OCTOBER 2026
ISSUE 91

Revolution

THE OFFICIAL MAGAZINE OF motorsport UK



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My month in Motorsport

HUGH CHAMBERS
CEO, MOTORSPORT UK





Osian Pryce and James Morgan are the 2026 British Rally Champions



Elfin Evans and Scott Martin are the 2026 World Rally Champions

Firstly, huge congratulations to Elfyn Evans and Scott Martin on becoming FIA World Rally Champions, bringing the drivers' title back to Britain for the first time since Richard Burns and Robert Reid in 2001. A richly deserved achievement, particularly after finishing runners-up five times in the previous six seasons.

And what an extraordinary way to win it! The championship came down to the final stage of the final rally, with Elfyn and Scott facing a straight fight against Toyota teammates Oliver Solberg and British co-driver Elliott Edmondson. With the finish almost in sight, Oliver looked set to snatch the title, only to slide off the road in the closing metres. A dramatic reminder of just how unpredictable and exciting our sport can be.

One couldn't help but feel for Oliver and Elliott, but after so many near misses, few could begrudge Elfyn and Scott their moment of glory. I have a particular connection with the Solberg family, having worked at Prodrive in 2003 when Oliver's father, Petter, won the World Rally Championship (WRC) in one of our Subaru Imprezas. I am sure Oliver will follow in his father's wheel tracks before too long, but for now it is Elfyn and Scott's moment.

The Welsh celebrations continued closer to home, with Osian Pryce securing his second Motorsport UK British Rally Championship title, alongside co-driver James Morgan, following a thrilling conclusion to the season on the Cambrian Rally in North Wales. In appalling conditions, Osian held off Max McRae, with the championship decided by just 1.2 seconds on the final stage. Congratulations to Osian and James, and everyone involved in delivering yet another excellent 2026 British Rally Championship.

There was something rather special about seeing two of rallying's most famous family names, Solberg and McRae, at the heart of these dramatic finales. Max's grandfather Jimmy won the British title five times, his uncle Colin twice, and his father Alister was champion in 1995. With Oliver also looking capable of emulating the achievements of his World Champion father Petter, it is wonderful to see a new generation of these great rallying families making their own mark on the sport.



Visitors on the FIA European Exchange Programme at Prescott Hill Climb

Staying with rallying, I was recently invited to a private dinner during the Scottish National Party (SNP) conference in Aberdeen, joining around 20 senior leaders from Scotland's energy industry, alongside First Minister John Swinney and several Cabinet colleagues. It was an opportunity to thank the Scottish Government personally for its financial support of Rally Scotland and our ambition to bring the WRC back to the UK. I also made a direct appeal to those representing both oil and gas and the renewable energy sector to get behind the event.

My message was simple: bringing the WRC to Scotland is about much more than motorsport. It offers significant inward investment, international exposure and, importantly, engagement with communities across Scotland, creating opportunities and a lasting legacy beyond the rally itself. I was encouraged by the very positive reception and interest shown by those present.

At the same time, we have been talking with the organisers of the Scottish Rally Championship, who have expressed understandable concerns about their calendar, access to forestry estates and rising costs. We have a commitment from the relevant government officials that investment in Rally Scotland must enhance, rather than detract from, the viability of domestic rallying. As ever, the challenge is translating those commitments into positive action on the ground, something we will continue to pursue.

There was further British success internationally, with Alisha Palmowski securing the F1 Academy title in Austin, with three races remaining. Congratulations to Alisha on a dominant season, following her earlier success in Ginetta Juniors and GB4, where she finished runner-up in 2024.

British drivers have now won two of the four F1 Academy championships, with Alisha following Abbi Pulling's success in 2024. Before F1 Academy, Jamie Chadwick won all three editions of the W Series in 2019, 2021 and 2022. Five British titles across these seven championships is an extraordinary record and a real indication of the strength of female racing talent coming through our sport. The challenge now is ensuring these talented young women have the opportunities and support to progress through the ranks and fulfil their potential at the highest levels.

IDEAS EXCHANGE

Away from competition, we were delighted to host ten delegates from five European countries as part of the FIA's new European Exchange Programme, an initiative I have been involved in since it was first mooted in early 2025. Much of the FIA's recent focus on developing its national sporting authorities, or ASNs, has been directed towards smaller, emerging motorsport nations. These account for perhaps 80 per cent of the FIA's 149 ASNs worldwide, but relatively few are in Europe, where most ASNs are well established.

The European Exchange Programme takes a different approach, encouraging ASNs within the region to share their expertise through practical exchanges. Delegates immerse themselves in another national governing body for four or five days, learning about everything from governance and event organisation to the management of clubs, officials and volunteers.



Alisha Palmowski won the F1 Academy title in Austin

GETTY IMAGES / RED BULL CONTENT POOL

Eight European countries volunteered as hosts, including the UK, and we welcomed the largest group, with two representatives each from Iceland, Hungary, Italy, Lithuania and Romania.

It was a packed programme. Our guests spent three days at Motorsport UK headquarters meeting our various executive teams, alongside visits to Prodrive and the Mercedes-AMG Formula One team. The weekend was a whistle-stop tour of British motorsport, taking in Santa Pod, GT racing at Donington, grassroots trials in the woods and Prescott Hill Climb, before finishing on Sunday at Silverstone with the British Touring Car Championship and British F4 teams. Quite a lot to digest, but the feedback was fantastic and it was an opportunity to showcase the extraordinary breadth of our sport and the expertise supporting it.

Importantly, these exchanges work both ways. The Italian ASN, ACI, subsequently hosted Claire Kirkpatrick and Ben Cross from our team, allowing them to compare approaches to supporting Clubs, Officials and Volunteers, and bring back valuable lessons of their own. And while the Italian hospitality was apparently excellent, don't expect to be served pasta and Prosecco next time you sign on at an event!

As I write this column, I have just heard the tragic news of the passing of Phil Foster, a fine man whom I had the pleasure of working with closely over the past eight years.

Phil was a fellow trustee of the British Motorsport Trust and Chair of the Regional Association. In the latter role, he was particularly adept at navigating the divergent views and differing perspectives that inevitably arise when representing such a broad community. I always found him self-effacing, intelligent and insightful, with a quiet but resolute determination to bridge differences of opinion for the greater good of the sport.

He was due to step down as Chair at the end of this year, and I want to pay tribute to him for everything he contributed over so many years. We will all miss him. He was a great guy, a wonderful colleague and a tremendous contributor to British motorsport.

My thoughts are with his wife Susan, his family and his many friends at this very sad time.

Hugh Chambers
CEO, Motorsport UK

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Cover image: James Roberts

LICENCE OF OPPORTUNITY

A COMPETITOR LICENCE IS THE GATEWAY TO A LIFETIME OF ACTION, WHATEVER AGE YOU MIGHT BE...

Every year, thousands of kids sign up to go indoor karting and start out on a pathway which, for many, will continue on-and-off throughout their entire life.

The journey rarely follows a straight line, with peaks when time and budgets allow for more personal hobbies, and troughs where the financial pressures of work or family tighten the purse strings. Whatever stage of life you are in, however, there is a motorsport licence for you that will keep the motorsport buzz going.

Some ends of the spectrum are expensive; others can give you a fun weekend for the cost of an evening out; but the one constant, as the following two families journeys show, is that simply holding a licence can open opportunities you might never expect. ➔

RP PHOTOGRAPHY

Former karter Will Hillyard returned to racing through an unexpected opportunity at work



Will Hillyard has been an occasional competitor with arrive-and-drive endurance racing



Above: Will Hillyard with dad Derek, on the start line at Whilton Mill in 2003

"MY ARKS TEST WAS A BIG DEAL; IT'S PROBABLY THE BIGGEST THING IN YOUR LIFE WHEN YOU'RE EIGHT."

STARTING WITH KARTING

Like many aspiring racers, Henri Gosney and Will Hillyard both started off in a kart at around the age of eight. Although they competed in different eras, their experiences were broadly the same: that first buzz of adventure, followed by the spark of a dream.

For Henri, that started on a visit to the Haynes Motor Museum, and he recalls: "I saw the kart track and thought I'd have a go. I started doing outdoor rental karting then my stepdad Jim bought me a two-stroke go-kart, and I moved into a twin-engine pro kart a year after."

Will, meanwhile, came to motorsport through his father Derek, who had competed himself but gave it up to put his son through karting. "I remember getting my first licence," Will recalls. "My ARKS test was a big deal; it's probably the biggest thing in your life when you're eight!



Henri Gosney and his Hill Climbing MINI

"We raced for about seven or eight years and were relatively successful, but then, in 2009, we just ran out of budget. I had just turned 16 and at that point, I just didn't renew my licence because, where do you find the money to go racing at that age?"

Henri was able to make the move from karting to cars at the age of 14, thanks to his stepfather Jim's prior involvement in Hill Climbing. Instead of going junior racing, which can be costly and requires completion of the Novice Driving Training Course, the move to Speed disciplines proved the perfect solution.

"I was bought a Suzuki Swift and that got me started," he recalls. "I did my first Hill Climb and fell in love with it. It was a big jump, but it gives you a knack for car control, seeing how you can push, and it also gives you a sense of trepidation, being so close to the trees!"



Jim Grant, Henri Gosney and Prue Gosney at the Wiscombe Park Awards Evening where Henri was presented with the Ron Wilson Memorial Trophy – as the Tillicoultry Quarries Wiscombe Park Young Driver of The Year 2025

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NIGEL COLE

Henri Gosney competing at Wiscombe Down

At the end of his second year, Henri was awarded Young Driver of the Year by Wiscombe Park, and Most Improved Young Driver by his club Torbay MC. The year after that, he upgraded to a MINI, set class records at Wiscombe, Werrington and Clay Pigeon and won the overall title – becoming the first to do so while competing as a junior.

Jim was impressed by the value for money and explains: "If you put a budget together to go arrive-and-drive karting, for the same money you could have a really, really good season in Hill Climbs and Sprints.

"We bought that MINI for £1,000 and once you've got the car, suit and a few other bits, you just have the fuel and entry fee, which is between £100 and £130. Also, if you go off on a Sprint or a Hill Climb, you're not going to hit much, so the risk element is a lot less."

Next season, the pair plan to compete in Hill Climbs and Sprints together, having bought a Mark 1 Audi TT. That has also given Jim the chance to return to the wheel too, sharing the car to take part himself, and will give Henri the next step up on his journey.

Their path through Hill Climbing shows just what variety you can get from a licence, even in one single discipline, and Jim adds: "There's always a next step in class – different cars, different circuits – and this year will be another learning curve."

"THERE'S ALWAYS A NEXT STEP IN CLASS – DIFFERENT CARS, DIFFERENT CIRCUITS – AND THIS YEAR WILL BE ANOTHER LEARNING CURVE."

Ultimately, Henri hopes to keep using his motorsport licence to climb the ladder right up to the British Touring Car Championship. He recently made it to the last 60 in the Fiesta Juniors scholarship and concludes: "It was an eye-opening experience and definitely inspired me for my future."





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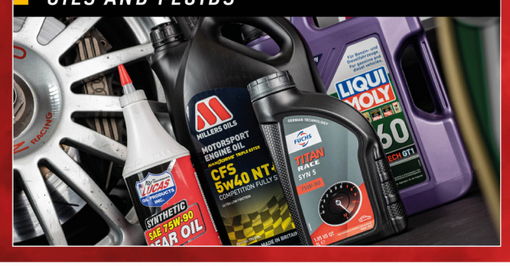
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Derek Hillyard sprinted and rallied in a modified Lotus Sunbeam over thirty years ago

COMING BACK

Will Hillyard never lost the buzz after 'retiring' from motorsport at the age of 16. He studied motorsport at university then went on to work for Racelogic – and it was there where, four years ago, he was given a golden opportunity to renew his licence.

"They wanted to do a promotion with the strapline 'by racing drivers, for racing drivers' so they picked out six names from a hat and put us through a year of EnduroKA racing," he explains. "They paid for our Novice Driver Training Course and funded the season for race entries and car costs."

When that season – and the company funding – came to an end, Will chose to continue, signing up for a licence himself, getting some money together and taking part in selected rounds of the EnduroKA championship as part of an arrive-and-drive team.

"The way motorsport is, you end up in a paddock talking to lots of people," he explains. "In that first season, we shared a garage with Pro-Am Racing and the relationship blossomed. Each year, I set my budget out, look at what I want to do and decide what I can afford.

"Arrive-and-drive costs are more or less set, so I look at the circuits I enjoy and see how to make it work. It's not a case of spending every spare penny, that's not sustainable. I'm not trying to make a career, just have a nice day out – but now I've run out of money again..."

This time, however, Will Hillyard will not be letting his licence go dormant. "When you look at all the other costs, licence renewal is really nothing, so I will renew it anyway," he says. "Now I'm back in the paddock, you never know when the next opportunity is going to come up."

Will's opportunity might actually come quicker than he thought – because his father Derek has reignited his own interest in motorsport and the pair have been talking about renewing their licences and sharing a car next season.

For Derek, it's a return to the sport after a break of more than 20 years. He had managed to keep going after a brief break in his children's early years but stopped when Will started racing and completely left the sport when that adventure came to an end 10 years ago.

"THE WAY MOTORSPORT IS, YOU END UP IN A PADDOCK TALKING TO LOTS OF PEOPLE."

LADIES & GENTLEMEN START YOUR ADVENTURES...

A Motorsport UK licence opens the door to lots of different four-wheeled adventures. It also ensures you are competing in safe, fair and regulated events run by trained marshals and officials, while also providing valuable liability insurance cover.

These are some of the easiest ways to get involved...

1



Autotest
Test your precision, control and skill in your own car at slow speeds, on courses laid out around sets of cones. Shared cars are allowed, and evening events start at £20.

2



Car Trials
Driving uphill has never been this fun. Take your road car on grassy terrain, navigating through gates like an uphill slalom. Shared cars are allowed, and entry fees start at £25.

3



Karting
Indoor karting is everywhere. Find your nearest TeamSport venue and sign up for a session. With an online discount code, it can start at less than £25.

4x4 Trialling
If you own a 4x4 vehicle, give it a workout on some proper off-road routes. Shared cars are allowed and newcomer TYRO events start at £30.

4



5



Speed Events
Take your road car off the leash at speed in a safe environment on a sprint and Hill Climb. Entry fees are affordable, compared to circuit racing, and even cheaper if you share cars.

6



Circuit Racing
If you want to get wheel-to-wheel on the track, try endurance racing. The most accessible championships are built around small, modified road cars, and costs can be split between teammates.

7



Road Rallying
Take your everyday car on a road rally for a real test of teamwork. All you need is a driver, navigator and a map – and some allow shared time behind the wheel.



Will Hillyard rips around Donington in his dad's Caterham Seven

JAMES ROBERTS

"I competed in Sprints and Hill Climbs back in the late 1980s to early 1990s, then I got into single venue tarmac Rallying," recalls Derek. "I had a National A Speed and National A Rally licence, but I stopped Rallying when I had to sell the car to buy William a new kart chassis!

"That was around 2003 and 2004, and I've done no motorsport for myself since then. I definitely missed being in that motorsport environment – although I didn't miss the money I was having to spend!"

Derek bought a Caterham five years ago, but instead of returning to racing, he has been touring with friends and the Caterham and Lotus Seven Owners car club. It was through this membership that he found his route back to racing, recently attending the Club's 'Introduction to Sprinting' day.

"I never took the Caterham on track days, but I recently did Mallory Park with the club and had a blast." He continues. "at the intro day, I just thought 'we can do this for relatively small money, and I can bring Will along and we can have a bit of fun.' That was the trigger."

"I LEARNED A BIT MYSELF, SO IT WAS VERY INTERESTING. IT WAS GREAT TO HAVE THAT 'DAD AND LAD' TIME AGAIN. COMPETING TOGETHER IS GOING TO BE A LOT OF FUN"

Earlier this month, the pair went to a track day at Donington to see how they would get on. The day began with some sighting laps behind the pace car – so, for the first time ever, it gave Derek the chance to sit alongside his son on the racetrack.

"It was just amazing being in the car with him," enthuses Derek. "I let him drive and as soon as the pace car pulled in, he was on it. He's won races at Donington before, so he knows exactly where to put the car, and he was using every bit of the track.

"I learned a bit myself, so it was very, very interesting! It was great to have that 'dad and lad' time again – but this time, rather than me watching at the fence, I got to see him at the wheel. Competing together is going to be a lot of fun."

The pair are starting with two of the Caterham Club rounds at their local track, Curborough, but Derek adds: "After that, we'll see – maybe we'll end up loving it so much we'll start going all over the country together again."

For Will, it will be a first go at sprinting, but he concludes: "It's difficult to get away from circuit racing, because that's what I've grown up doing, but if I have my licence anyway, why not try something different and see how it goes?"

RENEW YOUR LICENCE FOR 2027 TODAY!

WINNERS PARADE

British Champions 2026

As the 2026 season heads into its final months, Motorsport UK is proud to announce the latest group of British Champions to be crowned this year:

1 *Ash Sutton* wrote his name into the history books at Silverstone this season, when he became the first driver to win the **British Touring Car Championship Drivers' title on five occasions.**

2 *Dries Van Langendonck* claimed the 2026 **Wera Tools F4 British Championship**, certified by FIA, title. Dries started the final meeting of the year with a commanding 72-point lead, and a second-place finish at Brands Hatch was enough for him to take the crown.

3 *Andy Robinson* beat title rival Jon Webster in the final to secure his 10th **Fuel Tech Motorsport UK British Drag Racing Championship** crown, setting career-best performances of 5.811 seconds and 249.49mph.

4 *Simon Orange* and *Marcus Clutton* claimed their first victory of the season and overturned a record points deficit to become the **2026 British GT3 champions** at Brands Hatch.

5 *Osian Pryce* and *James Morgan* are the 2026 Motorsport UK **British Rally Champions**, after surviving a close-run final battle on the Lewis & Hunter Cambrian Rally, where the pair finished ahead of Max McRae and Cameron Fair by just 1.2 seconds.





TGR WRT/MCKLEIN

WRC WINNERS

Elfyn Evans and Scott Martin win the WRC Championship

Elfyn Evans and Scott Martin are the 2026 FIA World Rally Champions after an extraordinary, final-stage conclusion to the season at Rally Italia Sardegna. Their title win, secured in the final moments of the championship, ends years of near-misses for the British duo and comes at a particularly exciting time ahead of the World Rally Championship's long-awaited return to the UK with Rally Scotland in 2027.

Read More

PIRELLI WELSH RALLY

Hirst takes Pirelli drivers' title

Matthew Hirst is the Pirelli Motorsport UK Welsh Rally Champion for the sixth time after taking the Interclub victory on the Lewis and Hunter Cambrian Rally. However, co-driver Declan Dear is not yet confirmed as champion co-driver, and the pair will contest the Wyedean Stages in November in a bid to confirm Dear as champion co-driver.



Read More



AUTOCROSS

The Ashley 1-2-3

The 2026 Association of South Western Motor Clubs (ASWMC) Autocross Championship concluded this month with the Ashley family taking the top three places – possibly the first result of its kind in any championship. Dad Simon was the winner, with daughter Polly in second, and son Luke taking third place.



Luke Ashley



Simon Ashley

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JOY RICHINGS

SCRUTINEERING

Thinking about becoming a Scrutineer?'

Motorsport should be safe and fair for everyone, and that's where scrutineers come in. They play a vital role at events across the UK, checking vehicles and equipment to ensure they comply with the regulations and helping to identify and resolve any issues.

You don't have to be a mechanic or an engineer to take your first steps into scrutineering.

Enthusiasm, attention to detail and a willingness to learn are a great place to start, with plenty of training and support available to help build your knowledge and confidence.

Read More

SEMINARS

Register Today

Clerks, Stewards and Scrutineers can now register for the 2027 seminars.
Click here and sign-up today.



JEP

MARSHAL REGISTRATIONS

Important update for clubs organising circuit racing events

From 1st January 2027, all marshals supporting circuit racing events must be registered with Motorsport UK.

If your club organises circuit racing events, we'd encourage you to start checking that your marshals are registered ahead of the new season. Checking registrations in advance will help make event days run smoothly and give anyone who hasn't yet registered plenty of time to complete the process online.

What do marshals need to do?
Registering is a straightforward online process that takes around 20 minutes.

Marshals will need to:

- ***Create or log in to their Motorsport UK account via Sport:80***
- ***Complete the online accreditation course through the Learning Hub***
- ***Add their marshal registration to their account.***

Any marshals who haven't completed their registration will need to do so before signing on at an event. We'd recommend encouraging everyone to get this sorted in advance, rather than leaving it until the morning of an event when time and internet connectivity may be limited.

If your club has any questions or needs support with the registration process, our team will be happy to help. ***Simply email volunteers@motorsportuk.org.***



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JEP

2027

Club Membership Renewals

The renewal process for Clubs memberships is now live on Sport:80.

If your Club organises Permitted Events (Car Clubs, Kart Clubs, or Car & Kart Clubs), you will need to have a licensed Club Safeguarding Officer for 2027. Marshal Clubs and Clubs which do not host Permitted Events can renew without one.

Club committee members can be amended within your club Sport:80 profile, and you can update your club policies directly here too.

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SUPPORTING CLUBS

Meet Your Club Development Team

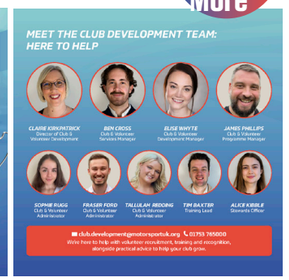
The Club Development Team is here to help with volunteer recruitment, training and recognition, alongside practical advice to help your club grow.

We love hearing from you. Whether it's a milestone anniversary, a volunteering initiative or an inspiring member story, your club news helps strengthen our community.

Download the new Club Development Team booklet today.

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MEMBER BENEFIT OF THE MONTH

Pirelli: A rewarding choice

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This offer is available to all Motorsport UK members who hold a paid membership, and volunteers (please contact the member services team if you need further details).

motor sport UK

FIND EVENTS NEAR YOU

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

Your next adventure could be on your doorstep.
Visit motorsportuk.org/event-finder



WRC SCOTLAND

Date confirmed for Rally Scotland



SPACESUIT MEDIA

The World Rally Championship (WRC) will return to UK soil at the end of next summer after Rally Scotland confirmed the much-anticipated event will start on 28th September.

The new Rally will give British fans the chance to cheer on a home-grown champion for the first time in more than 25 years, after Elfyn Evans took the title at Rally Italia Sardegna.

Read More

SAFETY FIRST

FIA Impact Data Recorders



From 1st January 2027, Impact Data Recorders will be mandatory for competitors in Race, Stage Rally and Rallycross.

The FIA Impact Data Recorder, or IDR, is a small, lightweight device fitted inside your competition vehicle. It automatically records data when a high-G impact occurs, helping Motorsport UK better understand incidents and support evidence-based improvements to safety across the sport.

Read More

NCRS

Regulations Updated



Motorsport UK has confirmed the latest changes to the National Competition Rules (NCR), following approval by the Motorsport UK Board.

The latest updates cover a range of disciplines and areas of the sport, including Circuit Racing, Rallycross, Rally, Cross Country, Autotest and AutoSOLO, alongside changes affecting competitor licensing, medical requirements, officials and event procedures.

Among the changes for 2027 are updated requirements for Race marshals, changes to Safety Car and race stoppage procedures, new opportunities for younger competitors in Cross Country, and updated eligibility across Autotest and AutoSOLO.

Competitors, organisers, officials, volunteers and clubs are encouraged to review the latest changes and familiarise themselves with any updates relevant to their discipline or role.



JOY RICHINGS

CLUB FUNDING

Growth Grant Applications

The next applications window for the recently announced Motorsport UK Growth Grant Scheme will open on 1st December.

If you have previously applied for a British Motorsport Trust Training Grant, please note that training grants are no longer available through the British Motorsport Trust, and applications must now be made through the new Motorsport UK Growth Grant Scheme.

The British Motorsport Trust will continue to support safety-related projects through its Safety Development Fund.

Read More



SPACESUIT MEDIA

COMPETITION

Young Media Awards 2027

The Motorsport UK Young Media Awards celebrate their 25th anniversary this year – and to mark the occasion, they are moving into an exciting new chapter.

Now, young creatives are generating content through written journalism, videography, digital and social content, broadcasting, presenting, commentary and podcasting, all of which helps to bring the rich and varied world of UK motorsport to life.

To reflect that change, the Young Journalist of the Year category is evolving into the Young Media Creative of the Year award, with the Young Photographer of the Year award continuing to showcase the best talent behind the lens.

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ACADEMY LAUNCH

New BRDC Driver Academy powered by Motorsport UK

Applications are now open for the Kart Academy and Rally Academy programmes, offering talented young drivers and co-drivers the opportunity to develop their skills and take the next steps in their motorsport journey through the new BRDC Driver Academy powered by Motorsport UK.

The new Academy brings together the experience and expertise of the Motorsport UK Academy, which has supported talent development across motorsport disciplines for more than 20 years, with the British Racing Drivers' Club (BRDC) Rising Stars and SuperStars programmes.



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RACE RETRO

Come and see us

Motorsport UK will be back at Stoneleigh Park from 19th–21st February as its continued partnership with *Race Retro – The Motorsport Show* brings the motorsport community together to prepare for the new season once again.

The event combines the past, present and future, showcasing iconic competition cars, live rally action and specialist exhibitors while also offering a melting pot of experts from a wide range of organisations at the heart of motorsport.

Visitors will get the opportunity to ask the Motorsport UK team questions, learn more about licences, and discover the practical steps involved in going racing. They can also discover the various volunteering roles available and sign up on site to help make motorsport happen.

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IT'S OKAY NOT TO BE OKAY



Danny Watts racing the Strakka Racing Gibson 015S-Nissan at Le Mans in 2016

JEP

MENTAL HEALTH IN MOTORSPORT DOES NOT GET ENOUGH EXPOSURE, BUT DANNY WATTS AND THE BRDC ARE READY TO OPEN THE DOOR

Motorsport is full of pressures. As a driver, it's the need to perform, please sponsors and repay the people who support you. As a team member, it's the need to get things right, say things right and not let anyone down. As a volunteer, it's the need to respond quickly, handle incidents and cope with it all when things get chaotic.

Some might say that the ability to handle pressures is part of racing – but the mind is a curious thing and sometimes that pressure can get the better of us. However, being able to tell people when it all gets too much does not come easy.

Former racing driver Danny Watts has experienced first-hand the depths that mental health issues can take you to, but now that he has climbed out the other side, he is working with the British Racing Drivers Club to highlight the issues and offer some help.

"As a racing driver, you've got this ego, you don't want to be seen to be vulnerable or weak," he explains. "You're standing on top of a podium with a trophy, the champagne, and everyone's looking up at you as this strong character, strong personality, so you shouldn't be seen to be weak – but I think that's where the problem lies.

"Actually, you know what, it's okay not to be okay; it's okay to be comfortable being uncomfortable. The more we talk about it, the more people will start to say if it's right for that person to talk about it openly, then I can talk about it because I've got problems, then the next person and the next person and the momentum starts building.

"And it's not just drivers that go through the pressure; it's team members, F1 mechanics who are travelling the world and away from their families, volunteers who are putting in years of their lives to help us go racing and see some traumatic things. That pressure can come when you're in the sport, but also when you stop."

SUPPORT NETWORK

Watts studied for a degree in Psychology with Counselling after recovering from severe depression following his racing retirement. He is now putting that to good use, working tirelessly to promote awareness of mental health within motorsport at every level.

Together with the BRDC Motor Sport Charity, he has launched a service dedicated to the mental health and wellbeing of anyone in motorsport. It started in October last year, helping the BRDC members, their partners and young drivers, but has since expanded its support to reach a wider audience.

The ambition is to foster a cultural shift across the industry and Watts says: "I've been astonished by the amount of people that have got in touch confidentially to talk and open up. If it's a driver who was annoyed by



spinning off in a race, I can't really help because they can look at that themselves; but it's the more serious side that we want to tap into.

"There are so many different ways people can respond to the pressures of motorsport – trauma, personal loss, anxiety, stress, depression – and everyone is different in their own situation, so it's not limited. We will look at everything and whatever we can do in our power, we're going to help you.

"There are professional people and businesses that specialise in every area, so once we talk in confidence, we put people in touch with the right person. We're not going to put you on the shelf and leave you there, we're going to act upon it immediately. There's no limitation, it's just a case of having the confidence and bravery to pick up the phone and talk."

Motorsport is a team game, which is one of the advantages it has over other sports when it comes to mental health. Whether you are a group of mechanics in the pits, officials in race control or marshals out on the bank, keeping your eyes out for signs of a problem could be one of the most important things you do.

The spotlight on mental health is growing both in society and in the workplace. In F1, for instance, individuals are specifically employed to manage the health and wellbeing of all the team members. At other levels people need to look out for each other.

"We're all one team and you get to feel, see and hear how people work," says Watts. "Even just being in and around the paddock, which is what I do every weekend, you can tell from the way someone speaks, the body language, the narrative you pick up, when something is wrong. I've learned that from psychology, but also through my own personal experience.

"You ask if they're alright and they'll say 'yeah, yeah, I'm fine' but really, are they okay? If they hesitate, you know immediately something's up. You're never going to force someone to talk, but you just want to reiterate the fact that, look, if you want to chat, if you want to talk and go for a coffee, anytime you want, it's not a problem."

The importance of tackling issues before they get out of control is something of which Watts is all too acutely aware. However, having recently visited a US conference on mental health in elite sports, he has recognised that it is an inherently British nature to bury the problem, rather than bring it out in the open. It is now his biggest mission to turn that around.

"In America, people tend to speak up a lot faster," he says. "As soon as they start feeling something, they nip it in the bud, and they recover a lot quicker. What my research into British motorsport has found is that we bottle everything up and then, like a champagne cork – excuse the pun – it just suddenly bursts open.

"The stiff upper lip, to just brush yourself down and get on with it, it just doesn't work and we need to somehow bring another approach into our mindset.

"It's not a one size fits all. People have approached me from different backgrounds, cultures, racing histories, you name it. Mental health issues can get any of us, but having someone who is relatable can help people to talk and explain what they're feeling – and all you need to do is start a conversation."



JEP

Founded in 2000, the BRDC Motor Sport Charity exists to support nembers and people involved in the motor sport industry in times of need.

● **To talk to the BRDC Mental Health & Wellbeing team, please contact them via: shout@brdc.co.uk**

● **The Motorsport UK Safeguarding Team is here to listen, offer advice, signpost and provide support where appropriate.**

Want to read more?

Danny Watts has experienced first-hand the depths that mental health issues can take you to. Read more on his experiences here.

MOTOR SPORT CHARITY
EST. 2000

HERE WHEN LIFE GETS DIFFICULT

The BRDC Motor Sport Charity supports people across motorsport who need financial help, wellbeing support or practical advice during difficult times.

WHO IS IT FOR?

Support is available to people across the sport and industry, including competitors, marshals, supply chain workers and office staff. You do not need to be a BRDC member. The charity also helps applicants' families.

HOW CAN IT HELP?

Support can include:

- Help with essential living costs, rent and heating.
- Contributions towards medical treatment and disability equipment.
- Mental health counselling.
- Support following bereavement, including funeral expenses.
- General advice and guidance.

Each application is considered individually by the charity's trustees.

NEED SUPPORT? GET IN TOUCH.

Email the charity's administrator in complete confidence to discuss your circumstances and find out how to apply:

BRDCmotorsportcharity@brdc.co.uk

HELP US HELP OTHERS

The charity relies on donations and legacies. Scan the QR code to donate, or email us to discuss a regular gift or legacy.

SCAN THE QR CODE TO DONATE

BRDC MOTORSPORT CHARITY – REGISTERED WITH THE CHARITY COMMISSION. REG NO 1084173

SHARE YOUR PASSION



AVA HOLLAND

A delighted Lachlan Maclachlan celebrates his first-ever outright Scottish Fiesta ST race win, with a photograph taken by Ava Holland. Ava is part of the Scottish Motor Racing Club volunteer-led social media team, and she was equally delighted when her photo was also published in *West Coast Today*.



MICHAEL TRATINEK

Damien Bradley and Team Legacy UK were at the Bongo Hill Climb Monsters event in Skradin, Croatia, this month. As the event's first UK entrant, Damien brought his Subaru Legacy Pikes Peak to compete with Europe's finest, finishing 22nd overall out of 89 entries.

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

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ALLIANZ COMMERCIAL

From racetrack to backing track
Our Entertainment Insurance team is a market leader

Entertainment of all types is a foundation of our business. Allianz Commercial is a well-established market leader, with over 25 years' experience of Motorsport Insurance. We are committed to supporting the sector through innovative insurance partnerships for all aspects of the Motorsport Industry including live events, contingency and manufacturing insurances.

Find out more at **commercial.allianz.com**



JEP

DEMYSTIFYING MOTORSPORT INSURANCE

INSURANCE CAN OFTEN FEEL FULL OF TECHNICAL LANGUAGE, EXCLUSIONS AND SMALL PRINT. HOWEVER, MOTORSPORT UK IS WORKING WITH INSURANCE BROKER MARSH TO TRY AND MAKE IT EASIER TO UNDERSTAND...

Public Liability cover is provided through a Motorsport UK Master Policy for Permitted events. Its cover protects licensed competitors, Officials, Volunteers, Marshals, Clubs, and organisers

Motorsport is exhilarating, demanding and can be, by its nature, risky. That is part of what makes it so compelling – but it is also why it is so important to know what protection is in place through Motorsport UK if something goes wrong.

Whether you are competing, marshalling, officiating or taking part in another formal role, Motorsport UK-permitted events include valuable insurance protections, each one designed for a different purpose.

In reality, most members never need to make a claim. Incidents are relatively rare, and that is exactly how everyone wants it to stay. However, when an incident does happen, confusion about insurance can add stress at the worst possible moment – so understanding the broad shape of the cover in advance can give you greater confidence in what to do next.

Broadly speaking the insurance provided is linked to a Motorsport UK Permit. Club's, Organisers and Officials should consider what cover is available for activities taking place outside of a Motorsport UK Permit, such as private testing and practice days. The insurance provided by Motorsport UK can be broken down in three areas: and, for some events, Road Section Top-Up Motor Cover.

While they may sound similar, they provide cover for very different situations.

PUBLIC LIABILITY INSURANCE

For many participants, this insurance cover answers the big 'what if?' questions: What if someone is hurt? What if someone's property is damaged? What if I am accused of having caused it and a claim follows?

It is intended to protect you against legal liability if another person (a third party) brings a claim for injury or property damage that may have arisen by your activity at the Permitted Event, and importantly, it also includes the legal defence of claims where appropriate.

This is the backbone of the insurance arrangement; the Public Liability cover is provided through a Motorsport UK Master Policy which is then in place for Permitted events. It can extend to a range of insured parties acting under the authority of Motorsport UK, including Licensed Competitors, Officials, Volunteers, Marshals, Clubs and Organisers – as well as certain others connected with the event.

Members participating at at overseas events, even if they are run by an FIA accredited ASN, are outside of Motorsport UK's jurisdiction and should check what applies under the relevant event and territory, if in doubt, contact Motorsport UK or Marsh in advance.

The crucial point is this: Public Liability cover is there to provide protection from litigation following allegations that your actions have resulted in causing injury to other people or damage to their property. It looks to defend you and provide cover for legal fees, expenses and potential compensation to the third party. It is not there to cover your own car, equipment or property.

- **If an incident leads to an allegation that a third party has been injured or their property damaged, Public Liability may be the relevant protection.**

- **If you damage your own competition vehicle or equipment, that is a different issue and would usually require your own insurance policy such as separate on-track damage cover if you want that protection.**



JEP



Left: Personal accident insurance cover provides a suite of monetary benefits if a member suffers an injury as a result of an accident during Permitted event. It typically covers signed-on officials, marshals, and licensed competitors

Right: Competitors, organisers and officials have access to a Motorsport UK Road Section Top-Up Master insurance policy which can provide third-party cover during events

PERSONAL ACCIDENT INSURANCE

This insurance cover provides a suite of fixed monetary benefits if a member suffers an injury as a result of an accident during Permitted Event, subject to the policy terms and eligibility rules, but it typically covers signed-on officials, marshals, and eligible licensed competitors excluding free RS Clubman*.

A personal accident claim does not require proving negligence, it is a simple benefit policy to provide financial benefit should a member be injured in an accident. There are different benefit levels depending on the severity of the injury.

Examples of benefits include:

- **A range of amounts for specified injuries such as broken bones, hospitalisation and physiotherapy support, where included under the schedule.**
- **Specific amounts can apply in the event of very serious outcomes such as loss of limbs, hearing or sight, permanent total disablement, or loss of life.**
- **The period of cover can extend to cover travelling to and from the Permitted Event and, for some members to cover basic emergency medical or repatriation expenses when participating in an overseas event sanctioned by an FIA member ASN, depending on the scheme terms.**

Further details of when members get this cover and the scale of the benefits can be found on the Motorsport UK insurance zone website.

Find out more

*RS Clubman licence holders can obtain Personal Accident cover via the RS Clubman upgrade.

THREE TYPES OF INSURANCE COVER



Find out More

1 PUBLIC LIABILITY

Claims from third parties for injury or damage. This is about your liability to third parties, not damage to your own vehicle or injury from on-track incidents. If you have questions or require more information, please contact marshsport@marsh.com or visit the Motorsport UK insurance zone.

2 PERSONAL ACCIDENT

Benefits for the injured insured member. This is support after injury, not a negligence claim against somebody else. If you have questions or require more information, please contact marshsport@marsh.com or visit the Motorsport UK insurance zone.

3 ROAD SECTION TOP-UP

Standard motor insurance policies may not provide cover for your participation in a motorsport event. Minimum third party cover is a legal requirement while on the open public road.
If you have questions or require more information, please contact motorsportuk@kingfishermotorsport.com or visit the Motorsport UK Road Rally Hub.

SPACESUIT MEDIA

Personal accident cover should not be mistaken for travel insurance if members are travelling abroad, they should check and consider arranging separate travel cover for the duration of their trip, ensuring appropriate limits for medical expenses, cancellation and any wider repatriation needs.

ROAD SECTION INSURANCE

Some events, including Road Rallies and multi-venue Stage Rallies and Trial events use sections of the public highway where participants are required to comply with the Road Traffic Act. A standard motor insurance policy may not be enough to cover your participation in a Permitted motorsport event.

Third-party motor insurance is a legal requirement while driving on UK roads, but most standard motor policies have restrictions or exclusions for motorsport-related use. To address this, competitors as well as organisers and Officials have access to a Motorsport UK Road Section Top-Up Master insurance policy, designed to help bridge the gap where a member needs the appropriate third-party motor protection for road sections.

It is not safe to assume a normal motor policy automatically covers motorsport-related road use, so where road sections are involved, members should check their own motor policy for cover and exclusions well before the event rather than leaving it until sign-on.

- **Cover under the Motorsport UK Top-Up policy is available on an event-by-event basis.**
- **Competitors can arrange their own top-up cover through specialist competition car policies to include road section cover either on a short-term or annual basis.**
- **Competitors and Officials declare whether they require additional cover at signing-on however there are minimum qualifying criteria which may require referral to the insurer, Kingfisher Motorsport in advance. An additional referral fee may be required and is payable to the organising club.**

MAKING A CLAIM

While a potential third-party claim is handled differently from a personal accident claim, in all cases, reporting any incident promptly and before leaving the event, is essential. If a third party alleges injury or property damage as a result of your actions during a Permitted Event, this relates to Public Liability cover. You should tell the event organiser immediately so the incident can be recorded and notified through the proper claims process.

If an insured member suffers an injury as a result of an incident on a Permitted Event, this relates to personal accident cover. Contact the Motorsport UK safety team on **safety@motorsportuk.org** who will be able to provide details of the personal accident benefits and claims process.

If an incident occurs during a section of the event on the open public highway, this would likely fall under your own Motor Policy or Top-Up cover. You should notify the relevant authorities as well as the event organiser promptly and then co-operate with requests for information or any further reporting requirements.

In serious incidents, formal response procedures will apply, and the relevant teams will support the information-gathering and reporting process. The most important point is not to sit on an issue or try to work out alone whether it is serious enough to mention. If in doubt, report it.

This is intended to be a practical guide rather than a substitute for the full policy wording.

As a regulated activity, insurance broker Marsh can offer consultation and advice, and provide you with options for additional cover if and where required. For evidence of cover, member guidance and all the latest information, visit the Motorsport UK Insurance Zone.

Find out More

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 10th September 2026
Guy Spollon (Chair), David Scott, Kevin Witton

Case No. J2026/35

DISCIPLINARY HEARING – Ewan Robertson

- ***Mr Nick Bamber on behalf of Motorsport UK***
- ***Ewan Robertson***
- ***These proceedings were conducted via Microsoft Teams.***

1. Ewan Robertson has accrued 12 penalty points on his Competition Licence within a period of 12 months. Accordingly, he has been summoned 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:

   a) Scottish Legends Cars Championship, Knockhill, Heat 2, 17th May 2026 (15:38), (Ch.12 App.7 Art.1.5f), 3 points.

   b) Scottish Legends Cars Championship, Oulton Park, 7th June 2026 (19:40), (Ch.12 App.7 Art1.5f), 3 points.

   c) Scottish Legends Cars Championship, Croft, Race 10, 22nd August 2026 (18:45), (Ch.12 App.7 Art1.8), 3 points.

   d) Scottish Legends Cars Championship, Croft, Race 20, 23rd August 2026 (18:50), (Ch.12 App.7 Art.1.8), 3 points.

3. Mr Bamber on behalf of Motorsport UK submitted to the Court that Ewan Robertson was not making the mistakes of a novice but had simply "gone for gaps that did not exist". A period of driver training would be more appropriate in this case than a simple suspension of Ewan Robertson's Competition Licence.

4. The recommendation that Nick Bamber made to the Court was that there should be:

   a) a single event suspension together with

   b) an interim suspension of Ewan Robertson's competition licence pending completion by Mr Robertson of a minimum of 6 hours' instruction by an independent ARDS grade 'A' or 'S' instructor selected from the Motorsport UK approved list and whose identity must first be notified to those at Motorsport UK, and that subject to receiving a satisfactory report from such instructor Ewan Roberston's competition licence could be re-instated.

5. The Court was impressed that Ewan Robertson accepted full responsibility for the breaches and was not averse to further training.

DECISION

6. After careful consideration the Court accepts that the recommendation made by Mr Bamber was both constructive and appropriate in the circumstances of this case and accordingly the Court made an order in those terms, namely that Ewan Robertson's competition licence would be suspended pending a satisfactory completion of six hours' driver training. The Court did not mandate an event suspension as it was inevitable that Mr Robertson would miss his next event by virtue of the Court's requirement for driver training.

7. Mr Robertson is referred to the Paper entitled National Court Mandated ARDS Instructor Appointment (with which he must comply) a copy of which will be provided to him by Motorsport UK.

8. Mr Robertson is ordered to pay a contribution to the costs of these proceedings in the sum of £250.00

Guy Spollon, Chair
10th September 2026

Sitting on 14th October 2026
David Munro (Chair), David Scott, Richard Norbury

Case No. J2026/42

MOTORSPORT UK ORDERED INQUIRY – Britcar Championship Event on 11th–12th July 2026

Due to Motorsport UK having been notified of an issue or irregularity arising in relation to the Britcar Championship Event held at Snetterton on 11th July 2026 with reference to the entry competing as Car 10, the National Court was ordered to inquire into the issues pursuant to NCR Ch.2App.7 Art.9 and Ch.1 Art.1.4.

THE ISSUES

1. Car 10 was entered as a multiple-driver entry with Drivers Ian Wilson and Elliott Wilson, Elliott Wilson being the qualifying Driver.

2. Championship Regulation (CR) 2.4.5 provides that in a race with an advertised duration of longer than 70 minutes, in a multiple-driver entry, no one Driver may drive for more than 60 per cent of the advertised race length, and Championship Regulation CR 2.7.2.12.7 provides that each driving stint shall be measured from the race start or the pit-exit timing loop to the chequered-flag time or the pit-entry timing loop.

3. The race had an advertised duration of 90 minutes, such that the maximum permitted driving time for any one Driver in a multiple-driver entry was 60% of 90 minutes, being 54 minutes.

4. It is contended, on the basis of pit-stop times, reports of the Judges of Fact in the pit lane and Parc Fermé, and livestream footage, that Elliott Wilson drove two stints (each measured from the race start or pit-exit timing loop to the chequered flag time or pit-entry timing loop in accordance with CR 2.7.2.12.7) totalling approximately 73 minutes, being approximately 81 per cent of the advertised race length, in excess of the maximum driving time permitted under CR 2.4.5.

5. Championship Regulation Article 4.2.R provides that exceeding the maximum driver time under CR 2.4.5 attracts a 180-second stop/go penalty.

6. This issue was not identified or dealt with during the Event and comes before the ASN as a request for action following a review undertaken after the conclusion of the Event.

7. The Court was ordered to inquire into all matters arising from the Issues, including (but not limited to) the following:

   a) Whether any driver of Car 10 drove for more than 60 per cent of the advertised race length in Race 2 contrary to CR 2.4.5, having regard to the method of measuring each stint prescribed by CR 2.7.2.12.7 and if so the extent of the excess.

   b) Whether, and how, the prescribed 180-second stop/go penalty under CR Article 4.2R falls to be applied in circumstances where it was not and cannot now be served during the Event, including the correct interpretation and application of NCR Ch.12 App.10 Art.2.1. L and the basis (if any) for any additional time penalty.

   c) Whether any consequence or penalty remains available in respect of the issue following the conclusion of the Event and the declaration of the Results, and if so, it's nature.

   d) Whether, in consequence of the foregoing, the classification and results of Car 10 are irregular, and if so what remedy (if any) is available and appropriate having regard to the overriding principle of sporting fairness.

➔

1. The court had received a written submission from the two drivers of Car 10- Ian Wilson and Elliot Wilson, who were a father and son team, and heard evidence from the Britcar Championship Co-ordinator, Claire Hedley.

2. There was no Challenge to the basic facts of the case. These can be simply stated. Car 10 was a multiple driver entry; CR 2.4.5 applies and therefore no one driver should drive for more than 60 per cent of the race time. Elliot Wilson drove for circa 81 per cent of the race time.

3. In mitigation Ian and Elliot Wilson submitted that during 2025 they had corresponded with both Claire Hedley and David Hornsey, the Technical Manager for Britcar, on the subject of CR 2.4.5. They had believed that as the regulation had been introduced to prevent teams using a professional driver to do most of the driving in a pairing, it could operate to the disadvantage of multi driver teams where no professional driver was used. They had further believed that the regulation no longer applied in 2026.

4. It is accepted that there had been discussions via email in 2025 but there had been no such changes to the 2026 Championship Regulations, and it remains the duty of any competitor to be aware of the regulations that are applicable.

5. CR Art 4.2R provides that the penalty for exceeding Maximum Driver Time is a 180 second stop-go penalty. For reasons that remain unclear the timekeepers at the event do not appear to have notified the Clerk of the Course about the apparent irregularity and consequently the issue was not dealt with during the event or at the circuit. The penalty was therefore not imposed.

6. The Court is mindful of NCR Ch.12 App10. Art.2.1. L which provides that where a stop/go penalty cannot be imposed for operational reasons an alternative penalty of no less than 30 seconds and no more than one minute shall be added to any penalty period and the elapsed time of the vehicle involved. As the Court has the clear authority to impose a time penalty this would satisfactorily answer items 2 and 3 of the terms of reference of the Inquiry.

7. On this basis the Court imposes a total time penalty of 210 seconds on Car 10. The Results should be amended and re-published accordingly.

8. It is inappropriate to make any orders as to costs.

14th October 2026
David Munro, Chair

Sitting on 14th September 2026
David Munro (Chair), David Scott, Richard Norbury

Case No. J2026-46

DISCIPLINARY HEARING – X (Minor)

1. X (aged 15) was summonsed to appear before the Court which was sitting as a Disciplinary Panel. He attended with his mother and his Team Manager, Jamie Ross from R Motorsport.

2. X was a competitor in the 2026 Ginetta Junior Championship and had accrued more than 12 penalty points on his Competition Licence and pursuant to NCR Ch.2 App.12 Art.1.6 he had been referred to the National Court for the consideration of further penalty; his licence having been suspended until the conclusion of these proceedings.

3. The Head of Race at Motorsport UK, Cheryl Lynch, had viewed the relevant race footage which related to Ginetta Championship races at Donington, Croft and Brands Hatch and was concerned that there had been a number of cases of front to rear contact. Motorsport UK held the view that X would benefit from a program of instruction and re-education.

4. Jamie Ross was very supportive of X and believed that he was making good progress given that he was in his first season of racing cars, having graduated from a highly successful career in karting. He made the valid point that there is little opportunity for 15-year-olds to obtain on track training and testing in advance of the Ginetta Junior Championship or between official practice and qualification days. The Court had sympathy with the fact that a lack of practice was a real issue.

5. X had had the foresight to prepare notes of what he wanted to say to the Court and spoke lucidly on his own behalf. He was keenly aware of his need to improve on track. The Court takes full account of his submissions.

6. In the circumstances the Court concludes that while some further penalty was appropriate, a period of six hours instruction and education was merited.

ACCORDINGLY, THE COURT ORDERS THAT:

1. A period of 6 hours instruction by an ARDS instructor of grade A or S should be undertaken. The instructor must provide a report to the Head of Race on satisfactory completion of the instruction.

2. X's competition licence is to remain suspended until 00:01 25th October, or the satisfactory completion of the six hours instruction, whichever is later.

3. That suspension will itself be suspended on the 22nd and 23rd October provided that the period of instruction has been satisfactorily completed by the 22nd of October 2026.

4. The competitor must pay the sum of £250 towards costs.

14th October
David Munro, Chair

Sitting on 20th October 2026
David Munro (Chair), David Scott, Kevin Witton

Case No. J2026-39

APPEAL – APPELLANT: TOWNSEND RACING

1. The appellants, Townsend Racing powered by Fox Motorsport, were the entrants of an Aston Martin GT4 car, competition number 40 in the Donington Park round of the British GT Championship on 6th September 2026.

2. Article 49 of the British GT Championship regulations prohibits any contact with a vehicle in perc fermé, with the exception of specified officials and technicians. Post race, the applicant's car was in a garage deemed to be a Parc Fermé area and a sign had been placed on its roof indicating that it was in Parc Fermé. A Mr Woollen entered the garage / Parc Fermé area, looked into and then opened and closed the door of the applicant's car, allegedly to check that the ignition had been switched off. A judge of fact reported Mr Woollen's actions to the Stewards of the Meeting. The Stewards found there to have been a breach of the Article and in consequence imposed a disqualification from the results of the race, as Article 49 mandates.

3. It is against that decision that the entrant now appeals under NCR Ch.2, App.5.3(a) on the basis that a gross miscarriage of justice has occurred.

4. The main thrust of the appeal is that Mr Woollen had no connection with the entrant's team and was, in fact, an employee of Aston Martin Racing (AMR) who had acted without the knowledge or consent of the team.

5. The entrants also asserted that the organisers had failed to comply with Article 49(3) which requires that the Parc Fermé shall be sufficiently large and secure so that no unauthorised person can gain access to it, arguing that the pit garage used by the team was insufficiently secure.

6. The essential facts were not in dispute. The entrants had left the car in the pit garage at the end of the race and the entire team, about 6 persons in all, had gone to the podium. They had left an acrylic sign on the roof of the car which read "Parc Fermé DO NOT TOUCH". Mr Woollen, a technical advisor employed by Aston Martin Racing to provide technical support to the five Aston Martin teams who competed in the race, was in the pit garage when they left.

7. He had opened the door of the car to see if the ignition was on. He then shut the door. He was seen to do this by a Judge of Fact.

8. He was lawfully in Parc Fermé as he had been issued with a pass by the promotors, SRO, which enabled him to access all areas other than race control. He had attended the Stewards Hearing and explained that he had walked through the garage to see what a marshal was doing at the front of car 40 and had opened the car door without thinking. He acted without the knowledge of the team.

9. He attended the National Court and had provided a witness statement. His evidence was that neither he, nor AMR, had any contractual agreement with the appellant's team to provide either technical or engineering support. He had acted independently and was not instructed by the team. His role at the event was to liaise with and offer technical advice to all AMR teams as required. He had moved up and down the pit lane throughout the weekend visiting teams. He had acted on his own account and without the knowledge of the appellants.

10. The issue to be decided by the Court was whether or not the appellant team were responsible for his actions. Motorsport UK argued that as the entrant they bore the prime responsibility for compliance with the regulations by all persons connected with an entry (NCR Ch.6 App.1Art.2.3), further they asserted that as NCR Ch.6 App.1 Art 2.6 states that any person in possession of an Official Event pass or other means of identification issued by the Organiser shall be deemed to be assisting the entrant to which the means of identification has been issued.

11. Motorsport UK further relied on NCR Ch.6 App.1 Art 1.4 which states that the entrant is responsible for all the acts and omissions on the part of their drivers, mechanics, passengers all other persons connected in any capacity with their entry.

12. The definition of "persons" includes all and any, but not limited to, participants, coaches, volunteers, teams, employees, any person howsoever connected to an entry. (NCR 2026 Edition 4 Ch.1 App.1 - Definitions and Nomenclature).

13. On this basis it was asserted that even though the evidence was that Mr Woollen had acted without the consent or knowledge of the appellants, they were liable for his actions.

14. The Court gave due consideration to this argument, and it is plain that the entrant bears prime responsibility for the actions of all persons connected with an entry, howsoever they are connected, but there must nonetheless be sufficient evidence of a connection. That evidence is absent in the present case.

15. While Mr Woollen had a pass entitling him to be in Parc Fermé, it had not been issued by the organisers, but by the promotors, SRO. It was not issued to enable him to act on behalf of any particular team and was generic in nature.

16. Mr Woollen was not an employee of the entrant, and in no sense could he reasonably be regarded as a member of the entrant's team. He had no contractual relationship with them and was not acting as their agent. They were not in a position to control his actions and there is no evidence that they had any knowledge of them. They were not present at the relevant time.

17. The appellants had left a prominently displayed notice on the roof of the car which gave the clear instruction "DO NOT TOUCH".

18. There was a barrier around the car. In these circumstances it is hard to see what more they could have done to prevent a breach of Article 49.

19. For the sake of completeness, the Court is unable to accept the argument that Article 49 did not apply to the pit garages given the provisions of Article 49(3). There was sufficient security in place – two members of the scrutineering team were examining the front splitter of Car 40 at the time of Mr Wollen's actions, and he had authority to be present granted by was of the pass provided by SRO.

20. For the reasons set out in the foregoing paragraphs, the appeal is upheld and the Court orders that the appeal fees should be returned.

21. No orders are made as to costs.

20th October
David Munro, Chair

Sitting on 20th October 2026
David Munro (Chair), David Scott, Kevin Witton

Case No. J2026-44

MOTORSPORT UK ORDERED INQUIRY – British Truck Racing Championship, Snetterton, 11th-12th July 2026

1. Due to Motorsport UK having been notified of an issue or irregularity arising in relation to the British Truck Racing Championship Event held at Snetterton on 11th-12th July 2026 the National Court was ordered to inquire into the issue pursuant to NCR Ch.2 App.6 Art.1.14 and NCR Ch.2 App.7 Art.9.

2. At the Championship meeting held at Snetterton on 11th-12th July 2026 (Rounds 16 to 20 of the Championship) the Clerk of the Course, issued eight Decisions finding contraventions of Championship Regulation (CR) 5.18 (Over Speed), each stating that the evidence relied upon was a 'Judge of Fact report', namely:

    a. Competitor 33, Neil Yates, Race 1
    b. Competitor 96, Bradley Harvey, Race 1
    c. Competitor 3, Steven Powell, Race 11
    d. Competitor 40, Archie Handy, Race 11
    e. Competitor 89, Simon Reid, Race 11
    f. Competitor 96, Bradley Harvey, Race 11
    g. Competitor 6, John Powell, Race 15
    h. Competitor 69, David Jenkins, Race 15

3. 10 second time penalties were issued in 6 instances, but in respect of Competitor 3 and Competitor 6, both drivers were disqualified from the results of the race.

4. Appeals against the Decisions concerning Competitor 3 (Team333 Motorsport) and Competitor 69 (Jenkins Motorsport) were lodged and delegated under NCR Ch.5A App.4 Art.2.16 to the panel of Stewards at Donington Park, who declined to deal with them and recommended that the matter be dealt with by the original Stewards from Snetterton.

5. The original Stewards subsequently heard those Appeals on 9th September 2026 and upheld both Appeals. The Penalties imposed on Competitor 3 and Competitor 69 were quashed, the Stewards concluding that there were sufficient areas of concern as to the reliability of the data used as the basis for applying the Penalties to create doubts about its accuracy and appropriateness, and noting that provision of the information was not covered by a Judge of Fact declaration.

6. The Penalties imposed on Competitor 33, Competitor 96 (Race 1), Competitor 40, Competitor 89, Competitor 96 (Race 11) and Competitor 6 arose from the same data and process but were not the subject of an Appeal and accordingly remain in effect.

7. Motorsport UK takes the view that, in the interests of sporting fairness, the penalties issued using that data and which were not the subject of Appeal should also now be overturned.

8. The National Court has therefore been ordered to inquire into the following matters:

    a. Whether the data relied upon for the Decisions was of sufficient reliability and accuracy to establish a contravention of CR 5.18 to the standard required by NCR Ch.2 Art.1.17 (proof on the balance of probability, a breach not to be inferred without adequate proof), having regard to the matters identified by the Stewards in the Stewards' Decisions;

    b. Whether the information relied upon by the Clerk of the Course was covered by a Judge of Fact declaration, and whether any Judge of Fact was appointed and named in the Official Documents for the Event in accordance with NCR Ch.5 Arts 21.1 and 21.5; and

    c. Whether, the Penalties on Competitor 3 and Competitor 69 having been removed by the Stewards' Decisions on the ground of concerns as to the reliability of the same data, sporting fairness requires that the penalties imposed on Competitor 33, Competitor 96 (Race 1), Competitor 40, Competitor 89, Competitor 96 (Race 11) and Competitor 6, arising from the same data and process, should be treated in like manner.

9. Having considered the documentary evidence provided, the Court finds as follows:

    a. The evidence on which the Clerk's decisions as to over speeding seems to have been based, had been displayed on a screen in Race Control and shown to the competitors. It appears to have been part of the "BTRC Tracking "system.

    b. The Court notes that CR 4.2.1 provides that the only data permitted in any Judicial hearing is that which is obtained from the data downloaded by the Competitor from the approved monitoring device noted in 5.18.

    c. There is some doubt as to whether or not the information relied upon by the Clerk of the Course was, in fact, derived from a device or devices approved by BARC, the Organisers of Championship as required by CR 5.18.1., the BTRC website confirmed that FleetSafe were the Championship's official "camera and speed monitoring partners" but no further evidence of approval has been revealed.

    d. In any event the data that was apparently relied on was plainly not data downloaded by the competitor as required by CR 4.2.1.

    e. The National Court cannot, in these circumstances be satisfied on the balance of probabilities that the data relied upon was of sufficient reliability and accuracy to establish that any of the competitors exceeded the maximum permitted speed of 160kph contrary to CR 5.18.1.

10. In each case the Court notes that the Clerk of the Course Decision states the following:

    a. "Evidence Relied Upon: Judge of Fact report".

    b. There seems to be no evidence that this information was covered by a Judge of Fact Declaration or that a Judge of Fact was appointed and named in the Official Documents for the Event in accordance with NCR Ch.5 Arts.21.1 and 21.5.

11. Given that the Stewards have considered the Appeals of Competitors 3 and 69 and have allowed those appeals in full, the National Court concludes that in order to ensure sporting fairness the Decisions in relation to the other six Competitors should be set aside and the penalties waived in their entirety pursuant to NCR Ch.2App.7 Art1.3 and Ch.2 App2. Art.5.1.

12. The results of the affected races must therefore be amended and republished, and the Championship Standings must be amended accordingly.

13. It is not appropriate to make any order for costs.

20th October
David Munro, Chair

WHAT'S ON

A SELECTION OF FORTHCOMING CHAMPIONSHIPS AND EVENTS



GRAHAM HOLBON

British Truck Racing Championship

31st October-1st November, Brands Hatch, Kent

After kick-starting the 2026 season at the Kent venue, the British Truck Racing Championship returns to Brands Hatch this weekend to crown its champions in Division 1 and Division 2.

With fireworks set to fly both on and off the track, the heavyweight behemoths are poised to bring the curtain down on the season in style with five spectacular races.

In addition to the title-deciding action of the big rigs, Brands Hatch will also play host to the likes of the Pickup Truck Racing Championship, TCR UK Championship and MINI CHALLENGE Trophy.

Click Here



DOM GIBBONS

Guy Fawkes Revenge, Shirley Owen Memorial StreetCar AutoSOLO

1st November, Curborough Sprint Course, Lichfield, WS13 8EJ

Run by Cannock & District Car Club (CDCC), this StreetCar event is open to invited clubs and is qualifying round of the CDCC Wheelspin StreetCar Series, EMAMC AutoSOLO Championship, and ANWCC AutoSOLO Championship.

Click Here



The Tulleys Trial

1st November, Tulleys Farm, West Sussex, RH10 4PD

Kentish Border Car Club is hosting the Tulleys Trial – the 15th round of the Motorsport UK British Sporting Trial Championship. Sporting Trials is the ultimate development of a two-wheel drive car and is as unique as a motorsport can get. Unlike most motorsport, sporting trials is not about speed, but combines momentum, throttle control and choice of line to make a very entertaining, challenging and competitive day.

Click Here



Race of Remembrance

6th-8th November, Trac-Mon, Anglesey, Wales

After a hugely successful race last year which saw the biggest number of entries ever, Mission Motorsport is partnering with BRSCC to bring you Race of Remembrance at Anglesey. It promises to provide beneficiaries with on-the-job training opportunities and driving experience and the motorsport community with some challenging and exhilarating racing.

Held across the Remembrance weekend, this unique 12-hour endurance race, which is suspended for a special pitlane service on Remembrance Sunday, is set to welcomer 50 teams and 150 drivers participate.

Click Here



KEVIN MONEY

Wyedean Stages Rally

14th November, Ross-on-Wye, Herefordshire, HR9 7QQ

The Richard Cole Contracting Wyedean Stages Rally organised by the Forest of Dean Motor Club Limited returns for 2026, and welcomes competitors from The Motorsport UK Pirelli Welsh Rally Championship, The Kingfisher Insurance Motorsport UK English Rally Championship, The HRCR Stage Masters Challenge, HRCR Category 1 Cup and Mini Cup, and the Association of North Western Car Clubs Championship.

Servicing will be based at the Ross Livestock Market, Ross-on-Wye including pre and post event activities and awards. The rally will consist of two legs of stages all within the Forest of Dean. During the morning competitors will attempt four stages followed by a service halt at Ross-on-Wye. Competitors will then repeat the morning loop before a return to the Service Park for the finish of the event.

Click Here

British Rallycross Championship

7th-8th November, Lydden Hill, Kent

Following a sell-out event in 2025, the 5 Nations British Rallycross Fireworks and Rallycross returns to Lydden Hill for another action-packed weekend of motorsport and family entertainment. With over 75 races across the weekend, expect wheel-to-wheel rallycross under floodlights, alongside funfair rides, live music, street food, performers and a spectacular fireworks display on Saturday night.

Click Here







SROC/LOUIS HENKEL

Clubmans Trial

14th November, Cow Farm, Nr. Hailsham, East Sussex. BN27 4JB

Southern Rover Owners Club (SROC) is organising a Clubmans Cross-Country Vehicle (CCV) and Road Taxed Vehicle (RTV) Trial which is open to fully elected members of SROC, the ALRC and up to 13 other Motorsport UK recognised clubs.

The event will consist of both a CCV Trial and a RTV Trial, each run as untimed competitions in accordance with the current ALRC Green Book and Motorsport UK National Competition Rules.

All entrants must produce a club membership card and a Motorsport UK RS Clubman licence. Further details available on the club website.

Click Here



BEN LAWRENCE

Rally Anglo Caledonian

20th-21st November, Carlisle, CA6 4NZ

Rally Anglo Caledonian is the longest gravel rally in the UK this year, covering a total of 115 stage miles from a base at Carlisle Airport.

It is run by the team behind the biennial Roger Albert Clark Rally and for 2026 will run on both sides of the Scottish border. The competitive route takes in 53 stage miles on Friday afternoon and evening and a further 62 stage miles through Saturday.

The event will be open to all rally cars, including four-wheel drive, and will form the final round of the FUCHS Lubricants Motorsport UK 2026 British Historic Rally Championship (BHRC) and the penultimate round of the Mini Rally Challenge.

Click Here



JAMES ROBERTS



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

From permits to protection : A guide to motor club insurance

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



● WHAT INSURANCE COVER IS PROVIDED?

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

● BENEFITS OF THE COVER

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

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

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

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

● IMPORTANT EXCLUSIONS

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

Employers' liability insurance: This is not included in the Motorsport UK insurance offering. All volunteers, committee members, or working club members could be considered employees of the motor club they volunteer for, from a legal liability perspective regardless of whether they are paid. For example if any club members are injured while working on behalf of the club (outside of a permitted event), the club may be liable for any claims arising from negligence.

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

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

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

● ENHANCING YOUR INSURANCE COVER

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

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

● PRIORITISING PROACTIVITY

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

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

www.marshsport.co.uk/motorsportuk

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RESULTS

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

Kwik Fit British Touring Car Championship



JOY BATCHELOR

Latest Championship Standings

1st	Ashley Sutton	514 points
2nd	Tom Ingram	387 points
3rd	Dan Cammish	369 points

Wera Tools F4 British Championship



Latest Championship Standings

1st	Dries Van Langendonck	344 points
2nd	Theo Palmer	295.5 points
3rd	Lewis Wherrell	267 points

Kingfisher Insurance Motorsport UK English Rally Championship



KEVIN MONEY

Latest Championship Standings

DRIVERS

1st	Elliot Payne	98 points
2nd	Daniel Sigurdarsson	90 points
3rd	Pete Gorst	86 points

CO-DRIVERS

1st	Patrick Walsh	98 points
2nd	Asta Sigurdardottir	89 points
3rd	Mark Twiname	86 points

British Rally Championship



JEP

Latest Championship Standings

DRIVERS

1st	Osian Pryce	125.5 points
2nd	Max McRae	118 points
3rd	Meirion Evans	96 points

CO-DRIVERS

1st	James Morgan	125.5 points
2nd	Cameron Fair	118 points
3rd	Dale Furniss	96 points

FuelTech Motorsport UK British Drag Racing Championship



SANTAPOD

Latest Championship Standings

1st	Andy Robinson	505 points
2nd	Jon Webster	478 points
3rd	Jean Dulamon	348 points

Motorsport UK Pirelli Welsh Rally Championship



PAUL LAWRENCE

Latest Championship Standings

DRIVERS

1st	Matthew Hirst	141 points
2nd	Dan O'Brien	121 points
3rd	Bob Morgan	109 points

CO-DRIVERS

1st	Michael Gilbey	132 points
2nd	Adrian Williams	119 points
3rd	Declan Dear	115 points

Woodford Trailers Motorsport UK British Sprint Championship



CHRIS BENNETT

Latest Championship Standings

1st	Ethan Faulkner	756 points
2nd	Steven Brown	686 points
3rd	Peter Goulding	680 points

British GT Championship



JEP

Latest Championship Standings

GT3

1st	Simon Orange / Marcus Clutton	138.5 points
2nd	Morgan Tillbrook / Ben Barnicoat	132.5 points
3rd	Rob Collard / Hugo Cook	125.5 points

GT4

1st=	Daniel Lavery / Darren Turner	143.5 points
1st=	Will Orton / Jessica Hawkins	143.5 points
3rd	Jack Collins / Branden Templeton	139 points

National Championships

Motorsport UK Sporting Car Trials Championship



CALVIN SAMUAL

Latest Championship Standings

1st	Thomas Bricknell	193 points
2nd	Simon Kingsley	140 points
3rd	Stuart Beare	132 points

British Truck Racing Championship



GRAHAM HOLBON

Latest Championship Standings

DIVISION 1

1st	David Jenkins	426 points
2nd	Stuart Oliver	399 points
3rd	Craig Reid	341 points

DIVISION 2

1st	Callum Eason	439 points
2nd	Jake Evans	423 points
3rd	John Powell	375 points

British Historic Rally Championship



RUSS OTWAY

Latest Championship Standings

DRIVERS

CATEGORY 2

1st	Ben Smith	195 points

CATEGORY 3

1st	Damien Tourish	185 points

CATEGORY 4

1st	Martin McCormack	130 points

CATEGORY 5

1st	Baz Jordan	33 points

RALLY 2

1st	Tony Williams	33 points

CO-DRIVERS

CATEGORY 2

1st	Steven Smith	195 points

CATEGORY 3

1st	Kevin Duggan	193 points

CATEGORY 4

1st	Barny Mitchell	130 points

CATEGORY 5

1st	Arwel Jenkins	33 points

RALLY 2

1st	Andrew Millington	33 points

Wera Tools British Kart Championships



ADAM GUMBS

Latest Championship Standings

Junior Rotax

1st	Charlie Woolfitt	612 points

Senior Rotax

1st	Freddie Lloyd	629 points

Micro Max

1st	Albert Pharoah	616 points

Mini Max 950

1st	Joshua Cooke	624 points

E10 Cadet

1st	Ansel Murray	325 points

MICRO E Plate

1st	Albert Pharoah	311 points

MINI E Plate

1st	Joshua Cooke	317 points

JUNIOR E Plate

1st	Emerson MacAndrew-Uren	319 points

SENIOR E Plate

1st	Freddie Lloyd	311 points

Junior X30

1st	Jorge Edgar	948 points

Senior X30

1st	Freddie Lloyd	926 points

Water Swift [R]

1st	Arthur Bowers	937 points

Water Swift

1st	Alfie Davidson	942 points

KZ2

1st	Noah Wolfe	771 points

Honda Cadet

1st	Sawyer Henderson	735 points

M1 Bambino

1st	Presley Knight	756 points







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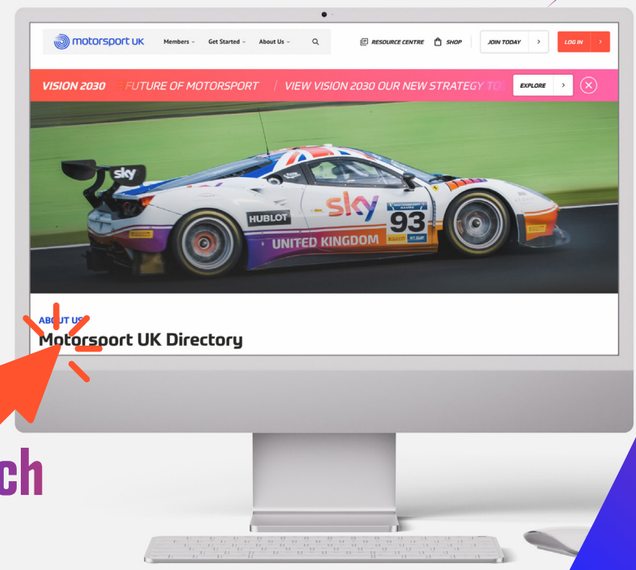
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Revolution

YOUR MEMBERSHIP MAGAZINE



SEPTEMBER



AUGUST



JULY



JUNE

Click the covers to read the previous issues



THE PARTING SHOT



With over 560 race starts, 19 wins, 72 podiums, 20 seasons and an Independents' title, Tom Chilton has announced his retirement from the British Touring Car Championship. Tom started his journey at just 17 years old, finished third is his first race, and became the youngest British Touring Car Championship race winner in the next season, still only 17. A brief visit to the World Touring Car Championship from 2012-2017 was followed by a return to the BTCC.

PHOTOGRAPHY: JEP