

AUGUST 2026
ISSUE 89

Revolution

THE OFFICIAL MAGAZINE OF  motorsport uk

INSIDE:

**VIRTUAL
VELOCITY**

Serious sim
racing

**WIGTON
MOTOR CLUB**

Investment
in growth



WORLD RALLY
CHAMPIONSHIP
SHOWCASE

WE HAVE

LIFT OFF

NATIONAL COURT • SHARE YOUR PASSION • WHAT'S ON...

My month in Motorsport

HUGH CHAMBERS
CEO, MOTORSPORT UK



PRODRIVE



*Motorsport UK
Chair David
Richards supporting
the JCB Hydromax
team in Bonneville
Salt Flats, USA*



Our mission statement sets out that Motorsport UK aims to inspire the nation with the past, present, and future of motorsport – given we are in a unique position as a sport to bask in nostalgia and be wowed by the inventiveness of the brilliant engineers who stretch the laws of physics. Over the last month I have had the opportunity to experience the full spectrum of our sport, from the glorious Bentley Drivers Club meeting at Silverstone, to the final edition of the futuristic Formula E in London, plus a flying visit to the Friday of the Dutch Grand Prix.

Admittedly these are all circuit racing focused and I am quick to acknowledge that there are many corners of our sport that can illustrate the same diversity. From classic Sporting Trials to Formula Student or AutoSOLOs to Land Speed records. On the last of these, it was

very exciting to see JCB once again pushing the boundaries. Land Speed records are governed by the FIA and provide a proving ground for new ideas and ambitious engineering. JCB's Hydromax is firmly in that tradition, using the Bonneville Salt Flats to make a compelling case for hydrogen combustion.

With former RAF pilot and Land Speed record holder Andy Green at the controls, Hydromax recorded an average speed of 406.32mph, reaching 412mph on the faster of its two runs

and becoming the fastest hydrogen-powered vehicle in the world. The numbers are extraordinary, but the engineering behind them is perhaps even more significant. It is powered by two JCB hydrogen combustion engines producing a combined 1,600bhp, with the technology rooted in the engines the company uses for its construction machinery.

There is also a strong motorsport connection. Prodrive, the British motorsport and advanced engineering company owned by Motorsport

UK Chair David Richards, being responsible for vehicle integration and trackside operations, helping prepare both car and crew for the unique challenges of a world Land Speed record campaign. Working alongside JCB and Ricardo, the company supported the development, testing and execution of the record attempt, drawing on all their experience operating at the highest levels of international motorsport. David adds another record to his roster.



But back to the world of historic racing and those magnificent men and women in their racing machines. Keston Pelmore founded the Bentley Drivers Club in 1936, three years after buying his first vintage 3 Litre. At the opening Brooklands meeting that March, he placed cards headed "Bentley Drivers Club" on the windscreens of vintage Bentleys, inviting their owners to join him in forming a club.

The response exceeded expectations. Twenty-six enthusiasts descended on Pelmore's small Sloane Avenue flat for the inaugural meeting, forcing proceedings to move to the nearby Boltons Hotel, where the first committee was elected. The club was formally incorporated on 6th July 1936 and was soon organising runs and racing at Brooklands.

It also quickly attracted some formidable names. Woolf Barnato became President, while W.O. Bentley, Dudley Benjafield, Bertie Kensington-Moir and Frank Clement were among its early members. By the end of its first year, the new club had not only established itself but secured the enthusiastic backing of the original Bentley Boys.

As a boy I would accompany my father to Silverstone to the Bentley Drivers Club annual race meeting and be dazzled by these thunderous machines and the smell of Castrol R. The first event was held there in 1949, and the 2026 edition was the 78th, in an unbroken string. I think that sums up the indefatigable nature of BDC members and indeed the historic racing family – the challenges of just keeping the infernal things running is a test of a person's resolve and spirit!

My host for the day was Brian Rivett, one of the leading authorities on vintage Bentleys and its long-standing DVLA liaison officer. I have got to know Brian quite well as he has provided shrewd counsel to Motorsport UK on matters of insurance in recent years. He kindly suggested I join his family on the banking at Copse, with the plan being to use his 1952 Bentley



Hugh and friends took part in the Silverstone track parade with the Bentley Drivers Club

Radford Countryman, which he explained was the ideal vehicle, being fitted with picnic boxes and drinks cabinets. The al fresco lunch was superb, but the Countryman had failed to make the trip and much to Brian's chagrin, the pre-lunch drivers' parade had to be in a borrowed Bentley as his own 1927 3-4 ½ Litre had expired on the trip over. Fun but fickle these Bentleys. I met so many fascinating characters, many of whom either knew or knew of my father's work on and racing of pre-war Bentleys for which he is still seen as something of a legend.

ELECTRIC PROGRESS

The following day could not have been more of a contrast. Taking the Elizabeth Line from my nearest station in Maidenhead, I was whisked directly under the streets of London to emerge 100 metres from the entrance to

London ExCeL and the venue for the FIA Formula E World Championship finale. I remember going to the first season's final race that was held in Battersea Park in July 2016, and how the entire concept had turned the world of motorsport upside down – with inner city temporary tracks, bringing the show to the people, while the cars in that first year required a swap of machinery as the battery capacity was so limited. Just ten years on the GEN3 cars are seriously quick and provide a fast-paced action-packed show.

For next year there is a new all-wheel drive GEN4 car that is said to be transformative, both in terms of speed and battery capacity. This has allowed for at least some of the events to migrate to permanent racetracks such as Zandvoort, and in the UK a new home at Brands Hatch. I am sure that this change has been the subject of huge internal debate, as the championship shifts from its original urban backdrop to more familiar territory, but commercially I am sure that the cost effectiveness of dropping into an established

infrastructure instead of creating a huge temporary construction must be compelling, and that financial gain can be invested in other innovations and promotions. As a hard-core race fan, I welcome the sight of the GEN4 cars fighting it out round Tarzan at Zandvoort and Paddock Hill bend at Brands – something we can all relate to.

As for the race, it came down to the wire, and with four laps to go it looked like Jake Dennis might scoop a second world title, but the perils of street racing took their toll, and Pascal Wehrlein was the one that doubled his title count. It was great to see Taylor Barnard winning the race and becoming the youngest driver ever to do so. The Brit has had a stellar rise through karting and the junior formulae, and maybe he will be another UK driver to lift the world title.

COMMUNITY RESILIENCE

I should also acknowledge the challenges that the weather has placed on the whole community, especially our marshals who have been obliged to stand in searing heat for hours on end to keep the show on the road. Our thanks go out to you for your perseverance and hard work. Also, commiserations to those clubs that have been forced to cancel events – often at the last minute – due to the risk of wildfires. Groups of volunteers will work for months on an event and to see it evaporate at the final stage must be heart breaking – but your civil duty is commendable. Thank you.

Wishing you a safe and enjoyable month of motorsport ahead.

Hugh Chambers
CEO, Motorsport UK

Formula E visited ExCeL in the London Docklands for the final race of 2026, where Hugh presented the trophy to Jaguar, the championship winning team



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Motorsport



THE GRAMPIAN
RALLY SHOWCASED
SOME OF THE STAGES
THAT WILL HOST
THE WORLD RALLY
CHAMPIONSHIP
NEXT YEAR

**RALLYING
CALL**

“THE BEAUTY OF AN EVENT LIKE RALLY SCOTLAND IS THAT IT MEANS DIFFERENT THINGS FOR DIFFERENT PEOPLE...”

Popping exhausts, spitting gravel and cars sliding sideways between hefty tree trunks with mere inches to spare. It's hard not to love a rally anywhere, especially in Scotland – yet, like many sports, its success is defined at the top level.

When the UK lost its World Rally Championship (WRC) round back in 2019, and the subsequent cancellation of the 2020 event due to COVID, its absence was keenly felt. In equal measure, when the world stage returns to Scotland next year, it should herald a new era for British rallying.

It's hard to understate its significance, as British Rally Championship (BRC) Media Manager Matt Cotton explains: “The WRC reaches the wider public, that's the weight it carries, and it's been massively missed. It gets people thinking ‘this is pretty cool, what's it all about?’

Sam Mason and James Seymore finished third among the British Rally Championship runners on the Grampian Rally

“The knock-on effect has been well proven – when Rally GB was in North Wales, the Cambrian Rally had far more spectators in the following years because it put rallying on the radar. I'm sure it will be the same when the WRC comes to Scotland.”

Motorsport UK's Jonathan Jackson believes having the WRC back is “crucial to the longevity of the sport” in the UK – because it is more than just an event. He adds: “The beauty of an event like Rally Scotland is that it means different things for different people...”

THE BUZZ

The international stage takes things to another level and in motorsport, the UK always rises to the occasion. Whether you're an official, a spectator or a competitor, the status of Rally Scotland is set to make things extra special.

The WRC brings a different vibe. Tom Cave experienced it first-hand as a spectator and then a driver at Wales Rally GB – and there was always one thing that stood out. ➔



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Preparation WRC



"The atmosphere is just such a joy to be part of," he recalls. "Rally GB came around in that autumn slot, and it was just something everyone looked forward to. I loved going out to watch it, and as a younger driver, coming through the ranks, I loved just being part of it."

If the scale of the event is on another level, so too is the performance of the top-level driving out on stage – and for those who love to watch a rally car in full flow, Cave says, the WRC competitors take the pace and perfection to another level.

"It's a huge difference – I can't really describe it," he says. "When people go and watch Rali Ceredigion, you get a flavour of it, but to see what level the top guys are operating at in the WRC, there's no margin for error – and they're doing that for three days."

"It really is an eye-opener how quick the pace is. I've not been involved in WRC for a while now, but I still know how high the pace is at WRC2 level. It's full-on. Even the current BRC guys will have a shock at how quick it is."

The move from Wales, where the last British round of the WRC was

held, to the Grampian region of Scotland, also marks an opportunity for the world's top drivers to be tested on some of the most fearsome and spectacular gravel stages in the UK.

This month's Grampian Rally was an eye-opener for what is to come, and Cotton adds: "It was the perfect chance to showcase the territory, the stages and what people can expect from the region and its forests."

"One of the forests they use is pretty much the biggest in the region, so it's likely a number of those stages will feature on the WRC event. They are very technical but super-fast too – they are very, very good stages and people will really enjoy them." ➔

WRC entrants Jon Armstrong and co-driver Shane Byrne took overall victory on the Voly Grampian Forest Rally, commenting that the stages were fast and challenging

Below: Tom Cave knows the BRC and WRC drivers will relish the Scottish stages in 2027



Preparation WRC

Evans and Martin ran as the course car on the 2026 Voly Grampian Forest Rally



SPACESUIT MEDIA

TALENT SHOWCASE

The British round of the WRC has long been an aspirational event for many British drivers and co-drivers, but it has also opened the doors for many to compete at the top level.

Cotton estimates over 40 percent of the Rally1 drivers and co-drivers in WRC were originally schooled in some way on the BRC, and he explains: "Our championship has historically been one of the biggest feeders into world-level rallying. It's almost a natural progression.

"People who contest the BRC always look to progress and go on to do bigger things, and when it was a qualifying round, the WRC was always a chance for us to show everybody who we are, what we are, what the championship is made of, and why it's so impressive."

Cave was one driver to benefit from the showcase offered by a British round of the WRC when he finished as top privateer on Wales Rally GB in 2019. He recognises just how taking on the world's best 'at home' can get you in the spotlight.

"That was one of the reasons we always wanted to do that

BE PART OF RALLY SCOTLAND 2027

Motorsport UK Chair David Richards joined the Voly Grampian Forest Rally as a marshal as part of his mission to experience as much of the sport as possible in 2026. You can be part of Rally Scotland in 2027!

Find out More



event," he says. "It put my name out there and I was levelling myself against people like Kalle Rovanperä at Škoda, Takamoto Katsuta, Hayden Paddon and Mads Østberg.

"Everybody was doing that rally and for us to get the result we did – finishing as the third WRC2 car out of 35 WRC2 entries – people notice that. They take that away and think 'he's not just quick in the BRC' and that's how I think other drivers should approach it as well.

"The margins are tiny – but that's how you learn as a driver and from a young driver's perspective, someone like Max McRae, of course he is going to be aiming high next year, but he might get a bit of a shock at just how quick WRC2 really is.

"It's all about being able to benchmark yourself against the top WRC2 guys. I was always told you're not expected to beat them and win, but if you can go there and show some pace against them, that's what matters."

THE INSPIRATION

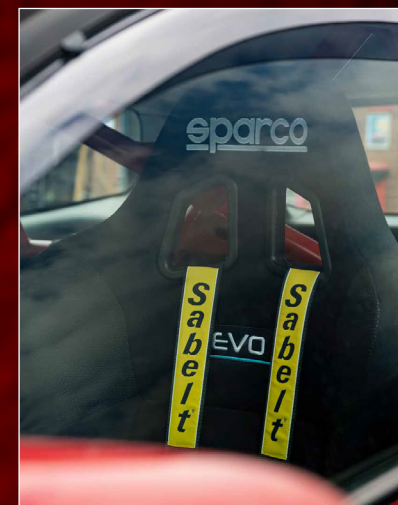
A home round of the BRC is a showcase for top British stars, and it is an inspiration for all those →



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OUR E-CATALOGUE

MEMORABLE MOMENTS

Since the inaugural FIA World Rally Championship in 1973, the UK's round has been known as the RAC Rally, Network Q RAC Rally, Wales Rally GB – and next year Rally Scotland. These are five of the most memorable events in its history...



1976 RAC RALLY
Roger Clark's historic home victory

In one of British rallying's most legendary achievements, Roger Clark and co-driver Stuart Pegg mastered the notoriously slippery forest stages across England, Scotland and Wales in a Ford Escort RS1800 to become the first home winner.



Click to watch



1995 RAC RALLY
Colin McRae secures the world title

A year after his first home victory, Colin McRae faced a tight battle with Carlos Sainz heading into this final round – but his relentless attacking approach took him to the title and the emotional scenes in Chester cemented his status as a Rallying legend.

1998 RALLY GB
Carlos Sainz's heartbreak

Few rallies have ended with greater emotion. Sainz needed to finish fourth on the final stage to win the title after title leader Tommi Mäkinen crashed out early on, but a catastrophic engine failure a few hundred metres from the finish left him and co-driver Luis Moya trying, to no avail, to push their car, and their dream, over the line.



2001 RALLY GB
Richard Burns wins the title

After winning the rally two years in a row, Richard Burns and co-driver Robert Reid were in a tense fight with Colin McRae and Tommi Mäkinen for the world title and their risk-averse approach secured the points needed, proving consistency can triumph over speed.



2003 RALLY GB
Phil Mills crowned World Rally Champion.

Phil Mills joined the Subaru World Rally Team in 2000, along with Petter Solberg, which created one of the most dynamic driver partnerships in the WRC. In 2003, a second consecutive Rally GB victory secured Petter and Phil the Drivers' and Co-Drivers' world championship titles.



2017 WALES RALLY GB
Elfyn Evans' emotional home win

In heavy rain and deep mud, Elfyn Evans mastered the notoriously difficult Welsh forest stages to delight home supporters, becoming the first Welsh driver to triumph and the first British winner since Richard Burns in 2000.

"A WRC EVENT IS NEXT LEVEL IN ALMOST EVERY WAY – AND FOR MANY, IT WILL BE AN ADVENTURE OF A LIFETIME"



After winning the 2001 World Rally Championship with Subaru, Richard Burns switched to the factory Peugeot team, driving the dominant Peugeot 206 WRC alongside co-driver Robert Reid for the 2002 and 2003 seasons

involved in grassroots rallying as it offers the chance to see how the global superstars take on some of the familiar UK stages.

The 'drip-down' effect is one of the reasons Motorsport UK fought so hard to get the WRC back, and Jackson explains: "An event of this size inspires people to see what the sport can offer them and that is felt at every level and in every area.

"We have been fortunate to have Rali Ceredigion in the European Rally Championship over the last three years, and they have done a fantastic job of ensuring the sport kept its position on the international stage. Now, Rally Scotland will strengthen our position even further."

This is an opportunity for people who show an interest to discover the doors that are open to them – from the core of club rallying to the National Rally Title championship, which is embedded within the BRC and aims to offer top-level rallying with a smaller budget.

Cotton explains: "In the National

Rally Title, people can take part with older or self-prepared cars – rather than FIA-homologated machinery – and it gives more people the chance to get the experience of competing regularly on BRC events.

"They can run a Mk2 Escort, a Mitsubishi Evo or even a Vauxhall Nova – so it's even possible to build a rally car for around £10,000 and do the championship, rather than having to spend the £70,000 or so that's required for the cheapest homologated rally car."

Ultimately, Rally Scotland is an opportunity to build recognition for all rallying in the UK, encouraging more popularity and more participants, whether that is behind the wheel, on the pace notes or stage-side making everything happen.

"It's important to encourage those who are new – or returning – to the sport stay for years to come," concludes Jackson. "A WRC event is next level in almost every way – and for many, it will be an adventure of a lifetime."



FIA TITLE WINNERS Historic day for British karting

British karting celebrated one of its greatest ever days on the international stage as drivers from the British Kart Championships secured three FIA European Championship titles at Kristianstad in Sweden, underlining the exceptional strength and depth of the UK's talent pathway.

The outstanding results saw Will Green crowned FIA European Champion in the OK Junior category – a title previously won by Lando

Norris, George Russell and Sebastian Vettel – while last year's Junior World Champion, Noah Baglin, claimed the FIA European Championship in OK, and Albi Lapper lifted the prestigious FIA Karting Academy Trophy after a season of consistently impressive performances against the world's best young drivers.



FORMULA E Jaguar wins Championship

There was plenty for British fans to cheer at the dramatic double-header season finale at ExCeL London, where Briton Taylor Barnard claimed his first Formula E victory – see the Parting Shot this month for more...

And in the Teams Championship, Jaguar TCS Racing outsourced rivals Porsche to claim the 2025 / 26 Teams' World Championship title.

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FORMULA E / GETTY IMAGES



NATIONAL CHAMPIONSHIPS

Pearson and Lees claim Scottish crowns

The 2026 Asset Alliance Group Scottish Rally Championship (SRC) drivers' and co-drivers' champions were crowned at round six of the season, the Grampian Forest Rally, this month. M-Sport driver

Garry Pearson secured the drivers' title, while Chris Lees – who was navigating for Alex Vassallo – became the co-drivers' champion.

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HILL CLIMB Fastest day ever

It all came down to the final two climbs of the British Hill Climb Championship weekend for Will Hall and Wallace Menzies. Hall stopped the clock at 22.28s – under his previous hill record,

but the day belonged to Menzies, and when the clock stopped at 22.20s it was the fastest climb ever made of Shelsley Walsh, slicing seven hundredths of a second off Hall's fastest time.

Read More



SUSTAINABLE FUELS

JCB sets new World Record

Prodrive is celebrating alongside JCB, Ricardo, and the whole JCB Hydromax team after the hydrogen-powered streamliner established a new FIA World Land Speed Record with an official average speed of 406.320mph. Driven by Wing

Commander Andy Green OBE, JCB Hydromax completed the record attempt on the Bonneville Salt Flats, setting a new world benchmark for a hydrogen combustion-powered vehicle. The achievement represents the culmination of an

intensive development programme that combined JCB's hydrogen combustion technology with engineering and operational expertise from across the project team.

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ECO RALLY

Spain triumph in Scotland

Spain's Jose Manuel Perez Aicart and Javier Herrera Alejos claimed victory in the Hyundai Inster at the 2026 FIA Eco Rally Scotland, after a thrilling weekend of sustainable motorsport, with one of the closest finishes in FIA Eco Rally Cup history, highlighting the incredible precision required to succeed.



Read More

STREETCAR

Streetcar Festival heads to Wales

The Streetcar Festival will be making a pit stop at the BARC Wales Sprint Championship on the 6th of September. This exciting event will showcase the best of grassroots motorsport and demonstrate how you can get behind the wheel of your own car to take part. Local clubs will also be providing the opportunity to experience the thrilling speed of AutoSOLO through passenger rides.



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FAST TRACK COMPETITION

Win a seat in the 2027 MINI CHALLENGE Trophy

Your motorsport journey could start here, with the chance to win a fully supported 2027 season in the Cooper Class of the MINI CHALLENGE Trophy, worth up to £100,000.

TeamSport Karting FastTrack, powered by EXCELR8 Motorsport, is a five-stage programme offering aspiring drivers

the opportunity to learn, develop and demonstrate what it takes to progress from indoor karting into circuit racing.

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MOTORSPORT UK ACADEMY DiSE 2026/27 Cohort Announced



Twenty talented and promising young drivers have been confirmed for the Enhanced Diploma in Sporting Excellence (DiSE) programme for the 2026/27 academic year.

The bespoke two-year programme aligns with the wider Motorsport UK Academy Talent Pathway by encompassing the three

core elements to success; technical skills, holistic athlete development and high-performance values. Delivered on the Brooksby College Campus – the home of the Motorsport UK DiSE Academy.



KARTING PARTHWAY SuperChamps 2026



The opening SuperChamps season of 2026 delivered close racing, dramatic championship battles and standout performances across Daytona Motorsport's venues at Milton Keynes, Tamworth, and Sandown Park.

The championship forms part of the Motorsport UK Recognised Karting

Pathway, providing competitors with a clear opportunity to continue developing their skills through competitive outdoor arrive-and-drive karting.



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CHAMPIONSHIP SUPPORT

Asset Alliance Group extends title partnership

Ahead of what promises to be an era-defining year for Scottish rallying in 2027 as the FIA World Rally Championship exclusively visits the nation for the very first time, Asset Alliance Group is keen to continue supporting Scotland's national championship and benefit from a strong on-event presence and branding that boosts its brand and expands its business network.

Recognised as the UK leader in commercial vehicle finance and transport solutions, Asset Alliance Group also has a major footprint in Scottish rallying, supporting a plethora of rising talent including Max McRae, Garry Pearson and Ollie Forrester.

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VISION 2030 NEWS UPDATE

New Awards for 2026

New for 2026, Motorsport UK is proud to announce the Young Volunteer of the Year award which recognises the hard work, dedication, and leadership demonstrated by volunteers in the sport under the age of 35.

From marshals and officials to club volunteers and organisers, this award provides our community an opportunity to recognise the young people giving their time and energy to our sport.



More information about the new award and details of how to nominate a deserving young volunteer are available here.

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MEMBER SURVEY

Your Motorsport, Your choice

The Motorsport UK Member Survey 2026 is your opportunity to shape our services, support, communications and member experience.

Take the survey before Friday 18th September and have a chance to win British GT hospitality tickets, or a £100 amazon gift card! Click the link on the right to get started.

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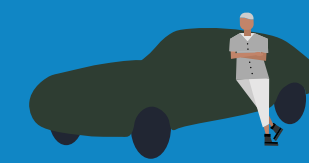


DOM GIBBONS

Lombard
Rally



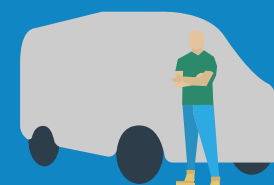
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DIARY DATES

Club Workshops announced

Motorsport UK is pleased to share the dates and locations for our 2026 Club Workshops and Event Steward / Event Secretary Workshops.

These workshops provide an excellent opportunity to connect with fellow clubs and volunteers, share best practice, discuss key developments, and gain valuable insights to support your club and event activities.

The dates for the upcoming workshops are:

Guernsey – Saturday 12th September

Scotland – Saturday 24th October

Wales – Saturday 31st October

Gatwick – Saturday 21st November

Northern Ireland – Sunday 22nd November

Birmingham – Saturday 28th November

Leeds – Sunday 29th November



DOM GIBBONS

Read More

Further details, including venue information and agendas, will be confirmed over the coming weeks. We encourage club representatives and event officials to attend and take advantage of the opportunity to engage with the Motorsport UK Club and Volunteer Development Team

and contribute to discussions on the future of our sport.

These are voluntary workshops so we are unfortunately unable to cover expenses, however lunch and refreshments will be provided on the day.

CLUB TOUR

Summers End

Tavern Motor Club is introducing a new event in 2026, with the intention of making the Summers End Tour an annual fixture in the club calendar.

Running on Saturday 26th September 2026, the Summers End Tour is a 94-mile route on the Mendips and Somerset Levels, starting and finishing at Priddy Village Hall. The tour uses mainly B roads, minor roads and country lanes, with under 10 miles on A roads. The £110 entry fee includes tea, coffee and breakfast roll at the start, plus refreshments at the midway stop, and a hot meal at the finish.



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New regulation consultations

New or amended regulations proposed by the Specialist Committees are available online for consultation.

Click here for the latest consultation documents.



TEAMSport KARTING FAST TRACK

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SCRUTINEERING
Safety Equipment
Inspection Reminders

As in-car technology and safety equipment continue to evolve, it's important that inspections remain consistent and in line with the National Competition Rules (NCR) and FIA guidance. Below are two reminders for Scrutineers.



SCRUTINEERING
Conflict of Interest and
Post-Incident Vehicle

When carrying out inspections for Motorsport UK vehicle documents, Scrutineers must not inspect their own vehicles or vehicles owned by close family members, relatives or friends, or in any situation where a conflict of interest – or the perception of one – could reasonably exist.

Where a vehicle has sustained accident damage and requires re-inspection before returning to

competition, the relevant Motorsport UK vehicle document should be confiscated and forwarded to the Motorsport UK Technical Team at the earliest opportunity. The vehicle must successfully complete the appropriate re-inspection process before the document can be reinstated or replaced.



RALLY SCOTLAND
Join Rally
Scotland for 2027

Be part of the
Action on Rally
Scotland 2027

The FIA World Rally Championship returns to the UK from 2027 with a new event, Rally Scotland, headquartered in Aberdeen and taking place in the forests of north-east Scotland. You can get involved and be part of this international sporting event. Sign-up for more details on volunteer roles today.



Tribute

MOTORSPORT UK PAYS
TRIBUTE TO MEMBERS WHO
HAVE SADLY PASSED AWAY

Andrew Manston



Well-known rally photographer Andrew Manston, known throughout the sport as Andy, created superb rally photographs, but they only told a small part of his story.

While competitors initially noticed the M&H Photography man behind his Foto board and his camera, Andy quickly became an integral part of their events and wider lives. It's a mark of the love and affection in which Andy is held that tributes reflect

the man in front of the camera, more than the man behind it.

Andy was seen at many events, with cheerful greetings and a hug or handshake passing both ways. It often felt as though he was at every event, no matter whether it was a night rally in East Anglia or a daytime event in the South West the very next morning.



John Wink



The Asset Alliance Group Scottish Rally Championship and the wider rally community is devastated to learn of the passing of John Wink, aged just 44.

Starting his rallying career in 2014 driving a Mitsubishi Evo, the Scottish rallying community quickly fell in love with John – a caring soul with a devastating turn of speed, proved by his Challengers title in 2018 (and trio of Third Overall championship finishes in 2018, 2023 and

2024). Becoming the first ever driver to privately own a Hyundai i20 R5 in 2017, John proved himself across the UK - winning the final ever Wales Rally GB National in 2019.

However, his proudest achievement was taking a long-awaited SRC victory at the Snowman Rally in 2024; an immensely popular result across the entire service park.



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Member Benefits

MEMBER BENEFIT OF THE MONTH

Getting Race-Ready

Whether you are preparing for your first competition or looking to upgrade your existing equipment, having the right kit and support can make all the difference.

Based at Silverstone, Grand Prix Racewear (GPR) has been helping racers, karters, and motorsport enthusiasts get race-ready for more than 30 years.

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GPR's expertise goes beyond supplying equipment. The team also provides specialist motorsport services including custom-moulded Autotel earpieces, helping competitors achieve clear, comfortable communication, alongside fire extinguisher servicing, helping ensure vital safety equipment remains ready for competition.



JOSHUA LOCKWOOD



For Motorsport UK members, there's even more reason to visit. Members can enjoy **£25 off orders over £250, 10 per cent off Grand Prix Racewear personalised custom suits, plus a £25 voucher with Motorsport UK Starter Packs.**

Whether you're buying your first helmet, replacing

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VIRTUAL VELOCITY

HOW SIM RACING HAS FOUND ITS PLACE AS A REAL MOTORSPORT DISCIPLINE



Above: The
Britcar 24 hours
of Silverstone

Sim racing has proven to be far more than just a temporary substitute for real-world competition. It is now a discipline in its own right.

When Max Verstappen made his endurance racing debut last year, his choice to race with a member of his Verstappen Sim Racing esports team rather than an experienced on-track driver delivered huge kudos to the reputation of virtual racing.

Briton Chris Lulham was a junior kart champion before switching to esports,

where he quickly became an on-screen superstar. He won the British F4 iRacing Trophy ahead of Luke Browning in 2020, signed for Verstappen Sim Racing and went on to win virtual 24-Hour races at Le Mans, Nürburgring and Daytona. Aside from one British F4 race, he had only started racing on track a year before he joined up with Verstappen.

"A lot of people just don't realise that sim racing is another discipline of motorsport in its own right," says Motorsport UK's Head of Esports, Paul Crawford. "It's not a game and it's not

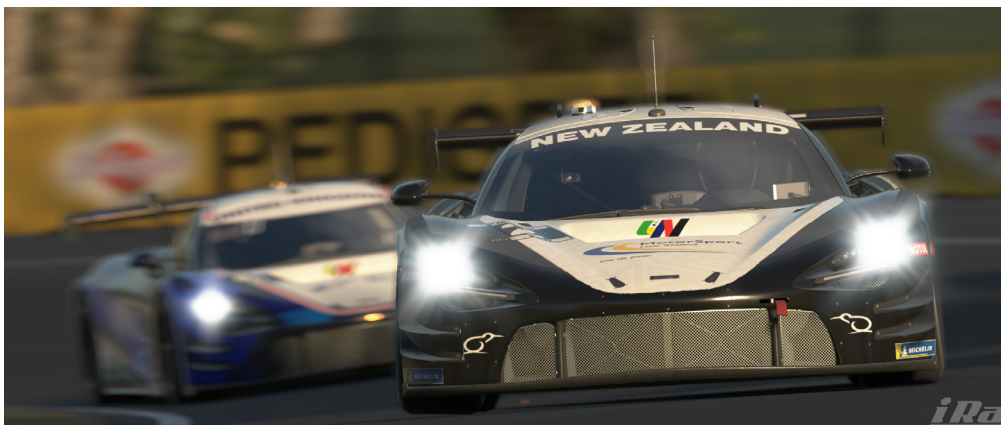
just an add-on to real world racing. At the top level, the professional teams operate a lot like the teams in real world racing – and people can now make a career out of it."

THE VIRTUAL LADDER

Motorsport UK runs a selection of sanctioned community championships for high-level hobby racers which are just as professional as real-life racing, with stewarding, broadcasts and prizes. This is where entry level racers cut their teeth. ➔

Left: The British F4 Esports Championship racing at Oulton Park

Below: The Four Nations Esports Cup



Things get even more serious at the pro level – in championships like the British F4 Esports Championship – where drivers need high in-game iRatings to get on the grid, some racers are paid to compete, and many teams have team managers, engineers and full in-race comms. Some even do data mining and use development drivers for set-up work.

It is now even possible to make a career in esports as a team leader. Seb Hawkins did just that, joining Williams F1 esports in the pandemic to take charge of a 50-strong driver roster with 15 engineers running 150 races – including running George Russell and Nicolas Latifi in the F1 esports Virtual Grand Prix series.

“It was a really nice merger with them all fighting for performance,” recalls Hawkins. “There were no egos. I remember George spent every hour of every single day on it, going to Curry’s to find the next best thing to put on his sim rig so he could be the fastest! I’ve never seen somebody dedicate so much time to it!”

“We won Virtual Le Mans and started to get cross-pollination in funding from the F1 team sponsors. It went from them putting a small percentage of a deal into esports, to offering esports as an extended sponsor package.”

Real-life team sponsors started funding the esports team and when F1 returned to the track, Hawkins flew to races to run simulators. On one occasion, he started comparing roles with one of the team race engineers and recalls: “I was looking at data for Daytona 24 hours, he was looking

at data from the Grand Prix, and he couldn’t believe how far sim racing had come.”

MANAGING THE TEAM

The British F4 Esports Championship field now includes representatives from F1 teams Ferrari, Williams, Red Bull, Alpine and Aston Martin. Many drivers are signed up to contracts and paid a monthly salary – albeit still in the order of hundreds, not thousands of pounds.

That series has a fixed set-up but in other championships, car-set up is part of the game – and teams use technical analysts, pro driver coaches and expert engineers to get to the top. “Engineers can be a superpower,” says Hawkins. “We use the same systems and look at the same variables as the real world, so there are all sorts of mechanical and aero changes we can make. We even have engineers come from university now to learn before they go into real world race teams.”

In sim racing, practice does really make perfect and pro drivers can spend hours preparing for each race.

“There’s a lot of different elements to preparation,” says Hawkins. “We plan circuit-specific programmes, and have dedicated test sessions with everybody online, and the drivers work on their own with a feedback loop to share understanding as a team.”

Esports races are typically fast and frantic, with a lot of jostling for position. Team tactics can play an important role, and the wheel-to-wheel action is certainly bolder than in real world racing – mainly because virtual crashes have a lower fear factor.

It is not a free-for-all, however. Most races run with a level of governance and Crawford explains: “Teams can make a protest after the race, and our stewards will review it. If necessary, they will apply a penalty – from added race time right up to disqualification.”

NEXT LEVEL

Sim racing is evolving, and, Hawkins believes it could eventually stand on a level with real-world racing, opening a whole new avenue for motorsport fans, drivers and engineers.



The Esports Cup has excellent close racing battles at every event

“Consumer level community-focused sim racing is on an absolute high,” he says. “The top tier side is a bit bumpy right now because the community is quite diluted, with too many games and competitions, but it goes through waves driven by funding and prize money. It’s all about being agile and building towards that next big moment.”

Engagement with sim racing will continue to change as new generations look to experience motorsport in different ways. The connection between the virtual and real-world will continue to grow, with drivers transitioning and sim racers supporting on-track operations – but it seems sim racing itself is getting ready to stand on its own two feet.

An entire service industry is now

growing up around the discipline and Crawford notes: “You’ve got the hardware manufacturers, telemetry and software and then you’ve got car set-up companies that provide setups for hobbyists who don’t have the time or skills to create car setups. It’s a growing industry.”

Hawkins believes the most important thing is that the numbers of people involved in the beating heart of the industry, consumer sim racers, is growing exponentially. It’s exciting,” he says. “We’ve got so many different elements to the industry and talent is coming through. Now we just need a sustainable championship with teams and driver development, more stability, and more revenue, and we’ll be away..”



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If you would like to get involved with esports then visit our dedicated esports hub and sign up for our membership and get 12-months of iRacing included in the £27.99 membership



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 11th August 2026
Tony Scott Andrews (Chair), Peter Roberts, Ian Watson

Case No. J2026/06

MOTORSPORT UK ORDERED INQUIRY

Appearing before the Court:
• Mr Nick Bamber, on behalf of Motorsport UK
• Mr Edward Ives of Elite Motorsport and his legal representative
Mr Dan Chapman of Leathes Prior (via video link)

1. This matter comes before the Court as an Inquiry ordered by Motorsport UK for the Court to consider the terms of the Decision made by the Championship Stewards for the GB4 Championship on the 1st May this year, to determine whether the Entrant Competitor acted dishonestly in its representations to the Stewards and to vary, confirm or impose such penalty as it considers appropriate.
2. The Decision in question originated with a request to the Championship Stewards to consider whether Elite Motorsport had breached a ban on testing in the two weeks prior to an Event at that Circuit. The Championship Stewards accordingly conducted a hearing at which Mr Ives had assured them that Elite's drivers had not driven their GB4 cars at the test. The Stewards accepted this and took no further action but subsequently saw a video recording provided by Silverstone Circuits of Elite's two GB4 cars circulating at the test.
3. The Championship Stewards reconvened their Hearing on 1st May 2026 and determined that Elite had in fact conducted a private test in breach of the two week test restriction and imposed a Penalty in the following terms:

a) That Elite Motorsport team (not the Drivers) be Disqualified from the Event held on 23rd-26th April 2026.

- b) That all Team Championship Points awarded at that Event be forfeit.
- c) That Elite Motorsport be suspended from the 2026 GB4 Championship but that such suspension be itself suspended for the remainder of the calendar year.
- d) Elite Motorsport to pay a fine of £1,200.
4. That Decision came to the attention of Motorsport UK who then ordered this Inquiry.
5. The evidence of Mr Ives, owner and Team Principal of Elite Motorsport Ltd ("Elite") is effectively that the history of the matter before the Court starts with a GB4 Team Manager's meeting held at Donington Park on 4th October 2025. The Minutes of that meeting which he produces show that there was to be a "Private test ban from midnight on Sunday before event at the same circuit."
6. This was to be a new Championship Regulation as, at that time, there was no such testing restriction in place. Mr Ives asserts that he and most, if not all, teams believed there would be "a one week" ban on private testing in 2026 and planned Elite's year's testing programme accordingly.
7. When the 2026 Championship Regulations were published in March 2026, they contained a two week ban on private testing. Mr Ives duly contacted the Promoter of the GB4 Championship and reminded him of the agreement reached at the October Team Manager's meeting. The Promoter agreed that a mistake had been made, assured him that there was only a one week restriction on private testing and that the Promoter would get the Championship Regulations changed to reflect this.
8. Elite Motorsport duly arranged a test for two of their GB4 cars and two of their GB3 cars with their respective registered Drivers at Silverstone on 14th April 2026

- and would share the facility and its costs with Double R Racing. On 13th April 2026, Mr Ives received a call from the Promoter indicating that they were still hoping to have the GB4 Sporting Regulations changed, but later that evening he received a further call advising that it had not been possible to amend the Regulations and that if Elite Motorsport carried out their Silverstone test the next day it would amount to a breach of the two week test ban.
9. The following morning, Mr Ives communicated with his team which had arrived at Silverstone and said that his two Drivers (one of whom had flown in from Belgium) must not drive the cars and, further, that although Elite Motorsport could run their GB3 cars as planned, they must take no part in running their GB4 cars. He had made arrangements for another team to run the GB4 cars which would be driven by the Driver coaches, not the Drivers themselves. Mr Ives considered this would not be in breach of the two week testing ban. The Championship Stewards obviously took a different view and imposed the Penalty referred to above, which he accepted.
 10. Today, this Court finds that each of the Penalties applied by the Championship Stewards in their decision of 1st May 2026 must be set aside for the reasons put to the Court by Motorsport UK which, using the numbered sequence of the Stewards decision referred to above, are as follows:

a) A Championship Steward's ability to Disqualify is limited to a Disqualification from further participation in the Championship (NCR Ch.2 App.2 Art.4.1).

b) As Championship Stewards cannot Disqualify from an Event, it follows that an order that Points be forfeited is invalid.

c) Only the National Court can suspend a penalty (NCR Ch.2 Art. 5.1). It is noted also that the Suspension intended by the Championship Stewards did not set

- out the grounds upon the occurrence of which the suspensive effect would lapse.
11. This Court accordingly imposes the following Penalty in place of that imposed by the Championship Stewards.:

a) The points awarded to the team Elite Motorsport from their participation in the GB4 Championship Event held at Silverstone on 23rd-26th April 2026 be forfeited.

b) The points awarded to Elite Motorsport's Drivers at that same Event are unaffected by this decision.

c) Elite Motorsport is to pay a Fine in the sum of five thousand pounds sterling (£5,000.00), credit to be given in respect of the twelve hundred pounds sterling (£1,200.00) Fine imposed by the Championship Stewards in the event that this has been paid.
 12. The final matter which the Court is ordered to consider is whether the Entrant Competitor acted dishonestly in its representations to the Stewards. The Court has heard evidence from both Mr. Ives, from the Chairman of the panel of Championship Stewards and have had the benefit of the contemporaneous notes taken by a Championship Steward. The Court finds no evidence of any misrepresentation.

Tony Scott Andrews, Chair
11th August 2026



Sitting on 11th August 2026
Tony Scott Andrews (Chair), Peter Roberts, Ian Watson

Case No. J2026/12

DISCIPLINARY HEARING – NICHOLAS MORLEY

Appearing before the Court:

- Ms Sian Woolley and Mr Nick Bamber, on behalf of Motorsport UK
- Mr Nicholas Morley

1. Mr Nicholas Morley appears before this Court charged with:
 - a) Making a false declaration for the purposes of his participation in an Event Permitted by any ASN, in breach of NCR Ch.2 App.1 Art.1.4; and / or
 - b) Misbehaviour and / or unfair practice, in seeking to circumvent the eligibility and start-permission requirements applicable to him, in breach of NCR Ch.2 App.1 Art.1.6; and / or
 - c) A dishonest act or proceeding in connection with any Competition, Event or motorsport generally, in breach of NCR Ch.2 App.1 Art.1.3; and / or
 - d) Acting prejudicially to the interests of Motorsport UK, the FIA and / or motorsport generally and bringing motorsport into disrepute (including as against another ASN), in breach of NCR Ch.2 App.1 Art.1.5, Ch.2 App.2 Art.6.3 and Ch.6 Art.8.1.
2. The charges are read to Mr Morley who accepts the Charges.
3. The facts presented by Motorsport UK are that Mr Morley, who lives in Barbados, wished to compete in the Citizens King of the Hill Rally (“the Rally”), part of the BCIC Rally Barbados 2026.
4. On Thursday 21st and Friday 22nd May 2026, Mr Morley presented his car for scrutineering for the Rally, he was asked to produce his Competition Licence but was unable to do so. The following day, in response to a further request to produce his Licence, Mr Morley sent to the Event Secretary by WhatsApp an image of a Motorsport UK licence bearing the words Race National and a Motorsport UK Licence number. On Wednesday 27th May 2026, enquiries (about the two Licences Mr Morley had then produced) were made of Motorsport UK by the Barbadian ASN.

5. Motorsport UK ascertained that although a Licence with the same number as that produced by Mr Morley had been issued by Motorsport UK, it had been issued to someone other than Mr Morley and that although the second Licence which he had produced had indeed just been issued to Mr Morley, it was a Race Interclub (UK only) which could not have start permission and would not enable Mr Morley to compete in the Rally.
6. That same day, the 27th, an email was sent to Mr Morley advising that his Licence was subject to an Interim Suspension and notification was given to the Barbadian ASN who would, in turn, notify the club organising the Rally. On the evening of the 27th May 2026, Mr Morley sought to enter the Rally’s Driver’s Briefing, causing it to be delayed. The Rally’s Chief Steward and the Clerk of the Course confirmed that he did not hold a Licence which would enable him to enter the Rally.
7. This was followed by a number of telephone conversations between Motorsport UK and Mr Morley when the nature of an interim Suspension was explained and the reasons for which it had been imposed which Mr Morley confirmed he understood. Mr Morley subsequently contacted the Organiser of the Rally and made wholly incorrect representations that if the invalid licence could be withdrawn, he felt sure Motorsport UK would lift the suspension, and he would be able to compete using his Motorsport UK Interclub Licence.
8. On 29th May 2026, the Rally Stewards issued a Decision stating that Mr Morley was unable to satisfy the Licence requirements for Entry to the Rally. Mr Morley subsequently sought to withdraw the presentation of his Motorsport UK licence and to obtain a Licence from the Barbadian ASN.
9. Mr Morley addressed the Court in mitigation explaining that his father who had been a UK Champion Rally

Driver in his day, was now extremely ill. He had believed that it would please and help his father to know that his son had competed in a Rally in his old car. There had been very little time left in which this could be achieved. He said that he took the matter seriously and had flown over from Barbados especially for this Hearing.

10. The Court, while having great sympathy for Mr Morley’s wish to participate in the Rally in order to please his father, can find no excuse for Morley’s continuing refusal to accept that he could not Enter it.
11. First, a Licence which was not his was altered and submitted to the Organising Club. Then, having obtained a Competition Licence from Motorsport UK in his own name he persisted in his attempts to enter the Rally notwithstanding that it was of an insufficient grade, attempting to participate in the Driver’s Briefing after being informed that his Motorsport UK licence had been suspended, making incorrect representations to the Organiser as to the intentions of Motorsport UK and ultimately attempting to obtain a Barbadian Competition Licence while holding a Motorsport UK licence without referral to Motorsport UK.
12. It may be that this seemingly total lack of appreciation of motorsports licensing system and attempts to circumvent it were due to naivety rather than deliberate evasion but, nonetheless, Morley’s actions were unacceptable and the charges against him are well founded. 13. The Court accordingly Orders that:
 - a) Nicholas Morley’s Motorsport UK Licence is to be suspended forthwith.
 - b) No further Motorsport UK Licence is to be issued to him for a period of five (5) years commencing with today’s date.

c) Mr Morley pay a Fine in the sum of five thousand pounds sterling (5,000.00).

d) Mr Morley is to pay a contribution toward the Court’s Costs in the sum of seven hundred and fifty pounds sterling (£750.00).

Tony Scott Andrews, Chair
11th August 2026



Sitting on 11th August 2026
Tony Scott Andrews (Chair), Peter Roberts, Ian Watson

Case No. J2026/23

DISCIPLINARY HEARING – RICHARD LINDSAY

Appearing before the Court:
• Ms Sian Woolley and Mr Nick Bamber, on behalf of Motorsport UK
• Mr Richard Lindsay and his partner Annabelle

1. This Disciplinary matter arises from an altercation between two 750 Motor Club Competitors, namely Richard Lindsay and Wayne Flint, each of whom races a Honda Type R, which occurred at the Club's Event at Donington Park on 28th June 2026.

2. The Competitors appeared before the Clerk of the Course on the day of the Race, who found each Driver guilty of contravening Motorsport UK's NCR Ch.2 App.1 Art.1.1 (Abusive language or behaviour, physical assault or threat of assault.) and Disqualified each Driver from the Event and referred them to the Stewards.

3. The Stewards having held a Hearing and considered the Report of the Clerk of the Course, the available evidence and the Competitors' representations, agreed that each had committed an act of physical assault contrary to the above Regulation and imposed the maximum Penalty available to them: an immediate thirty-day suspension of their Competition Licence and referral to Motorsport UK to consider referral to this Court for consideration of the imposition of a further Penalty.

4. The Court has heard from Mr Lindsay and seen a visual recording of the latter part of the altercation.

5. There is no doubt that it was Wayne Flint who came to Mr Lindsay's awning and was abusive to him. There is equally no doubt that, while confronting one another, Mr Lindsay at times was holding and allegedly brandishing a torque wrench. A punch was thrown by Mr Flint. It seemed that neither Driver had any wish to disengage from the confrontation and other persons came forward to calm the situation and separate the two.
6. Each party claims to have acted in self-defence, expresses their regret for their actions said to be entirely out of character and extends their apologies to the Court.

7. The actions of each party to this incident were utterly unacceptable and there is absolutely no place in motorsport for such conduct. The Court finds each Driver's actions to be equally reprehensible.

8. The Court accordingly Orders that:

a) Mr Lindsay's Competition Licence be suspended until 1st January 2028, the last five months of that period to be suspended on terms that should there be any repetition of abusive or threatening behaviour, Mr Lindsay will be brought back before this Court and the suspensive effect of this Order upon his Penalty will be terminated.

b) Mr Lindsay will pay a Fine in the sum of fifteen hundred pounds sterling (£1,500.00)

c) Mr Lindsay will pay a contribution toward the Costs of the Court in the sum of five hundred pounds sterling (£500.00)
- Tony Scott Andrews, Chair
11th August 2026
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- Revolution Magazine
- Sitting on 11th August 2026
Tony Scott Andrews (Chair), Peter Roberts, Ian Watson
- Case No. J2026/24
- DISCIPLINARY HEARING – WAYNE FLINT
- Appearing before the Court:
• Ms Sian Woolley and Mr Nick Bamber, on behalf of Motorsport UK
• Mr Wayne Flint
1. This Disciplinary matter arises from an altercation between two 750 Motor Club Competitors, namely Wayne Flint and Richard Lindsay, each of whom races a Honda Type R, which occurred at the Club's Event at Donington Park on 28th June 2026.

2. The Competitors appeared before the Clerk of the Course on the day of the Race, who found each Driver guilty of contravening Motorsport UK's NCR Ch.2 App.1 Art.1.1 (Abusive language or behaviour, physical assault or threat of assault) and Disqualified each Driver from the Event and referred them to the Stewards.

3. The Stewards having held a Hearing and considered the Report of the Clerk of the Course, the available evidence and the Competitors' representations, agreed that each had committed an act of physical assault contrary to the above Regulation and imposed the maximum Penalty available to them: an immediate thirty day suspension of their Competition Licence and referral to Motorsport UK to consider referral to this Court for consideration of the imposition of a further Penalty.

4. The Court has heard from Mr Flint, seen a visual recording of the latter part of the altercation and noted the character references submitted on behalf of Mr Flint.

5. There is no doubt that it was Mr Flint who initiated the altercation by coming to Lindsay's awning and was abusive to him. Mr Flint explained that his frustration with Mr Lindsay came from on-track incidents involving Mr Lindsay as well as a technical issue. There is equally no doubt that while confronting one another Mr Lindsay at times was holding and allegedly brandishing a torque wrench and that a single punch was thrown by Mr Flint. It seemed that neither Driver had any wish to disengage from the confrontation and

other persons came forward to calm the situation and to separate the two.

6. Each Driver claims to have acted in self-defence, expresses their regret for their actions said to be entirely out of character and extends their apologies to the Court.

7. The actions of each party to this incident were utterly unacceptable and there is absolutely no place in motorsport for such conduct. The Court finds each Driver's actions to be equally reprehensible.

8. The Court accordingly Orders that:

a) Mr Flint's Competition Licence be suspended until 1st January 2028, the last five months of that period to be suspended on terms that should there be any repetition of abusive or threatening behaviour, Mr Flint will be brought back before this Court and the suspensive effect of this Order upon his Penalty will be terminated.

b) Mr Flint will pay a Fine in the sum of fifteen hundred pounds sterling (£1,500.00).

c) Mr Flint will pay a contribution toward the Costs of the Court in the sum of five hundred pounds sterling (£500.00)

Tony Scott Andrews, Chair
11th August 2026

Revolution Magazine

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Sitting on 13th August 2026
Mark Heywood KC (Chair), Richard Norbury,
Adrienne Watson

Case No. J2026/26

DISCIPLINARY HEARING – X (a minor)

- Nick Bamber and Sian Wooley for Motorsport UK.
- X appeared together with Mr Salmon, his Team Manager.

These proceedings were conducted via Microsoft Teams

1. X has accrued more than 12 penalty points on his competition licence within a period of twelve months. Accordingly, he has been summonsed before the Court for consideration of further penalty, pursuant to NCR Ch.2 App.12 Art.1.6.
2. The details of these breaches and penalties are as follows.

Event	Date of Decision	Breach	Points
British F4 - Donington GP, Race 3	31 August 2025	Ch.12. App.7 Art.1.8 Causing a collision and / or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3
British F4 - Brands Hatch GP, Race 2	10 May 2026	Ch.12. App.7 Art.1.8 Causing a collision and/or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3
British F4 - Brands Hatch GP, Race 2	26 July 2026	Ch.12. App.7 Art.1.8 Causing a collision and / or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3
British F4 - Thruxton, Race 2	26 July 2026	Ch.12. App.7 Art.1.8 Causing a collision and/or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3

3. Mr Bamber drew the Court’s attention to the narrow period of time in which the 2026 breaches occurred against the long period since the breach, now nearly expired, in August 2025. Further, that Motorsport UK recognises that, in appropriate circumstances, re-education can be valuable and that in this case, the interim suspension of X’s competition licence brought about by this summons had been only three days, so had been of no effect in terms of preventing X competing to date.
4. Mr Salmon set out X’s progress, his racing and testing commitments and submitted that, without going behind them, the timing of the breaches had to be viewed in the wider conduct of X’s otherwise competent racing.

CONCLUSION

5. X’s competition licence is suspended with effect from today’s date to 31st August 2026, or until he complies with the following re-education requirement, whichever is the later date.
6. X is required to complete 4 hours of re-education as directed by an independent ARDS grade “A” or “S” instructor from the Motorsport UK approved list.
7. On satisfactory completion of that re-education, the instructor shall provide a written report to Motorsport UK’s Head of Race, detailing X’s participation, conduct and perceived improvement in respect of his driving and competence to hold a competition licence.
8. If that report is considered satisfactory, X may apply for his competition licence to be returned from that date, not to be before 31st August 2026.
9. X is to pay a contribution to the costs of these proceedings in the sum of £500.

Mark Heywood KC, Chair
13th August 2026



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EST. 1977

Sitting on 13th August 2026
Mark Heywood KC (Chair), Richard Norbury,
Adrienne Watson

Case No. J2026/27

DISCIPLINARY HEARING – LUKE HILTON

- Nick Bamber and Sian Wooley for Motorsport UK.
 - Mr Hilton appeared together with Mr Daniel Hilton and Mr Ward (Team Manager).
- These proceedings were conducted via Microsoft Teams.

1. Luke Hilton has accrued more than 12 penalty points on his competition licence within a period of twelve months. Accordingly, he has been summonsed before the Court for consideration of further penalty, pursuant to NCR Ch.2 App.12 Art.1.6.
2. The details of these breaches and penalties are as follows.

Event	Date of Decision	Breach	Points
GB4 Championship, Brands Hatch, Race 2	24 August 2025 (12:43)	Ch.12. App.7 Art.1.8 Causing a collision and/or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3
GB4 Championship, Silverstone, Qualifying	25 April 2026 (13:09)	Ch.12. App.8 Art.1.7. e/f Failure to comply with e., Yellow – ‘Waved’ and f., Yellow – ‘Double Waved’ signals	4
GB4 Championship, Silverstone, Race 3	26 April 2026 (18:42)	Ch.12. App.7 Art.1.8 Causing a collision and/or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3
GB4 Championship, Silverstone, Race 3	2 August 2026 (18:35)	Ch. 12. App. 7 Art.1.8 Causing a collision and/or repetition of serious mistakes or the appearance of a lack of control over the vehicle	3

DISCUSSION

3. An aggravating factor in Mr Hilton’s case is that he appeared before this Court on 5th August 2025, having accrued twelve points on his 2025 competition licence between 27th April – 13th July 2025. Two of those breaches were for causing a collision etc., one for driving in a manner incompatible with general safety and one for failing to obey the instructions of an official. (See J2025/23).

4. The penalty imposed then was as follows:

5. *“Luke’s licence will be suspended for twelve weeks with effect from 21st July. Luke is required to complete a minimum of six hours of driving re-education with an independent ARDS ‘A’ or ‘S’ grade accredited Instructor, the identity of the instructor to be first notified to and approved by Motorsport UK’s Head of Race.*

Upon completion of the course of instruction, the instructor shall provide a written report on Luke’s participation, conduct and perceived improvement in his driving and general competence to hold a Competition Licence. That written report is to be submitted to Motorsport UK’s Head of Race. If the Report is considered to be satisfactory Luke may make application for the return of his licence.

Such application will not be considered before August 18th.

In the event that the licence is returned to Luke, the remaining period of suspension will itself be suspended provided no further offences are committed within that period.

Provided no further offences are committed, the penalty points will be removed from Luke’s licence at the expiration of the twelve weeks of suspension.”

[i.e., 13th October 2025]

6. It follows that despite having satisfactorily completed his mandatory re-education, the first of the breaches that brings Mr Hilton before us, which reactivated the 12-week suspension, was committed no more than 6 days after the return of his 2025 competition licence and must have been at the very first event he entered.

CONCLUSION

7. The breaches that lead to these proceedings were serious. Mr Hilton breached the yellow flag regulations by not reducing speed where firstly static, and then waved yellow flags were displayed to protect marshals who were on track. The remaining offences all involved contact with another competitor’s car, and on two occasions prevented the other competitor from finishing the race. All of these, like the yellow flag offences, raise serious safety concerns.
8. We have considered the option of further mandatory re-education. We have heard that Mr Hilton is already benefitting from further development, specific to his needs, arranged with his team. We strongly support that, since we are satisfied that there is a real necessity.
9. However, in these circumstances we take the view that a disciplinary element must take priority over re-education in a further penalty.
10. Accordingly, Mr Hilton’s competition licence is suspended for 12 weeks, from 12 August 2026 to midnight on 03 November 2026.
11. Mr Hilton is to contribute £500 to the costs of these proceedings.

Mark Heywood KC, Chair
13th August 2026



Sitting on 13th August 2026
Mark Heywood KC (Chair), Richard Norbury,
Adrienne Watson

Case No. J2026/29

NOTICE OF JUDGMENT IN THE MATTER OF X (‘THE COMPETITOR’) – APPLICATION FOR REMISSION

1. This matter comes before the National Court on an application to remit a Suspension of Motorsport UK’s recognition of the Competitor’s Belgian Competition Licence.
2. The Decision of the Court is that the application is refused. We make no other orders.
3. Our fully reasoned judgment will follow as soon as possible, and it is that which carries effect. This Notice is simply to inform the parties of the Decision and is of no further regulatory effect.

Mark Heywood KC, Chair
19th August 2026



Sitting on 13th August 2026
Mark Heywood KC (Chair), Richard Norbury,
Adrienne Watson

Case No. J2026/30

NOTICE OF JUDGMENT IN THE MATTER OF X (‘THE
COMPETITOR’)

INTRODUCTION AND BACKGROUND

1. This case came before the National Court on 19th August 2026. The hearing was convened remotely, but due to technical difficulties and the limited availability of members of the Court it was impossible to deliver a fully reasoned judgment before X was next due to compete, on 22nd-23rd August 2026. Accordingly, following the hearing we gave our decision, refused the application, and said that we would give our reasons as soon as possible. This is our full judgment.
2. This was an unusual case. It came before the National Court on the application of Rodin Motorsport and their driver, X, who has accrued more than 12 penalty points within 12 months. The details of the relevant breaches and penalties are as follows.

Date	Breach of NCR	Points
31 August 2025	NCR Ch.12 App. 7 Art. 1.8: Causing a collision	3
21 September 2025	NCR Ch.12 App. 7 Art. 1.8: Causing a collision	3
21 September 2025	NCR Ch.12 App. 7 Art. 1.5(f): Hindering another driver	3
19 April 2026	NCR Ch.12 App. 7 Art. 1.8: Causing a collision	3
30 May 2026	NCR Ch.12 App. 7 Art. 1.8: Causing a collision	3

3. Where a competitor has accumulated 12 penalty points within a 12-month period, the usual process is for Motorsport UK to initiate disciplinary proceedings before the National Court, to consider the imposition of a further penalty.
4. X competes in the British F4 Championship, but he does not hold a licence issued by Motorsport UK. He competes under a licence issued by the Royal Automobile Club of Belgium, recognised by Motorsport UK. National Competition Rule Ch.2, App.1(e) provides that Motorsport UK “...has the discretion to suspend any Licence or Registration issued by it or to suspend any recognition in the ASN Territories of a Licence or Registration issued by another ASN whether permanently or pending any referral to the National Court.”
5. On 13 August 2026 Motorsport UK notified Rodin Motorsport that because X had accumulated more than 12 penalty points within a 12-month period, they intended to invoke that procedure and suspend recognition of X’s licence. In order to respect the process that would take place before the National Court, X and Rodin were invited to make any representations they considered relevant. Subject to any such representations, Motorsport UK proposed that the recognition of X’s competition licence be suspended until 31st August 2026, or until the satisfactory completion of a stipulated course of further instruction / driver coaching to Motorsport UK’s satisfaction, whichever is the later date.
6. On 18th August 2026, Motorsport UK confirmed the decision to suspend recognition of X’s licence.
7. On 19th August 2026, having discussed the matter with Motorsport UK’s legal team, Rodin Motorsport wrote to the National Court to request the remission of the penalty pursuant to NCR Ch.2, App. 7, Art.8.14.

In doing so, Rodin acknowledged that the penalty was one imposed by Motorsport UK, not the National Court, but in the belief that this was the correct procedure.

SUSPENSION OF RECOGNITION – THE
JURISDICTION OF THE NATIONAL COURT

8. There is a distinction between the powers exercised by Motorsport UK, even those of a quasi-judicial nature, and the jurisdiction of the National Court. We have therefore considered whether, in these circumstances, the National Court has jurisdiction over a suspension of recognition imposed in the discretion of Motorsport UK, and not from a referral by it to the National Court, pursuant to NCR Ch.2, App.1(e).
9. NCR Ch.2 App.2 Art.1(e) refers to suspension of competition licence as a penalty “under the NCR”.
10. NCR Ch.2 App.4 Art. 1.11 provides, (our emphasis) “*The National Court has the authority in its entire discretion to remit the unexpired term of any Suspension or Exclusion.*” In addition, NCR Ch.2 App.7 Art 8.14 provides, “*Remission of Penalty. The National Court has the right to remit any unexpired term of a suspension or exclusion, as it may think fit.*”
11. “Suspension” is defined by NCR Ch.2 App.4 Art 7.8 (as relevant) as, “*a penalty imposed in writing by the relevant Judicial body or the ASN forbidding a person body or Vehicle from taking part in any Competition for a stated period.*”
12. We have considered whether a decision to suspend recognition of a licence should be distinguished from a “a penalty... forbidding a person from taking part in a competition.” Since the practical effect is the same, and the regulations afford this Court the widest discretion to remit any suspension, we have concluded that in these circumstances, the application is admissible.
13. To remit, in this context, means to cancel or lessen a penalty. The language of both NCR Ch.2 App.4 Art. 1.11 and App.7 Art 8.14 expressly refers to remission of the unexpired term of suspension.
14. On behalf of X, it was submitted that immediate suspension, which would prevent his competing the following weekend, 22nd–23rd August 2026, would not be proportionate, and that “*the same safety and education objectives could be achieved by requiring X to*

complete the ARDS instruction, while remitting or varying the suspension so that he is permitted to compete this weekend.”

15. In our experience, where disciplinary proceedings are commenced for consideration of further penalty following the accumulation of 12 penalty points, the interim suspension of licence imposed pending the decision invariably prevents the competitor from entering at least one event, sometimes more. Despite accumulating 12 points on 19 April 2026, X has enjoyed the benefit of being able to compete in the championship rounds on 9th–10th May, 23rd–24th May, 30th-31st May 2026 (accumulating a further 3 points, taking his total to 15), 11th–12th July and 25th–26th July without any interim suspension.
16. We recognise that three of the penalties imposed on X date back to 2025 and accept what we are told about his improvement as a driver since the end of the 2025 championship. However, in our judgment, the accumulation of these breaches was serious, and it was a reasonable exercise of Motorsport UK’s discretion to impose a penal element as well as directing further training. Accordingly, we were not persuaded that any remission of the suspension was appropriate.

CONCLUSIONS

17. For these reasons this application is therefore refused.
18. For the avoidance of doubt, recognition of X’s competition licence remains suspended until 31 August 2026, or until his satisfactory completion of the required instruction / driver coaching to Motorsport UK’s satisfaction, whichever is the later date.
19. In all the circumstances we make no order as to costs.

Mark Heywood KC, Chair
23rd August 2026



Sitting on 11th August 2026
Tony Scott Andrews (Chair), Peter Roberts, Ian Watson

Case No: J2026/09

DISCIPLINARY HEARING – IAN DONALDSON

Appearing before the Court:

- Ms Sian Woolley and Mr Nick Bamber, on behalf of Motorsport UK
- Mr Ian Donaldson

1. Mr Ian Donaldson appears before this Court charged with:
 - a) Making a false declaration for the purposes of his children's participation in an Event permitted by any ASN, in breach of NCR Ch.2 App.1 Art.1.4; and / or
 - b) Misbehaviour and / or unfair practice, in seeking to circumvent the eligibility and start permission requirements applicable to his children, in breach of NCR Ch.2 App.1 Art.1.6; and/or
 - c) Acting prejudicially to the interests of Motorsport UK, the FIA and / or motorsport into disrepute (including as against another ASN), in breach of NCR Ch.2 App.1 Art.1.5, Ch.2 App.2 Art.6.3 and Ch.6 Art.8.1.
2. The charges are read to Mr Donaldson who does not accept the Charges and denies them.
3. Mr Bamber on behalf of Motorsport UK states that Mr Donaldson is a PG Licence holder for each of his two children, each child holds a Kart Interclub Licence. Mr Donaldson although resident in the UK, spends time in Tenerife and wished his children to participate in a Kart Event to be held there.
4. Mr Donaldson had told him that he had telephoned Motorsport UK on 19th May 2026 to discuss Licence upgrades and for permission for his children to race in Tenerife. He said that he had been told that the children's existing Licences would not permit them to race outside of the UK and that to do so they would need to upgrade their Licences.
5. To obtain the necessary upgrade to their Licences they would need to have completed in at least ten Events at three different Venues. Mr Donaldson had realised that it would not be possible for his children to upgrade their Licences in the time available, hence his children could not take part in the race in Tenerife.
6. On Friday 22nd May 2026, Mr Bamber said he became aware that Motorsport UK had been contacted by the Spanish ASN (RFEDA) with an urgent query as to whether certain documents were valid. The documents purported to be start permissions from Motorsport UK for each of Donaldson's children to enter a local Kart Event in Tenerife.
7. Enquiries were made which confirmed that the documents did not align with any documents issued by Motorsport UK, that Motorsport UK had no record of having issued any such document and that Mr Donaldson's children do not have – and had never had – a grade of Licence of which a start permission could be issued.
8. On 26th May 2026, the Licences of Mr Donaldson and his two children were each subject to an Interim Suspension and Mr Donaldson was advised of this by email. Despite this, each child competed in the Kart Event held in Tenerife on 29th May 2026, specifically the second round of the Campeonato de Tenerife de Karting.
9. Mr Donaldson states that he had sought advice and assistance from someone who ran a karting business in Tenerife who had arranged for his two children to race. He was unaware that to achieve this result a number of false documents has been created and used. He had not seen them prior to these instant proceedings, he had relied upon the individual in Tenerife and believed all to be correct.
10. The Court finds that notwithstanding the clear information given to Donaldson by Motorsport UK that his two children were not technically competent to

compete in an Event in Tenerife, he still endeavoured to ensure that his children could race. He liaised with an individual in Tenerife who ultimately produced documents purporting to come from Motorsport UK authorising each child to compete abroad. It is understood that these documents bear a remarkable similarity to such documents as are issued by the Spanish ASN.

d) Mr Donaldson shall pay a contribution to the Costs of the Court in the sum of one thousand pounds sterling (£1,000.00).

Tony Scott Andrews, Chair
National Court
11th August 2026

11. It is these documents that RFEDA forwarded to Motorsport UK and of which Motorsport UK had no knowledge. It is also these documents which were relied upon to enable both children to participate in the Event in Tenerife on 29th May 2026.
12. The Court finds that although Donaldson claims never to have seen the false documents prior to these proceedings, he is the PG licence holder and therefore assumes responsibility for allowing his children to take part in an Event for which their experience was insufficient, for which they were unable to hold the appropriate grade of Licence and to race in circumstances where they would not have the benefit of the insurance cover provided to Competitors with a Motorsport UK Licence.
13. This Court accordingly finds that Mr Donaldson is guilty of each of the Charges against him and Orders that:
 - a) The PG Licence held by Mr Ian Donaldson be suspended forthwith and that no further Motorsport UK PG Licence be issued to him for a period of five (5) years commencing with the date of this Order.
 - b) The Motorsport UK Licences of Mr Donaldson's two children who competed in Tenerife be re-instated.
 - c) Mr Donaldson shall pay a Fine of four thousand pounds sterling (£4,000.00).

SHARE YOUR PASSION



Jacob watches the rally cars fly by on SS1 Durris, at the Voly Grampian Rally. Jacob owes his existence to the Mull Rally, where his parents met many years ago.

DUNCAN BROWN



Just some of the thousands of visitors to BHP Fest at Westpoint, Exeter, in June, taking an interest in the display by ASWMC member Clubs – making motorsport happen!



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GROWING GRASSROOTS



INVESTMENT IN ITS MEMBERS AND FACILITIES ALLIED TO A WELCOMING APPROACH HAVE HELPED **WIGTON MOTOR CLUB** GROW ITS COMMUNITY AND TURN FIRST-TIME VISITORS INTO LONG-TERM MEMBERS.

National Motorsport Week inspired clubs across the country to encourage the recruitment of newcomers as part of our 'There's a Motorsport for Everyone' campaign. For Wigton Motor Club, embracing this initiative has generated an immediate and positive boost.

The club ran three events during National Motorsport Week, including a cars and coffee monthly meeting at their headquarters, The Motor House. "To make it a bit different, we invited members with competition cars to come," Club Secretary Graeme Forrester explained. "We had people from autotesting, targa rallying, and car trials there to talk about their cars and what they did. We attracted quite a few extra people, a lot more youngsters.

"We coordinated with the local kart club at Rowrah, taking one of their 'let's go karting' sessions. We paid for 15 of our youngsters to have a 15-minute session, with the option of a second paid-for session, and almost all took it up. The younger teenagers go with their parents already on targa rallies and production car autotests, so that was very successful. ➔

MOTORSPORT



Wigton MC paid for 15 of its youngsters to have a 15-minute session at the local Rowrah kart circuit

“THE FACT YOU CAN JUST TURN UP IN YOUR ROAD CAR AND DO THINGS MAKES A BIG DIFFERENCE”

“Then we had a grass production car autotest, which had free entries to anybody who hadn’t done any kind of motorsport before, and there were some experienced people taking part who were able to navigate for the newcomers. We had seven people sign-up, and they’re all keen to do it again.”

Forrester has already seen new membership increase following the campaign with momentum expected to carry into late summer with the club’s Cumbria Classic and Motorsport Show. “It’s our main feature promoting the club,” Forrester says. “We have 850 cars and we put on a special display of competition cars. We expect about 5,000 people to be at that show.”

“I think tagging the National Motorsport Week logo onto some of our press releases added a bit of impact. Certainly, it’s appeared on some of the online news features.”

The club is actively involved in promotion throughout the year, ensuring that it appeals to new audiences. “When I started it was very much about stage rallying and a lot of our members did speed events,” Forrester continues. “At the moment it’s AutoSOLOs and targa rallies, but the touring assemblies and classic cars always get a very good entry.”



The grass production car autotest was run with free entries for first-timers in motorsport

“The fact you can just turn up in your road car and do things makes a big difference. In my 20s and 30s I’d spend hours in the garage preparing the car for stage rallies, and I would come back and do the same again. There’s a syndrome of immediate gratification now, so I think StreetCar is very good in that respect, and certainly in the AutoSOLOs we’ve been making sure the cars are standard.”

Forrester says that the biggest challenge now is finding venues for events. “In the north of England so many excellent clubs that were flourishing 20 years ago can’t find anywhere to run even an autotest anymore. We’ve got to stop relying



The Motor House provides Wigton MC with a focal point for its activities and cost-effective storage



on effectively casual arrangements for venues and be like other sports; buy a bit of land and put some money into it so you certainly know that you’re going to have a venue.”

Wigton Motor Club has invested in its own building, The Motor House. “It’s a huge advance,” Forrester says. “It has a lot of advantages in that we’ve got a committee room, an office, kitchen, a big storage area, but then a big open area in which we can either show films, or model car racing or whatever. Not many clubs have a focal point, it’s difficult to get a hotel room for a club night, or a back room in a pub. We have a permanent base, and a financial advantage in that all our equipment is stored there, so we’re not paying for a lockup. We reckon that saves us about £2,000 a year and because we sell coffee and so on at our cars and coffee meetings, it brings in a nice little income.”

Finding volunteers is also a conundrum for many clubs, Forrester says that Wigton Motor Club “does alright” but is aware of the need to encourage the younger generation. He is also keen to make sure that all volunteers are valued for their hard work: “Even on our two big targa rallies the marshals get exactly the same

meal package of coffee, lunch, and dinner as the competitors. Everybody sits down together, the marshals and the competitors all eat together, so that brings people together.”

Ultimately, Forrester is aware of the demands on time and making motorsport more appealing to the next generation. “People watch Formula One on the telly or British Touring Cars or national rallying, and there’s a gap between those on TV and what people do at club level,” he explains. “Competing in a rally is going to cost you £1,000 and it comes back to the fact that youngsters don’t want to work on the cars, but also, what else could you do with £1,000?”

With the aim of retaining and renewing its membership by focusing on what works for them, plus an active programme of recruitment, Wigton Motor Club is living Vision 2030 by helping more people enjoy motorsport throughout the season, not just during National Motorsport Week. 🏁



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

JAMES ROBERTS

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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WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS

SPACESUIT MEDIA



European and British Rally Championships

4th-6th September, Aberystwyth, Wales

Wales takes centre stage in international rallying as the JDS Machinery Rali Ceredigion brings the best European and British drivers with the FIA European Rally Championship, the FIA European Historic Rally Championship, and the British Rally Championship challengers all heading to Aberystwyth. The European and British championship competitors tackle 196km of action across 16 special stages. Historic rally competitors take on all but one of the stages, with 176km of action. The national rally features an identical route and itinerary to the international with 16 stages.

[Click Here](#)



Gaby Mohr Car Trial

6th September, West Farm, Aston Eyre, WV16 6XB

Wolverhampton & South Staffs Car Club Limited is organising a Clubmans Permit Car Trial which forms part of the Motorsport UK British Car Trial Championship, BTRDA Car Trials & Allrounders Championships, The BP Motor Bodybuilders & Engineers Cotswold Motor Sport Group CT Championship, plus AWMCC CT, ANWCC CT, and the WAMC CT Championships. Production Car Trials are held off-road, on mainly grassy hillsides, where the driver and passenger skilfully persuade their production car to climb non-stop uphill through a series of gates, marked by canes, that define a route.

[Click Here](#)



FIA and FIM Drag Racing Euro Finals

10th-13th September, Santa Pod, Bedfordshire

Over 250 of the continent's best teams go head-to-head in Santa Pod's most prestigious event. Experience the thunder of 300mph FIA Top Fuel Dragsters, the rush of 200mph FIM Drag Bikes, FIA and FuelTech Motorsport UK Pro Mods, and a stacked line-up of supporting classes. Stay the whole weekend with on-site camping and non-stop entertainment, including fireworks, funfair rides, and top-class live acts will keep the excitement going for all the family.

[Click Here](#)



The Britpart Woodpecker Stages

12th September, Newtown, Powys, Wales

Organised by Sixty and Worcestershire Motor Club, the "Woody" is one of the most popular events on the British rallying calendar. For 2026, the event remains in Newtown, taking in some of the best stages in Wales, including the return of the iconic Radnor test. This year the event features competitors from the Motorsport UK Pirelli Welsh Rally Championship, HRCR Stage Masters Challenge, TCS Plant Rally Challenge, and the ANWCC Rally Championship.

[Click Here](#)



Robin Alexander Sporting Trial

19th September, Penvose Farm, St Tudy, PL30 3NP

The Robin Alexander is the third sporting trial that Camel Vale is running this year, and the clubs only British championship event. Held on the rolling, technical mud-and-grass terrains of Penvose Farm near Bodmin this event features purpose-built, ultra-lightweight, two-seater trials cars equipped with independent fiddle brakes to navigate steep, muddy inclines. Every vehicle relies on a driver and a passenger ("bouncer") who uses their body weight to maximize tyre traction while drivers navigate designated vertical sections without stopping; the higher you climb, the fewer penalty points you receive.

[Click Here](#)

PAUL MITCHELL PHOTOGRAPHY



Hills Ford Stages Rally

19th-20th September, Weston Park, Shropshire, TF11 8LE

Taking place across Shropshire, this year's event marks an exciting new chapter for the rally, beginning with a ceremonial start in Shrewsbury before Saturday afternoon action at Weston Park and a full day of closed-road competition on Sunday. Saturday's itinerary will feature a collection of stages at Weston Park — an iconic former RAC Rally venue — before crews tackle five closed-road stages, each run twice, across the south of Shrewsbury on Sunday. The Hills Ford Stages Rally is proud to host the final round of the Protire Motorsport UK Asphalt Rally Championship, with four other championships featuring double-headers at the rally.

[Click Here](#)



Motorsport UK Events Locator

JAMES ROBERTS



British Hill Climb Championship

19th-20th September, Prescott Speed Hill Climb, Glos. GL52 9RD

The British Hill Climb Championship heads to Prescott for the closing round of the 2026 season, with practice on Saturday and timed runs and Run Offs on Sunday. It has been a three-way battle at the top of the table for much of this season, but will it go down to the wire, and who will claim the title in 2026?

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SRO/JEP



British GT Championship

26th-27th September, Brands Hatch, Kent

The British GT Championship is one of the UK's premier national categories, and the season finale will run at Brands Hatch next month. A two-hour race on Sunday will see a battle of supercars including Lamborghinis, McLarens, Aston Martins and more. Mandatory pit stops and driver changes will add to the drama as the clock ticks down on the 2026 season. There will also be a range of support racing from GB3, GB4 and three Ginetta championships.

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RESULTS

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

Kwik Fit British Touring Car Championship



Latest Championship Standings

1st	Ashley Sutton	377 points
2nd	Tom Ingram	279 points
3rd	Dan Cammish	274 points

Protyre Motorsport UK Asphalt Rally Championship



Latest Championship Standings

DRIVERS		
1st	Brad Cole	133 points
2nd	Lee Edwards	129 points
3rd	Aled Wyn Morgans	126 points
CO-DRIVERS		
1st	Chris Lees	131 points
2nd	Jack Bowen	129 points
3rd	Rhys Stoneman	114 points

Motorsport UK British Hill Climb Championship



Latest Championship Standings

1st	Will Hall	188 points
2st	Matthew Ryder	186 points
3rd	Wallace Menzies	185 points

British Rally Championship



Latest Championship Standings

DRIVERS		
1st	Osian Pryce	40 points
2nd	Max McRae	37 points
3rd	Meirion Evans	36 points
CO-DRIVERS		
1st	James Morgan	40 points
2nd	Cameron Fair	37 points
3rd	Dale Furniss	36 points

Motorsport UK British Car Trial Championship



Latest Championship Standings

1st	Charlie Dovey	44 points
2nd	Tim Dovey	43 points
3rd	Trevor Moffatt	29 points

British Truck Racing Championship



Latest Championship Standings

DIVISION 1		
1st	David Jenkins	379 points
2nd	Stuart Oliver	356 points
3rd	Craig Reid	289 points
DIVISION 2		
1st	Callum Eason	384 points
2nd	Jake Evans	340 points
3rd	John Powell	311 points

Wera Tools F4 British Championship



Latest Championship Standings

1st	Dries Van Langendonck	194 points
2nd	Lewis Wherrell	190 points
3rd	Theo Palmer	169.5 points

Brown & Brown NI Rally Championship



Latest Championship Standings

DRIVERS		
1st	Jonathan Greer	118 points
2nd	Sam Moffett	112 points
3rd	Aaron McLaughlin	104 points
CO-DRIVERS		
1st	Niall Burns	120 points
2nd	Pierce O'Callaghan	112 points
3rd	Darren Curran	107 points

Asset Alliance Scottish Rally Championship



Latest Championship Standings

DRIVERS		
1st	Garry Pearson	155 points
2nd	Alex Vassallo	140 points
3rd	Mark McCulloch	125 points

CO-DRIVERS		
1st	Chris Lees	140 points
2nd	Michael Hendry	129 points
3rd	Michael Wilkinson	124 points

Woodford Trailers Motorsport UK HSA British Sprint Championship



Latest Championship Standings

1st	Ethan Faulkner	573 points
2nd	John Loudon	561 points
3rd	Stephen Miles	502 points

British GT Championship



Latest Championship Standings

GT3		
1st	Morgan Tillbrook / Ben Barnicoat	105.5 points
2nd	Alex Martin / Jarrod Waberski	92 points
3rd	Simon Orange / Marcus Clutton	89 points

GT4		
1st	Will Orton / Jessica Hawkins	106 points
2nd	Thomas Holland / Hadley Simpson	104.5 points
3rd	Jack Collins / Branden Templeton	100 points

Motorsport UK British Autotest Championship



Latest Championship Standings

1st	Peter Grimes	231 points
2nd	Alastair Moffatt	224 points
3rd	Christopher Chapman	215 points



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National Championships

Wera Tools British Kart Championships

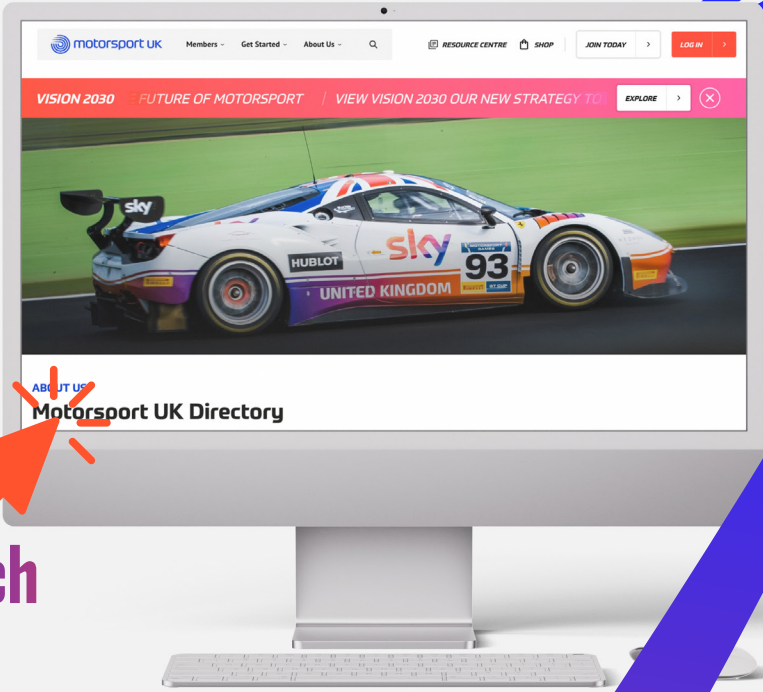


Latest Championship Standings

Junior Rotax		
1st	Charlie Woolfitt	495 points
Senior Rotax		
1st	Freddie Lloyd	475 points
Micro Max		
1st	Jayan Prakash	490 points
Mini Max 950		
1st	Joshua Cooke	490 points
E10 Cadet		
1st	Ansel Murray	325 points
Junior X30		
1st	Jorge Edgar	942 points
Senior X30		
1st	Lewis Bird	899 points
Water Swift [R]		
1st	Arthur Bowers	937 points
Water Swift		
1st	Mayson Hibbert	922 points
KZ2		
1st	Noah Wolfe	759 points
Honda Cadet		
1st	Sawyer Henderson	701 points
M1 Bambino		
1st	Presley Knight	750 points



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THE PARTING SHOT

Taylor Barnard is the youngest driver to secure a podium, pole and points in Formula E.

The DS Penske driver produced a superb late charge, muscling past both pacesetter Mahindras in the final few laps to claim his first Formula E victory in front of a passionate home crowd.

Barnard is a graduate of the Motorsport UK Academy and was selected for the Team UK programme in 2024, having already progressed into single-seaters after winning notable titles in British, European and World karting championships. Thereafter, Barnard became a winner in F4, FIA F3 and FIA F2 before switching to Formula E at the start of the 2024-25 season.

PHOTOGRAPHY: FORMULA E / GETTY IMAGES

