks and District MC, one of the pioneers in this motorsport arena. John Chambers was one of the entrants and he recalls: “I was very determined to get EVs moving. I got a few other Tesla Model 3 owners together, organised some trackdays then encouraged them to enter whatever events we could find.

“We had to find organisers who had

somebody championing the cause. A lot of organisers either don’t like EVs or are put off by the extra things they think they need to do. AutoSOLO is one of the easiest ways into motorsport, so having an EV class really encouraged a lot of the owners I’d been talking with to have a go.”

Many of those entrants continued to compete in their EVs, with other events offering the opportunity. In the speed world, the Watergate Bay Sprint, Borough 19’s Ray Heal Memorial Sprint at Lydden Hill, and events at Shelsley Walsh expanded entries to EVs. Meanwhile, Motorsport UK worked with training providers and every registered rescue unit to ensure appropriate EV rescue capability was available as participation developed.

GROWING MARKET

Despite obtaining an EV Passport being a straightforward process, requiring only basic information about a standard road vehicle and its high-voltage isolation arrangements, fewer than 30 vehicles have so far been registered

Left: FIA EcoRally Scotland is the ultimate EV road trip, an accessible event covering picturesque and challenging terrain

Right: The Alpine A290 EV hot hatch is ideal for motorsport

Below: Steve Cropley drives a BMW i4 in the Watergate Bay Sprint

THE EV EXPERIENCE

Motoring journalist Steve Cropley has driven and raced hill climbs and sprints in four different EVs and has reached a clear conclusion: “Not enough people realise how much fun it is driving an electric car.”

Cropley has a long history in speed events over the years, competing in everything from a 1955 Lotus Six to a supercharged Ariel Atom, and he adds: “I’d definitely say competing in an electric car, like the BMW i4, is a whole lot of fun.

“If you’re switching from a petrol car to an EV, it does require a bit of adjustment because you’ve got a lot of power but also a lot of weight, so when you head into the bends, you often find yourself arriving very fast.

“You have to get your braking right, otherwise you’ll make a mess of the corner. So, precision



really matters – but once you get used to it, they’re tremendous. It really is endless power, so it’s really exhilarating.”

Joe Baguley, who is one of the early pioneers of EV motorsport but also regularly races with traditional engines, agrees.

“The first time I tried one was at Laguna Seca, when a friend of mine gave me a go in a very early Tesla and I just thought ‘oh my God, these things are game-changing.’ It was so quick; it was unbelievable and I got one as soon as they came out in the UK. You have to go and try an EV. You’ll be surprised how much fun they are.”



for competition. That means hundreds of thousands more could be.

The second-hand EV market is growing. According to Autocar, a tenth of all cars aged 5-7 years old are now electric – and with older vehicles like the original Renault Zoe costing as little as £2,000, they represent a genuine opportunity for grassroots motorsport – but only if events are equipped to deal with them.

Motorsport UK is keen to help any club that is thinking about allowing an EV class. Shelsley Walsh has been doing so for six years now, as event manager Annie Goodyear explains: “We used to run them at the end of the batch, but people don’t worry about that now, as long as we’ve announced that we’ve got one on the hill, just as we would with methanol.

“We’ve got all the appropriate additional equipment in our first response vehicle and rescue unit such as the pole, gloves and face helmet – you can easily find what you need in the NCRs – and it’s just having that confidence that the EVs are not going to do anything unusual. In fact, in many ways, they’re probably actually safer than a lot of the other cars!”

Goodyear says it is all about education, so that organisers and marshals understand that “they’re not as scary as people think” so perhaps now is the time for clubs to bring that EV evolution to the racetracks and rally stages of the UK.



[Click here for the latest Motorsport UK guidance on competing in, or running an event with an EV Class](#)

SHARE YOUR PASSION



North Devon Motor Club member **Michael Woolacott** and **Motorsport UK Chair David Richards** heading out on to the autocross course. David very much appreciated the experience, and Michael was overjoyed to have a World Rally Champion in the passenger seat of his car.



The Historic Sports Car Club has presented the Brands Hatch "You're a Diamond" Award to **Sue Bateman** in recognition of her many years of outstanding dedication and service as Chief Scrutineer. Sue has been a constant and reassuring presence in the paddock for many years and her knowledge, professionalism and approachable manner have earned the respect of everyone who has the pleasure of working with her.



Jess Johnson waits with nervous excitement for her Fiesta Junior session to begin. "By this point I've forgotten what my name is and what I had for breakfast. My entire focus is to be at one with my car. I'm imagining the track in my head and flowing through the bends!"



THERE'S A MOTORSPORT FOR EVERYONE PHOTO COMPETITION WINNERS

As part of our National Motorsport Week 'There's a Motorsport for Everyone' campaign, we celebrated the brilliant amateur photography competition entries.

From dedicated volunteers and inspiring competitors to the friendships and families found in paddocks across the country, they celebrated the people, passion and community that make our sport so special. Here are the three winners:

1. Jack Lane's winning image captured Will Hall returning to the paddock at Shelsley Walsh after setting a new hill record
Photo: Jack Lane

whose commitment makes motorsport possible
Photo: Steve Tarrant

2. The Volunteers category was won by Steve Tarrant for his striking photograph celebrating the marshals at Goodwood, recognising the dedicated volunteers

3. A few final words of encouragement before heading to the start line, highlighting the love, support and sacrifice that motorsport families make behind the scenes
Photo: Jack Lane



Revolution is YOUR magazine, and we want to celebrate your motorsport moments. Send us your photo, with a short caption, and see it included in a future issue. The caption should say 'who is in the photo, where it was taken, and the motorsport they are they are enjoying'

Revolution@motorsportuk.org



Dorothy Uwota is presented with the 2026 Pirelli British Grand Prix Marshal of the Year Award by George Russell

DEDICATION AND PASSION

AS WE CELEBRATE A SUCCESSFUL BRITISH GRAND PRIX IN WHICH WE SHOWCASED OUR PASSION FOR MOTORSPORT TO A GLOBAL AUDIENCE, WE HONOUR OUR SPORT'S VOLUNTEERS

Volunteering in motorsport is about becoming part of a passionate community, developing valuable skills, and playing a vital role in making our sport happen. Every race meeting at every level depends on a dedicated community who give their time to support competitors, spectators and organisers alike.

For many volunteers the greatest reward is the experience of having unrivalled access to the action. Along the way they develop confidence, teamwork, communication and leadership skills while building lifelong friendships with people who share the same passion for motorsport.

Many volunteers start their journey at local club events, from helping competitors at autotests, to making complex multi-stage rallies happen. The most dedicated move up to high-profile national and international events, including the many who make the British Grand Prix the envy of the world.

At Silverstone this July Dorothy Uwota was presented with the 2026 Pirelli British Grand Prix Marshal of the Year Award for her dedication and service to motorsport. She received her award from Mercedes driver and 2026 Formula 1 World Championship title challenger George Russell moments before he raced to second place in the event. ➔

Dorothy is the Chief Pit Lane Marshal at the British Grand Prix, a role that she has been carrying out since 2022. This was, however, her 26th British Grand Prix, having volunteered at the event since 2001, when she was a Pit / Grid Marshal.

Dorothy is also a familiar sight at many events in the UK and one week after receiving her award was back on duty at the Goodwood Festival of Speed.

Having been involved in the sport for many seasons, Dorothy has been closer to the action than many regulars at the UK's biggest events. In Formula 1 alone she has witnessed many historic moments from the Michael Schumacher-Mika Hakkinen battles to the irresistible rise of Lewis Hamilton, including his swashbuckling GP2 win in 2006, wet weather masterclass in 2008, and three-wheeled finish in 2020. Recent moments include Hamilton's titanic first-lap fight with Max Verstappen in 2021, and the resurgence of McLaren two years later, followed by Lando Norris' sensational win last year.

Just before Norris made that vital step on his title challenge, Maurice Bennington received the Marshal of the Year Award for 2025. Earlier this year Maurice was also honoured with the FIA

Dorothy with her award



Maurice Bennington is presented with the FIA Lifetime Marshal award by David Richards and Hugh Chambers

Lifetime Marshal award and recently received his trophy from Motorsport UK Chair David Richards, CBE and CEO Hugh Chambers. It follows a 55-year career a marshal who has supported events on most weekends each year and inspired generations through mentorship, stories and unwavering dedication.

Both Maurice and Dorothy show where volunteering can take you through commitment, expertise and passion. We extend our gratitude to everyone who helps to make our sport happen from grassroots events to major international championships. None of this would be possible without your enthusiasm and hard work.



BRITISH RACING ORANGE

Prodrive and the British Motorsports Marshals Club (BMMC) have begun a three-year partnership, in which the Banbury-based motorsport and technology business will provide ongoing support. This will help the BMMC to continue its vital work to recruit, train and support the people who ensure the safe and successful running of motorsport events across the country.

Using the banner of 'British Racing Orange', the team plan to raise awareness of marshals and create a stronger connection between the sport and the people who make it possible.

Chair of Prodrive and Motorsport UK, David Richards said: "At motorsport events across the country, you are far more likely to see orange than green. That got us thinking about the colour most closely associated with British motorsport at every level – and the answer is the colour worn by the marshals who make our sport possible."



Dear volunteers,

As we reflect on an extraordinary Formula 1 British Grand Prix weekend, we wanted to write to you personally to say one thing above all else:

Thank you.

The 2026 British Grand Prix will be remembered as one of the defining moments in our sport's history. Together, we welcomed a record-breaking 564,000 fans to Silverstone across the weekend and showcased to the world why Britain remains the global home of motorsport.

None of that would have been possible without you.

More than 1,000 Motorsport UK volunteers, undertaking 52 different roles across the event, plus 559 volunteer Silverstone Race Makers came together to deliver a world-class British Grand Prix. Your professionalism, dedication and teamwork ensured every session ran safely, and the British Grand Prix once again set the benchmark for the world.

While millions around the world watched unforgettable moments unfold on track – from Alisha Palmowski's historic F1 Academy victory, to Freddie Slater's Formula 2 podium, Lando Norris and Sir Lewis Hamilton celebrating Formula 1 Sprint podium finishes, and George Russell and Sir Lewis Hamilton standing on the Formula 1 Grand Prix podium - you were the people behind the scenes making those moments happen safely and successfully.

The British Grand Prix is much more than one weekend each year. It is the pinnacle of everything our volunteer community represents. The knowledge, commitment and experience you bring, not only at Silverstone but every weekend at circuits, rallies, hill climbs, kart tracks and events across the UK, create the foundations on which British motorsport continues to thrive.

This celebration reminded us all that the success of our sport has always depended on passionate people giving their time, expertise and energy for something bigger than themselves. Your contribution continues that proud tradition.

On behalf of everyone at Motorsport UK and Silverstone, thank you for everything you did to make this historic weekend such a remarkable success. We hope you are immensely proud of the part you played in creating memories that will last for generations.

We look forward to seeing you trackside again soon, whether at Silverstone next year or at the hundreds of events that keep our sport moving every single weekend.

With our sincere thanks,



HUGH CHAMBERS
CHIEF EXECUTIVE OFFICER, MOTORSPORT UK



STUART PRINGLE, OBE
CHIEF EXECUTIVE OFFICER, SILVERSTONE CIRCUIT

James Dorlin is finding success in the British Touring Car Championship



THE ALTERNATIVE ROUTES TO RACING SUCCESS

CIRCUIT RACING IS MUCH MORE THAN JUST SINGLE SEATERS. **JAMES DORLIN** HAS EXPERIENCED THREE OF THE MOST COMMON ROUTES TO SUCCESS

We are very fortunate to have a plethora of brilliant competitive opportunities in the UK where the motorsport ecosystem is vast and there are hundreds of championships on offer. Formula 1 remains the dream for many young karters, but only a tiny fraction will ever reach the pinnacle. So what alternative options are there?

James Dorlin's adjusted his focus early. "Reality kicks in and you realise the cost," he says. "I did a little bit of karting, but the idea was to get into a car, at 14 in what was then SaxMax and later became the Junior Saloon Car Championship."

From there Dorlin won the Michelin Clio Cup Series in his first full season

before graduating to the Renault UK Clio Cup, where two seasons on the British Touring Car Championship (BTCC) support package saw him narrowly miss out on the title.

OPTION 1: MANUFACTURER PROGRAMME

Dorlin's breakthrough came when he joined the McLaren Automotive Driver Development Programme under the tutelage of former Clio Cup champion Danny Buxton. As one of four junior drivers he raced a 570S GT4 in the British GT Championship.

"That was kind of what got me into a more professional level of motorsport," he says. "I worked with Ollie Millroy and Danny Watts as my driver coach and mentor, and I learned tons from them." →



Dorlin's success racing Renault Clios raised his profile



Manufacturer programmes are highly sought-after, offering not only GT and sportscar opportunities but salaried roles in development, coaching customers, and representing the brand at events around the world.

They also bring challenges. "When the manufacturer is paying, you're suddenly under a lot of pressure to perform," Dorlin explains. "It was tough, but it brought me on a lot as a driver and a person."

Sadly, the programme was placed on hold during the COVID pandemic, but Dorlin has good memories of the experience. "A lot of investment went into training," he says. "As a young guy trying to make a career, when you get an opportunity you take it with both hands, there's never a point where you think this is too much."

OPTION 2: PRO-AM PARTNERSHIP

Dorlin's next opportunity evolved into another route into GT racing via the Porsche Cayman Sprint Challenge GB. "They made a very good offer and we had some sponsorship. It was very late to come about, and on the Wednesday before the race I picked the car up and towed it to the track on the Friday night." From there Dorlin became the inaugural champion in 2020.

Winning the title opened another door. "During that season I met Alex [Malykhin] who had bought one as a

track car," Dorlin explains. "So, I started doing a bit of coaching; he never had any intention of racing but was doing really well." This coincided with the loss of a sponsor, so Dorlin sat out the season and focused on coaching Malykhin in the Sprint Challenge. "He decided to move up to GT3 and said: 'I'd prefer it if you were driving as well because I can use your data,' so we raced all over the Middle East during the winter."

Dorlin was fourth overall in the Porsche Sprint Challenge Middle East. The following year he returned to British GT in triumphant fashion as the pair claimed the Silver-Am championship title in a Redline Racing-prepared Lamborghini Huracan GT3.

"At that point this was an absolute dream come true," Dorlin says. "Then it all started to fall apart by the end of the year. I came away from that which meant that I didn't race for 2023 or 2024."

Right: Dorlin found British GT success in a Pro-Am partnership with Alex Malykhin



Dorlin's professional career started in the McLaren Automotive Driver Development Programme



OPTION 3: TOURING CARS

Dorlin found his way back into the sport through a third option. "It came full circle when I bumped into Danny Buxton at the end of 2024." By now Buxton was running the Speedworks operation in the BTCC and Dorlin was offered an opportunity to race a Toyota Corolla.

Touring Car racing offers an alternative route to GT and sportscars but first Dorlin had to relearn old habits. "It's a different technique trying to get lap time and manage the tyres, plus the style of racing and qualifying," he says.

"Compared to a GT car, they are very finicky and can be very temperamental. There's a lot of things that are heavily modified that aren't factory-built. I've had my fair share of little things going wrong, but that happens for everyone."

Having found a full-time drive in the Restart Racing Hyundai i30 N, Dorlin is currently leading the Jack Sears Trophy standings - including three category wins as well as two Independents Trophy victories at Thruxton - which proves that talent shines through. But one difference is the bigger profile, with live TV and huge crowds.

"You're on track three times a day, you've got engineering meetings, Q&As for your team's hospitality, autograph sessions, and still trying to get results. It's very intense, but the biggest pressure is that there's people spending a lot of money and putting their trust in me."

Without the resources of a manufacturer or wealthy amateur, Dorlin must raise funds for his racing, but he has developed commercial skills that have helped him build businesses as varied as vinyl wrapping, construction, property and accountancy. "You've got a tangible offering because of the TV and history of the championship. Most people have heard of it, whereas racing a GT is more of a challenge."

"Each is a hard sell, but a lot can be done to showcase the value in brand awareness and especially in speech, networking, and extras. Some companies will pay to have a VIP box at football, but motorsport is unique as you can take your clients in the garage and be close to the action."

Dorlin's advice to aspiring racers would be: "Build relationships. It's more about who you know and making sure that people think of you over others. Meet as many people as you can, put yourself out there in those uncomfortable situations, even when you're young, and just get talking to people. That's where my opportunities have come from."

"There's a lot of pressure to go particular routes, and to spend a lot of money, but I would say go with what you feel right at the time. It takes a lot of sacrifice but don't be worried about missing one year of racing to give yourself a better chance the following year."

Get started today

There are many ways to enjoy our sport at every level - use our event finder to locate one near you



WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS

British Autotest Championship

2nd August, Brooklands, Surrey, 22nd August, Chris Langan Memorial Autotest, 23rd August, Nic Ayre Memorial Autotest

The British Autotest Championship has a busy August with three of the final five rounds of the 2026 season taking place. As one of the most accessible of the British championships, the first of these is a real highlight as it takes place at Brooklands, the birthplace of UK motorsport. The round is also held during a big month for the historic venue as it gears up to celebrate 100 years since it hosted the inaugural British Grand Prix.

Click Here



ADAM GUMBS

Wera Tools British Kart Championship

7th-9th August, Whilton Mill, Northamptonshire, 14th-16th August, PFI, Lincolnshire

The penultimate round of the Rotax championship is joined by a guest appearance from the MightE Bambino O Plate at Northamptonshire's Whilton Mill circuit in early August. Then one week later the IAME and Honda classes have their penultimate round at Lincolnshire's PF International. The action is sure to be fast and furious from drivers aged from six years to 15 and over.

Click Here



GRAHAM HOBORN



JEP

British Rally Championship

8th-9th August, Voly Grampian Forest Rally, Aberdeenshire

Hailed for having some of the most exciting and well-maintained forest stages in the country, the Grampian continues with its popular two-day format. This year's event will have added interest, as many of the stage miles are expected to form part of next year's inaugural Rally Scotland round of the World Rally Championship.

Click Here



British Truck Racing Championship

8th-9th August, Donington Park, Derbyshire

Donington is considered the spiritual home of track racing in the UK, having hosted the inaugural British Truck Grand Prix 42 years ago and the venue's annual Convoy in the Park is a highlight of the season calendar. Truck racing events continue to offer great value to fans of all ages, with a packed programme including several truck races, a full support programme and off-track entertainment, while the undulating, overtaking-friendly circuit is a favourite with many drivers.

Click Here



British Hillclimb Championship

8th-9th August, Shelsley Walsh, Worcestershire, 29th-30th August, Loton Park, Shropshire

After a busy four-round July, the British Hillclimb Championship races towards the business end of the season with two rounds in August ahead of the season finale next month. With the hill record beaten at Shelsley Walsh in June, anticipation will be high for another exciting round before the contenders head to the beautiful surroundings and demanding Loton Park course.

Click Here



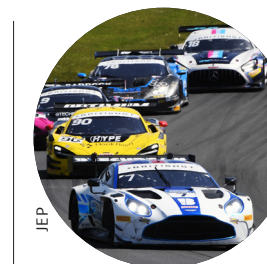
Kwik Fit British Touring Car Championship

8th-9th August, Knockhill, Fife, 22nd-23rd August Donington Park GP, Derbyshire

Following its early summer break, The Kwik Fit British Touring Car Championship (BTCC) flies through several rounds, with its annual trip to Scotland and second Donington Park fixture, this time on the full Grand Prix loop. With 12 rounds taking place over just six weeks at this key stage of the season, momentum is vital. Ash Sutton will be hoping that it isn't on chief rival Tom Ingram's side as the reigning champion aims to regain the initiative in this year's title fight.

Click Here

Motorsport UK Events Locator



JEP

British GT Championship

15th-16th August, Snetterton, Norfolk

The second half of the British GT Championship gets underway at the height of summer with a double-header of one-hour races on the Snetterton 300 circuit. At the top of the title standings Lamborghini, McLaren and BMW crews are contesting GT3 honours, with just 1.5 points separating Ginetta and Aston Martin crews in GT4. Expect plenty of action when the full grid of supercars rumbles down the Senna Straight ready to take the first of two rolling starts.

Click Here



JEP

Wera Tools F4 British Championship

22nd-23rd August, Donington Park GP, Derbyshire

A brief summer break for the drivers ends with a second visit to Donington Park on the TOCA calendar. At the time of writing Belgian Dries Van Langendonck was beginning to stretch his title lead but Britain's Lewis Wherrell leads the contenders, just ahead of Theo Palmer and Scott Kin Lundblom.

Click Here



RESULTS

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

Wera Tools F4 British Championship



Latest Championship Standings

1st	Dries Van Langendonck	194 points
2nd	Lewis Wherrell	153 points
3rd	Theo Palmer	145.5 points

Kwik Fit British Touring Car Championship



Latest Championship Standings

1st	Ashley Sutton	284 points
2nd	Tom Ingram	225 points
3rd	Dan Cammish	208 points

Kingfisher Insurance Motorsport UK English Rally Championship



Latest Championship Standings

DRIVERS

1st=	Elliot Payne	73 points
2nd	Pete Gorst	68 points
3rd	Daniel Sigurdarsson	67 points

CO-DRIVERS

1st=	Patrick Walsh	73 points
2nd	Mark Twiname	68 points
3rd	Asta Sigurðadóttir	66 points

Asset Alliance Scottish Rally Championship



Latest Championship Standings

DRIVERS

1st=	Garry Pearson	125 points
1st=	Mark McCulloch	125 points
3rd	Alex Vassallo	112 points

CO-DRIVERS

1st	Michael Hendry	129 points
2nd	Chris Lees	112 points
3rd	Michael Wilkinson	97 points

Book Now:



8th August 26

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British Hill Climb Championship



Latest Championship Standings

1st	Will Hall	175 points
2nd	Wallace Menzies	171 points
3rd	Matthew Ryder	169 points

Link-up Ltd. Motorsport UK British Autotest Championship



Latest Championship Standings

1st	Peter Grimes	203 points
2nd	Alastair Moffatt	194 points
3rd	Christopher Chapman	188 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Latest Championship Standings

1st	Ethan Faulkner	443 points
2nd	John Loudon	431 points
3rd	Stephen Miles	396 points

FuelTech Motorsport UK British Drag Racing Championship



Latest Championship Standings

1st	Andy Robinson	211 points
2nd	Jon Webster	187 points
3rd	Michel Tooren	160 points

British Truck Racing Championship



Latest Championship Standings

DIVISION 1		
1st	David Jenkins	315 points
2nd	Stuart Oliver	308 points
3rd	Craig Reid	242 points
DIVISION 2		
1st	Jake Evans	328 points
2nd	Callum Eason	301 points
3rd	John Powell	247 points

Motorsport UK Pirelli Welsh Rally Championship



Latest Championship Standings

DRIVERS		
1st	Dan O'Brien	97 points
2nd	Matthew Hirst	84 points
3rd	Bob Morgan	81 points
CO-DRIVERS		
1st	Michael Gilbey	109 points
2nd	Adrian Williams	93 points
3rd	Ian Jones	72 points

Brown & Brown N. I. Rally Championship



Latest Championship Standings

DRIVERS		
1st	Jonathan Greer	118 points
2nd	Sam Moffett	112 points
3rd	Alan Smyth	100 points
CO-DRIVERS		
1st	Niall Burns	118 points
2nd	Pierce O'Callaghan	112 points
3rd	Oisín Joyce	83 points

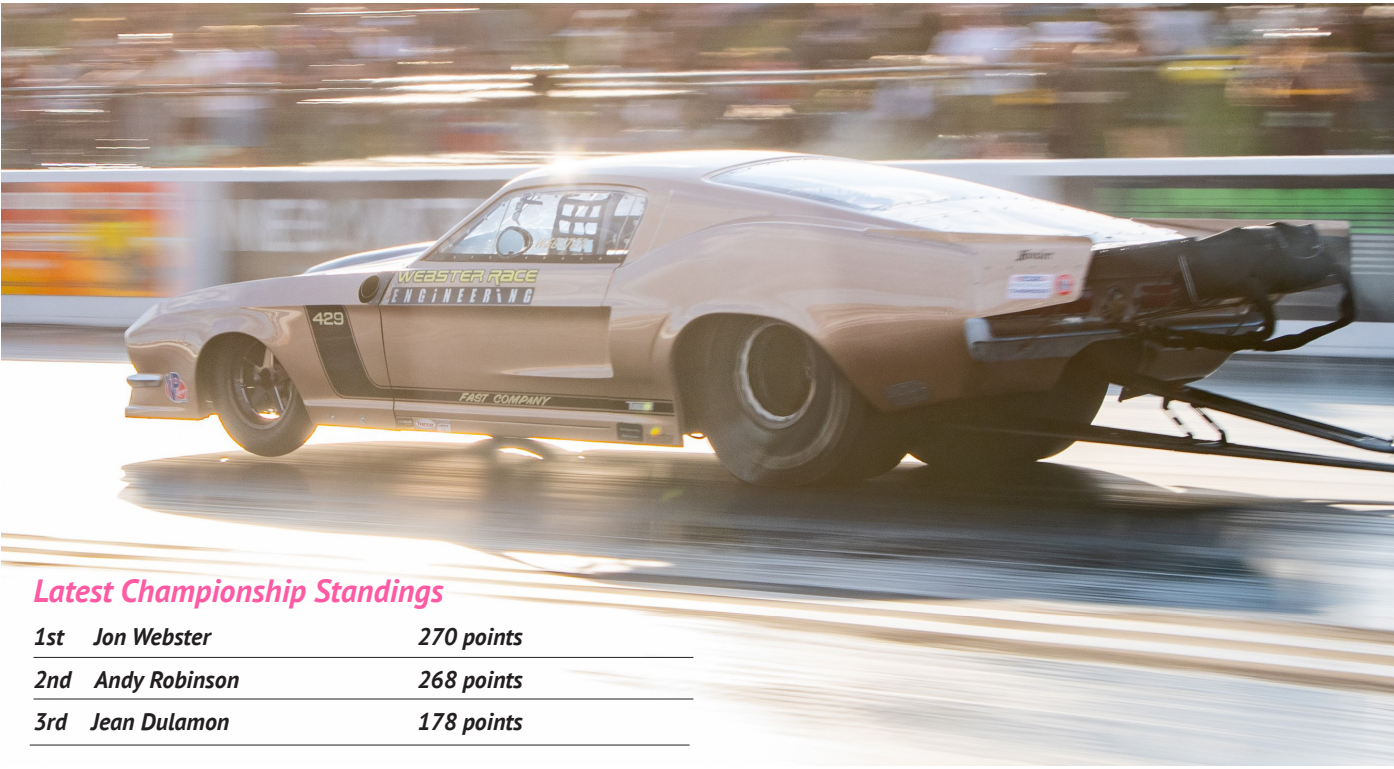
Protyre Motorsport UK Asphalt Rally Championship



Latest Championship Standings

DRIVERS		
1st	Aled Wyn Morgans	121 points
2nd	Brad Cole	106 points
3rd	Lee Edwards	102 points
CO-DRIVERS		
1st	Jack Bowen	125 points
2nd	Chris Lees	106 points
3rd	Rhys Stoneman	91 points

FuelTech Motorsport UK British Drag Racing Championship



CALLUM PUDGE / SANTAPOD

Latest Championship Standings

1st	Jon Webster	270 points
2nd	Andy Robinson	268 points
3rd	Jean Dulamon	178 points

FIND EVENTS NEAR YOU

Around 3,500 motorsport events take place every year in the UK, meaning that there are often dozens running nationwide on any given weekend during the season.

Your next adventure could be around the corner. Visit motorsportuk.org/event-finder



ADAM GUMBS

Wera Tools British Kart Championships

Latest Championship Standings

Junior Rotax		
1st	Charlie Woolfitt	373 points
Senior Rotax		
1st	Mattie Hingeley	352 points
Micro Max		
1st	Jayan Prakash	366 points
Mini Max 950		
1st	Austin Oman	376 points
E10 Cadet		
1st	Ansel Murray	260 points
Junior X30		
1st	Aaron Richardson	736 points
Senior X30		
1st	Lewis Bird	706 points
Water Swift [R]		
1st	Arthur Bowers	735 points
Water Swift		
1st	Mayson Hibbert	724 points
KZ2		
1st	Noah Wolfe	759 points
Honda Cadet		
1st	Archie Loveridge	495 points
M1 Bambino		
1st	Presley Knight	501 points

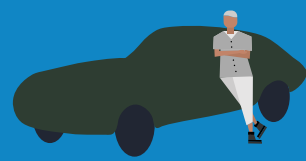


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At Adrian Flux we have over 50 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly.

Don't forget to ask about our breakdown cover and many other ways we can reduce your premium!

Ask our experienced staff about:

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- ✓ Agreed valuations
- ✓ Limited mileage discounts
- ✓ Club member discounts
- + Plus much more

Call our UK team on **0344 381 7539**



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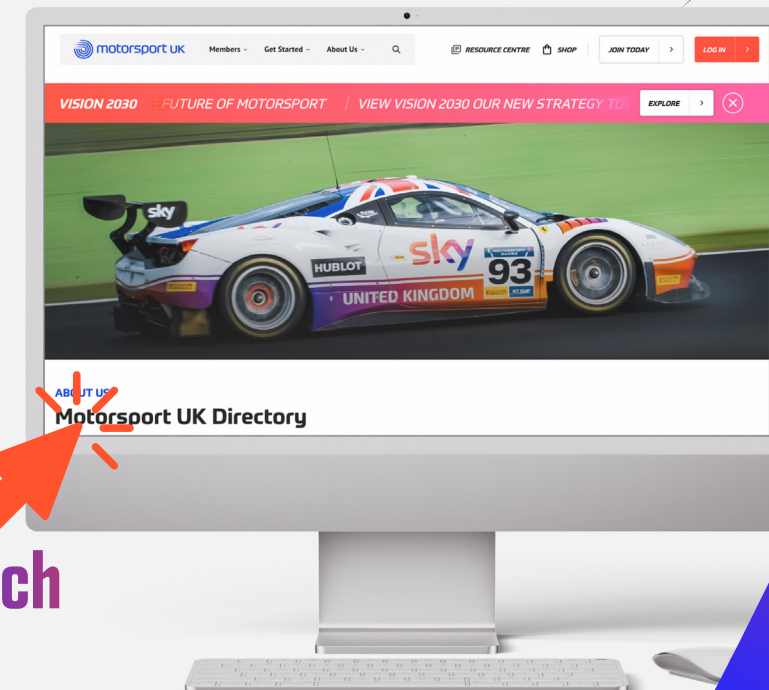
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