From	The Stewards of the Meeting	**Decision N° 13 corrected**

From The Stewards of the Meeting

To: The Competitor – WDE Motorsport
The Driver – Callum EASON
The Competitor - Evans Trucksport Engineering
The Driver – Jake Evans
All Officials

Decision N° 13 corrected

Date: 11 December 2025
Time: 18.00hrs

The Stewards have received a Right of Review application from WDE Motorsport in respect of our Decision taken against the driver of Truck #26 and made at 17.30hrs on 2nd November 2025 and, following the Stewards' Decision on a preliminary matter (see Decision 12), this application progresses to a full merits hearing and the following Decision:

Driver and truck No: Callum EASON #26

Competitor: WDE Motorsport

Time (fact)**:** 15.52hrs

Session: Race 17

Issue: Review of Decision made at 17.30hrs on 2nd November 2025 in compliance with NCR Chapter 2, Appendix 10, Article 1.2

Decision: The Decision made at 17.30hrs on 2nd November 2025 is unchanged

Reason: Following the preliminary matter (see Decision 12) the Stewards arranged a full Review merits hearing via MS Teams for 19.30hrs on 10th December 2025, the earliest date on which all parties were available.

In the virtual meeting were:

- Wayne Eason on behalf of WDE Motorsport (Appellant)
- Callum Eason (Driver #26)
- Jake Evans (Driver #10)
- Thomas Evans on behalf of Evans Trucksport Engineering
- The Stewards

The following Documents and videos were available to all:

- The Decision being reviewed (published on the vNotice Board for the Event)
- The Right of Review submission submitted by WDE Motorsport (circulated in advance of the vHearing)
- Video – Truck 10 right side
- Video – Truck 10 left side
- Video – Truck 10 rear
- Video – Truck 10 front
- Video – Truck 26 Go-Pro forward facing on-board
- Video – YouTube live stream (from trackside location after bridge between Stirlings and Clearways)
- Video – YouTube live stream (from top of Race Control building)

All the videos were played/shared during the hearing.

In his testimony, Wayne Eason asked the Stewards to consider that there had been overlap between Trucks 10 and 26 before the collision and that, as evidenced by previous passings at Clearways, it was entirely possible for two trucks to be side-by-side at this corner without contact.

Mr Eason opined that there was a responsibility on Jake Evans to be aware of his surroundings in which he had failed.

Mr Eason referred the Stewards to the Championship Regulations in respect of overtaking (as referred to in his written submission).

Mr Eason stated that, in his view, Jake Evans had been responsible for the collision.

Jake Evans said that he had nothing to add to what he had said in the hearing in person at Brands Hatch on 2nd November.

All in attendance were invited to make any further comments. There were none and, accordingly, the parties were dismissed on the assurance that a reserved decision would be made and published as soon as possible.

In considering their Decision, the Stewards reminded themselves of the Championship Regulations regarding overtaking which are:

2.13.2 Defence of a position Weaving, using the full width of the track, is not permitted. In a race, more than one change of direction to defend position against another truck is prohibited. Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one truck width between their own truck and the white line at the edge of the track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted. The leading truck must not force the following truck to leave the track. A late move to block which causes contact will usually be deemed the fault of the Driver that moved to block.

2.13.3 Overtaking In general, the onus is on the overtaking truck to pass safely – the Driver should not expect the truck in front to give-way if the truck attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the front axle of the truck attempting to overtake is ahead of the rear axle of the truck being overtaken. If a truck has sufficient overlap on entering a corner, then the truck being overtaken must give enough 'racing room'. The overtaking truck must be completely clear of the overtaken truck before attempting to pull back in front.

The Stewards are satisfied that Jake Evans fully complied with Regulation 2.13.2. Indeed, Wayne Eason accepted that, at all times before the contact, Callum Eason had had the space to keep his truck fully on the track.

The Stewards noted the definition in Article 2.13.3 of 'sufficient overlap' and of the requirement for sufficient overlap to be '*on entering a corner*' [to be given enough 'racing room'].

The Stewards determine that on entering the corner where the collision occurred there was no overlap, as defined, between the two trucks – the on-board video of Truck 26 clearly showing that, at the point where the steering is turned to the right (and right hand steering is maintained to the point of collision) the two trucks were 'line astern'. Accordingly, the 'sufficient overlap' criteria had not been met.

With 'the onus … on the overtaking truck to pass safely', the Stewards determine that Callum Eason was wholly to blame for this incident.

The Stewards also considered sanction. In the 2025 BTRC races, culpability for causing a collision has attracted a more significant penalty than a *Reprimand* (with associated licence points). But, as noted in the original Decision, in the particular circumstances of this being the final race of the Championship and #26 being a non-classified finisher, the Stewards maintain their view that the original penalty was apposite and make no change to it.

The requirements of NCR Chapter 2, Appendix 10, Article 1.16 have been met.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Chapter 2 of the NCRs, within the applicable time limits.

Signed

Greg MASTERS
Motorsport UK Steward

Signed

Brian Hemmings
Event Steward

Signed

Mike Sturney
Event Steward