

2026 National Historic Speed Club Championship

THE  
NATIONAL HISTORIC SPEED CLUB

2026 NATIONAL HISTORIC  
SPEED CLUB CHAMPIONSHIP

*CHAMPIONSHIP REGULATIONS*

PUBLISHED COPY

In association with

**HAGERTY**<sup>®</sup>



## 1. SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The National Historic Speed Club Championship (“the Championship”) is organised and promoted by the National Historic Speed Club in accordance with the National Competition Rules (“NCR”) of Motorsport UK (incorporating the provisions of the international sporting code of the FIA) and these Championship regulations.

Motorsport UK Permit Number: **CH2026/S072 (C)**

Motorsport UK Status: Interclub

Motorsport UK Championship Grade: **INTERCLUB**

### 1.2 Officials

#### 1.2.1 Championship Coordinator:

Mr Jon Plowe      E: [jonplowe@gmail.com](mailto:jonplowe@gmail.com)

#### 1.2.2 Championship Secretary:

Mr Stephen Akers      T: 07793 058370      E: [steve.nhsc@btinternet.com](mailto:steve.nhsc@btinternet.com)

#### 1.2.3 Eligibility Scrutineer:

Mr Tony Freeman      E: [scrutineerchampionships@gmail.com](mailto:scrutineerchampionships@gmail.com)

#### 1.2.4 Championship Stewards: (Contact via the Championship Coordinator)

Barry Guess, Mr John Riseley, Mr Norman Redhead

#### 1.2.5 Safeguarding Officer:

Mrs Adele Hunt      E: [safeguarding@nationalhistoricspeed.co.uk](mailto:safeguarding@nationalhistoricspeed.co.uk)

### 1.3 Eligible Competitors

1.3.1 Entrants must be fully paid-up membership card holding members of the National Historic Speed Club, be registered for the championship and be in possession of a valid and current Motorsport UK Entrant Licence.

1.3.2 Drivers and entrant / drivers must be fully paid-up card holding members of the National Historic Speed Club, be registered for the championship and be in possession of a valid and current Motorsport UK Competition Licence, Interclub status minimum, or National status for vehicles covered by NCR 14.2.1.4

1.3.3 All necessary documentation must be presented for validation at all rounds when signing on.

1.3.4 Competitors shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship.

## 1.4 Qualifying Rounds

Round 1	26th April	Mallory Park (BDC)
Round 2	2 <sup>nd</sup> May	Goodwood (Brighton & Hove)
Round 3	30 <sup>th</sup> May	Aintree (LMC)
Round 4	6 <sup>th</sup> June	Harewood (BARC Yorks)
Round 5	7 <sup>th</sup> June	Harewood (BARC Yorks)
Round 6	4 <sup>th</sup> July	Gurston Down (BARC SW)
Round 7	5 <sup>th</sup> July	Gurston Down (BARC SW)
Round 8	11 <sup>th</sup> July	Loton Park (Hagley & District)
Round 9	12 <sup>th</sup> July	Loton Park (Hagley & District)
Round 10	1 <sup>st</sup> August	Castle Combe (Bristol MC)
Round 11	2 <sup>nd</sup> August	Goodwood (Brighton & Hove)
Round 12	15 <sup>th</sup> August	Llandow (Bristol MC)
Round 13	12 <sup>th</sup> Sept	Wiscombe (MGCC)
Round 14	12 <sup>th</sup> Sept	Shelsley Walsh (MAC)
Round 15	13 <sup>th</sup> Sept	Shelsley Walsh (MAC)
Round 16	3 <sup>rd</sup> Oct	Prescott (BOC)

All events are subject to valid track licence.

## 1.5 Registration

1.5.1 Competitors register for the National Historic Speed Club Championship by first joining the National Historic Speed Club at [www.nationalhistoricspeed.co.uk](http://www.nationalhistoricspeed.co.uk) and then sending a fully completed registration form, accompanied by the correct fee, to the Championship Secretary, along with a recent photograph of the registered vehicle. Registration will only be deemed complete when written acceptance in the form of a registration card is issued. Incomplete or unsigned forms will be rejected.

1.5.2 The National Historic Speed Club membership fee is £20. There is a £30 registration fee to enter the 2026 National Historic Speed Club Championship.

1.5.3 Only registered competitors may score championship points.

1.5.4 Competitors may register up to the day before the final championship round. However, Championship points are only awarded for events following acceptance of registration.

1.5.5 National Historic Speed Club Championship competitors must apply for entry to Championship events in good time, directly to the organising club, as places cannot be guaranteed. Concessions are not available for competitors who are unable to secure entry to any Championship round.

1.5.6 By registering for the National Historic Speed Club Championship, competitors agree to comply with any reasonable request for them to provide motorsport related autobiographical information and the capture of still and video imagery in which either they or their car feature. Competitors also agree to the use of these materials by the championship organisers and their sponsors for marketing and communications purposes.

1.5.7 It is a requirement of entering the National Historic Speed Club Championship that all competitors complete, and display information whilst in the paddock, about their car for

viewing by spectators. A template, and assistance with completion if required, will be provided by the Championship Secretary.

## **1.6 Points Scoring**

- 1.6.1 Scoring will be run on a points scoring system.
- 1.6.2 There will be 16 rounds with each competitor's 6 highest scoring rounds counting towards the final result. Each competitor's 6 highest scores must include points from at least 1 sprint event and 1 hillclimb event.
- 1.6.3 In the event of a reduction in the total number of qualifying Championship rounds to less than 10, the number of rounds to count towards the competitor's final totals will be reduced by one for each reduction below 10. In the event of this happening, all competitors will be advised directly. One sprint event and one hillclimb event will still be required.
- 1.6.4 Organising clubs will be encouraged to recognise the National Historic Speed Club Championship as one class for event purposes. However, in the event of an organising club insisting on a different class structure to the National Historic Speed Club Championship, the competitors' results will be reclassified according to the National Historic Speed Club Championship classes.
- 1.6.5 The results will be based only on competitive runs available to all competitors. The number of competitive runs that count will depend on the individual event's Supplementary Regulations. If the Supplementary Regulations specify 2 competitive runs, then 2 will count. If they specify 3 or more may take place, then only the first 3 competitive runs will count, as long as all competitors are given the opportunity to take the same number of competitive runs.
- 1.6.6 There will be two competitions within the Championship. The Speed Championship will be a championship based on Class Target times. In addition, there will be a handicap competition called "The PB Cup" based on individual competitors' personal best times set at each venue in the car which they have entered in the Championship.
- 1.6.7 In order to encourage competitors to support the championship throughout the season a "Joker" round can be nominated in respect of rounds 9 to 16. This "Joker" will allow the competitor to score 1.5 times their points scored in the PB Cup for that nominated round. A "Joker" can only be played once in a season and must be nominated on the championship entry form. In the unfortunate situation that a competitor cannot obtain an entry for their nominated round, they will be allowed to nominate a subsequent round if one is available.

### **Speed Championship**

- 1.6.8 The Championship Organisers will maintain class records for each Championship class at each Championship venue. Points will be awarded to competitors up to a maximum of 21 points and a minimum of 5 points, based on their best time in relation to the relevant class record for each venue.
- 1.6.9 Points are calculated as follows:  
This system is based on using a nominal figure of 20 minus X, where X equals the competitor's best competitive time, minus the relevant class record for each venue. Here, class records and competitor's best competitive times will be recorded to the nearest 0.01 second. For example, where the class record is 105.21 seconds and the competitor's best competitive time is 106.45, the calculation will be:  
$$20 - (106.45 - 105.21) = 20 - (1.24) = 18.76 \text{ Points}$$

Where the class record is broken, more than 20 points will be scored, up to a maximum of 21 points. For example, where the class record is 105.21 seconds and the competitor's best competitive time is 104.91 seconds, the calculations will be:  
 $20 - (104.91 - 105.21) = 20 - (-0.3) = 20.30$  Points

#### 1.6.10 Standing Class Records

The first time a venue is used points will be awarded according to the Undefined Class Record clause 1.6.10 below. The fastest time set in each class at the first event at each venue will become the Class Record for that venue. When a Class Record is established and is then subsequently broken, the new fastest time will become the Class Record for the associated class at ALL subsequent rounds using the same circuit.

#### 1.6.11 Undefined Class Records

In instances where it is not possible to identify class records for any or all of the Championship classes i.e.:

- a) At the first event at each venue in the Championship,
- b) Where a Championship Class has been significantly altered or a new Championship Class has been introduced;
- c) At a course that has not previously been competed at as part of the National Historic Speed Championship;
- d) Where a new course layout has been introduced, but has not previously been competed upon as part of the National Historic Speed Championship;  
or
- e) Where the course layout has been significantly revised but has not previously been competed upon as part of the National Historic Speed Club Championship, each undefined class record will be set after completion of the first applicable Championship round by the National Historic Speed Club Championship competitor who records the fastest competitive time within the class. Under these circumstances, the Undefined Class Record Points Scoring System will be applied. This is defined as follows:

For the National Historic Speed Club Championship competitor who achieves the fastest competitive time within his or her class, thereby setting the new class record, he or she will be awarded 20 points. For all other National Historic Speed Club Championship competitors within the same class, their fastest time will be deducted from the new class record. The resultant figure will be added to a nominal figure of 20 to provide a points score. For example, where the new class record is 98.33 seconds and a National Historic Speed Club Championship competitor records a fastest time of 99.52 seconds within the same class, the calculation will be:

$$20 + (98.33 - 99.52) = 20 + (-1.19) = 18.81$$
 Points

When a new class record is established, this will apply at ALL subsequent rounds using the same circuit and the Standard Scoring System will be employed.

#### 1.6.12 Any driver competing at a qualifying round of the National Historic Speed Club Championship, but who is not a registered competitor, is discounted for scoring allocations as if they were not present.

#### 1.6.13 Competitors must at least break the start line beam during a competitive run to score points.

#### 1.6.14 If a competitor fails to score any points at a round, that round will not count as a qualifying round in that competitor's results.

1.6.15 Competitors wishing to change class must confirm this in writing to the championship organisers in advance of the change taking place. Failure to do so will result in 0 points being awarded.

1.6.16 During the season, competitors may change their car. This requires completion of a new registration for the National Historic Speed Club Championship, along with payment of the full registration fee.

1.6.17 Points scored within a class are not transferable to any other car or class.

### The PB Cup

1.6.18 The Championship Organisers will identify target times for each individual competitor based upon their personal best times set at each of the competition's venues in the car which they have entered in the Championship. If competitors improve on their personal best at an event, this will automatically become their target time for the next event at that venue.

1.6.19 Points scored are based on results from the events entered purely on the order of finish of cars. The order of finish will be determined as follows,

1<sup>st</sup> The competitor improving their personal best time by the most amount

2<sup>nd</sup> The competitor improving their personal best time by the second largest amount, and so on.

If no competitor improves their personal best time, then 1<sup>st</sup> place will be the competitor getting closest to their target time, and so on.

Points will be awarded as follows,

Position	Number of Starters						
	7 or above	6	5	4	3	2	1
1 <sup>st</sup>	20	16	12	9	7	6	5
2 <sup>nd</sup>	16	12	9	7	6	5	
3 <sup>rd</sup>	12	9	7	6	5		
4 <sup>th</sup>	9	7	6	5			
5 <sup>th</sup>	7	6	5				
6 <sup>th</sup>	6	5					
7 <sup>th</sup>	5						
8 <sup>th</sup>	4						

In case of non-finish

1 point for taking part in practice

2 points for taking part in timed competition runs

Above 7 starters all finishers from 8<sup>th</sup> onwards score 4 points

1.6.20 A competitor who does not have a personal best time at a venue in the car they have entered in the Championship will have a target time set by the Championship organisers based upon either the best times of other competitors in similar vehicles (including competitors in other championships), practice times on the day of the relevant event (adjusted as needed for changes in weather conditions), other information available to the Championship organisers or some combination of these. More detailed guidelines to be followed by the Championship organisers in setting target times will be published on

the Club's website, [www.nationalhistoricspeed.co.uk](http://www.nationalhistoricspeed.co.uk) , prior to the first Championship event.

1.6.21 A competitor who's target time is set under the provisions in 1.6.19 will have any improvement on their target time limited to 3% or 1.5 seconds, whichever is the lesser.

## 1.7 Tie Breaking

In the event of a tie between two or more competitors at the end of the Speed Championship, the following tiebreak procedure will be adopted in the sequence shown, until a result is obtained:

1. The number of established Championship class records broken will be counted.
2. The best dropped score for each competitor will be counted.
3. The competitor who scored their Championship total points first will be deemed the winner.

If none of these methods are effective, the Championship organisers will declare a tie.

In the event of a tie between two or more competitors at the end of the PB Cup Championship, the following tiebreak procedure will be adopted in the sequence shown until a result is obtained

1. The best dropped score for each competitor will be counted. If this does not produce a winner then the next best dropped score will be counted and so on until a winner is produced.
2. If the process in 1 does not produce a winner, then the Championship organisers will declare a tie.
3. The same processes will be applied in the event of ties for the other places down to and including 5<sup>th</sup> place.

## 1.8 All Championship Points Appeal

All Championship points appeal will be in accordance with NCR 2.5.2.

## 1.9 Championship Awards

1.9.1 Awards are only presented for the overall Championships and not individual rounds. To be eligible for an award, a contender must have scored points in at least four qualifying rounds.

1.9.2 Awards will be presented as follows:

### The Innes Ireland Trophy

The Innes Ireland Trophy will be awarded to the competitor with the highest combined points total scored when combining points scored in the Speed Championship and the PB Cup. In the event of a tie then the highest dropped score in the Speed Championship will be taken into account. If there is still a tie then the highest dropped score in the PB Cup will be taken into account. This alternating process will continue until a winner is identified. If a winner is not identified through this tie break process, then a tie will be declared and the competitors will hold the trophy for six months each.

The winner of this trophy will be known as the Combined Overall Champion. The winner will not be eligible for any other award.

### Speed Championship

Overall, Winner: A trophy and cheque for £200 provided by East Devon Law

Second Place: A cheque for £50 provided by East Devon Law and a trophy

Third Place: A trophy

The winner of each Championship class will be awarded a Class winner's trophy.

The Overall Winner, Second Place and Third Place do not qualify for any other class winner's award.

### **The PB Cup**

Overall, Winner: A trophy  
Second Place: A trophy  
Third Place: A trophy

### **HRCR Trophies**

Trophies provided by HRCR will be awarded to the HRCR members who finish highest in the Speed Championship in an HRCR defined class Category 1 (pre '68) and Category 2 (01.01.68 to 31.12.74) car.

### **Entertainment Tax Liability**

Prize money and Bonuses shall be posted to the Entrants within 60 days of the results being declared final after each championship.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the NHSC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.9.3 Presentation of the Innes Ireland Trophy, the Speed Championship and class awards, the PB Cup awards and the HRCR awards are provisional and subject to publication of the approved results.

## **2.0 SPORTING REGULATIONS – JUDICIAL PROCEDURES**

**2.1** The National Historic Speed Club Championship operates in accordance with NCR Chapter 2 and these Championship regulations.

**2.2** All rounds will be in accordance with NCR Chapter 2 and the Supplementary Regulations of the qualifying round.

## **3.0 SPECIFIC CHAMPIONSHIP REGULATIONS**

**3.1** By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

**3.2** Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which

can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

**3.3** It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Secretary and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

**3.4 Sponsorship**

3.4.1 Hagerty UK and East Devon Law are co-sponsors of the club.

3.4.2 The Championship Organisers will provide all National Historic Speed Club Championship competitors with a branding pack as part of their confirmation of registration. This will include 2 copies of all club sponsors' stickers. To qualify for the Championship awards all competitors must display the Hagerty sticker, the East Devon Law sticker and the NHSC Speed Club Championship sticker on the nearside and offside of their vehicle, plus at least 1 of each of any other sponsors' stickers, competitors deciding exact locations. Championship stickers will be checked at scrutineering.

**4.0 TECHNICAL REGULATIONS**

**4.1 Eligible Cars**

4.1.1 If a dispute occurs regarding the compliance of a vehicle to the regulations for an event, the onus is on the competitor to prove compliance to the officials of the meeting.

4.1.2 At events Eligibility Scrutineers may be employed to validate the eligibility of cars within these regulations. No warning will be given to competitors. Competitors are encouraged to clear any modifications they are unsure about with the Eligibility Scrutineer shown at 1.2 above before their first event.

4.1.3 The National Historic Speed Club Championship is open to competitors participating in any E1, F1 and F2, G1 and G2, H1 and H2 Period Defined (Non-Rally) Historic Vehicle, i.e. any Saloon, Sports, Sports Racing or Racing car of a specification valid between 1 Jan 1947 and 31 Dec 1976. It is also open to competitors participating in any Historic Category 1 and Historic Category 2 Period Defined Vehicles (Rally) of a specification valid up to and including 31<sup>st</sup> December 1974. See NCR 1.1 Definitions and Nomenclature in the Motorsport UK National Competition Rules. Please be aware that the online version of the Motorsport UK National Competition Rules is the current version and it is updated during the year.

4.1.4 All competitors are strongly encouraged to present their cars in a good and clean condition.

4.1.5 To be eligible for the Championship all vehicles must comply with the Common Regulations in NCR Chapter 7 for the specific class the car is entered in this championship.

4.1.6 For the purposes of Championship points cars will be divided into the following classes:  
For cars complying with Road Cars (NCR 14.4.1) - Series Production, Road Cars – Specialist Production,  
Class 1A; Saloon Cars up to and including 1400cc

Class 1B Saloon Cars 1401cc up to and including 2000cc  
Class 1C Saloon Cars 2001cc and above  
Class 2A Sports Cars up to and including 1400cc  
Class 2B Sports Cars 1401cc up to and including 2000cc  
Class 2C Sports Cars 2001cc and above

For cars complying with NCR 14.4.17  
Class 3A Sports Racing and Racing Cars .  
Class 3B Formula Ford Kent Racing Cars

For cars complying with NCR 14.4.16

Class 3C Sports Libre – Minis complying with FIA Appendix K regulations or the 2023HSCC Historic Touring Cars Championship regulations  
Class 3D Sports Libre – Saloons and Sportscars complying with FIA Appendix K regulations or the 2023 HSCC/HRSR Historic Road Sports Championship regulations.  
Class 3E Sports Libre - Historic Special Stage Rally Cars – Categories 1 and 2

Class 3F Sports Libre - Modified Saloons and Sports Cars (Period Restricted)

Class 3G Sports Libre – Modified Saloons and Sports Cars

4.1.7 The Championship Organisers reserve the right to merge (if less than 3 entries are received) or sub divide classes (if more than 10 entries are received) at the commencement of the Championship should entries justify this.

## **4.2 Vehicle Technical Regulations**

4.2.1 All cars must comply with regulation NCR 14.4.2

4.2.2 Cars running in classes 1A to 2C must conform to NCR 14.4.14.

4.2.3 Cars running in classes 3A and 3B must conform to NCR 14.4.17.

4.2.4 For all classes (except Class 3G);  
The use of the expression “only period modifications” or “available in period” means, only modifications available to purchase in period are allowed (except as indicated below). The relevant part may be of modern manufacture, but must be to the same specification and made of the same material (except as indicated below). The onus is on the competitor to evidence that a modification was available to purchase in period. This must be done by reference to the vehicle manufacturer’s sales brochures dated in period (e.g. British Leyland Special Tuning brochure), sales brochures of specialist tuning equipment manufacturers/retailers dated in period, or articles in magazines dated in period. In event of a disagreement the decision of the eligibility scrutineer on such matters shall be final and binding on the competitor.

The following Vehicle Technical Regulations do not apply to Classes 3C and 3D (unless otherwise stated). Classes 3C and 3D are to comply with the technical regulations stipulated by the relevant FIA Appendix K or HSCC/ HRSR provisions. For Classes 3C and 3D historic race tyres (such as Dunlop CR65s) are permitted.

The following Vehicle Technical Regulations do not apply to Class 3E. All cars in this class should comply with NCR 13.17 and have a valid Historic Rally Vehicle Identity Form (HRVIF) and current MoT.

The following regulations do apply to Class 3F Modified Saloons and Sports Cars (Period Restricted) except as amended at 4.2.19 to 4.2.27 below.

The following regulations do not apply to Class 3G unless otherwise stated.

- 4.2.5 Chassis: For Class 3A the chassis must be to original specification.
- 4.2.6 Bodywork: The original silhouette/appearance is to be retained from all angles. Wheel arch extensions are allowed, but only to the minimum width to be legal (i.e. to just cover the tyre in plan view). Original type headlights and rear lights must be fitted and be operative.
- 4.2.7 Engine and Transmission: Original engine and gearbox type to be retained, internals are free. "Original engine (head and block) and gearbox type" means the same engine and gearbox casing as was available from the factory in that body shape in period. The original type of induction must be used. (e.g. Carburettors, although a different design may be used e.g. Webers instead of SU's). Sequential gearboxes are not permitted. Engine capacity shall be the actual measured capacity and must be declared on the entry form.
- 4.2.8 Suspensions: Shock absorbers must be of the same type as available in period and not fitted with separate reservoirs. Anti-roll bars must be of the same type and mounting as available in period.
- 4.2.9 Ignition Systems: The ignition system must be as original manufacture including the distributor, except it is permissible to fit a basic electronic switching system in place of points, subject to Eligibility Scrutineer approval, (e.g. Lumenition or Aldon Ignitor). Only the original distributor mechanical (and vacuum) advance and retard mechanism is allowed to control ignition timing.  
Engine management or mapping systems are not permitted.
- 4.2.10 Tyres: Classes 1 & 2; Saloon Cars & Sports Cars ; any road legal tyre may be used from Lists 1A, 1B and 1C of NCR 8.4. The use of race tyres ARE BANNED. A minimum tread depth of 1.6mm across the tyre must remain at all times.
- 4.2.11 Tyres: Class 3A, Sports Racing and Racing Cars; The use of slick or cut slick tyres ARE BANNED. Cars must run on treaded tyres which should be road tyres complying with the Motor Vehicles (Construction and Use) Regulations, or racing tyres as long as the latter have grooves in the tread pattern which must be lateral and circumferential and any 40mm diameter areas of the tyre must have grooves in at least two different directions, which themselves must have a minimum width of 3mm. A minimum tread depth of 1.6mm across the tyre must be maintained at all times.
- 4.2.12 Tyres: Class 3B As per BRSCC Formula Ford 1600 Regulations. See NHSC website for a copy.
- 4.2.13 All tyres must comply with NCR Ch.8 App.4 Art.1.4 except Classes 3A, 3B, 3C, 3D, 3F and 3G if historic race tyres are used.
- 4.2.14 For all classes the type, size and tread of tyre must remain the same throughout the meeting. Tyres or wheels cannot be changed to a different size or tread pattern during the meeting. This includes during practice and timed runs.

4.2.15 Brakes: Only period modifications are permitted, except that modern brake pad materials may be used. Carbon and ceramic brake discs are not permitted.

4.2.16 Class 3B: This class will run in accordance with the Formula Ford 1600 Kent Technical Regulations issued by BRSCC, except that only pre-77 cars are eligible. See NHSC website for a copy.

4.2.17 Electrical: Starter motors and alternators may be replaced with a higher-powered unit. Dynamos may be replaced with an alternator. Charging circuit must be in working order and charge the cars electrical system in the normal way. Original battery types may be replaced with modern lithium or gel types and the mounting location is free but must be securely mounted.

4.2.18 Fuel tank: Original fuel tanks may be removed and replaced by a safety race tank. Whichever tank is used, it must incorporate a leakproof filler cap, filler drain to the outside of the car and a breather.

The following additional regulations apply to Class 3F only,  
All cars must comply with NCR 14.4.14 and 4.2.4 to 4.2.18 above except for the following:

4.2.19 General: Only Period Modifications as defined at 4.2.3 above are permitted.

4.2.20 Interior: The vehicle's interior trim can be removed.

4.2.21 Bodywork: The provisions of NCR 14.15.5 shall apply with the exception of sections 15.5.8 & 15.5.9, which are excluded. Spoilers are not permitted. It is also permitted to cut the bonnet or engine cover to allow clearance for carburettor trumpets or ram pipes to fit e.g. Weber IDA. Bonnet scoops, vents or bulges are also permitted for induction purposes only as long as they do not constitute an aerodynamic device and must be made of period materials.

4.2.22 Chassis: The provisions of NCR 14.15.4 shall apply.

4.2.23 Induction: Electronic fuel injection is not permitted. Mechanical fuel injection of a type and manufacture available in period is allowed.

4.2.24 Ignition Systems: 4.2.8 above applies except that non period electronic ignition distributors are allowed, albeit of the type that does not have a USB port which would allow connection to an external electronic device (e.g. laptop) to amend the advance curve during the event. Only distributor systems with pre-selected advance curves are permitted.

4.2.25 Electrical: Electrical generators must be retained and be connected and working.

4.2.26 Tyres: Tyres are free except that the use of slicks and cut slicks is not permitted.

4.2.27 Brakes: 4.2.15 shall apply however alternative brake callipers and discs are permitted including swapping rear drums for discs provided the conversion was an option available in period. A working mechanical handbrake mechanism must however remain.

4.2.28 Suspension: 4.2.7 applies but the use of spherical rod end bearings (Rose joints) are permitted in place of rubber or nylon bushes.

The following regulations apply to Class 3G only.

4.2.29 The requirement for modifications to be available in period only does not apply to this class.

4.2.30 All cars must comply with NCR 14.4.15, except that NCR 14.4.15.1.2 and NCR 14.4.15.2 are prohibited.

4.2.31 Bodywork: Aerofoils are not allowed. NCR 14.4.15.5.8 and 14.4.15.5.9 are prohibited.

4.2.32 Tyres: Regulation 4.2.26 above applies.

4.2.33 Electric water pumps are allowed.

4.2.34 Ignition Systems: Programmable electronic ignition distributors are allowed. It is prohibited to alter the distributor programme at any time during the event.

#### **4.3 General Regulations**

4.3.1 Documentation: Drivers competing in Classes 1A to 2C inclusive must be able to produce proof of current UK Road Tax, Insurance and an MOT Certificate (where applicable) at scrutineering. Acceptable proof of Road Tax will be a DVLA confirmation of Vehicle Tax or a validated copy of the DVLA enquiry website: vehicle enquiry.service.gov.uk (NCR 14.4.12). Road cars on SORN are not permitted to run in any championship round.

4.3.2 Noise: All categories must comply with the current Motorsport UK noise regulations (NCR 7.8) or any special noise regulations in force at an individual venue as defined in the event regulations.

4.3.3 Licences: Any Driver competing in Classes 1A to 2C inclusive must hold an RS Interclub licence as a minimum. Any driver competing in a Sports Racing or Racing Car or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre-1977 Formula Ford 1600 Kent in compliance with the period Ford regulations, must hold an RS National or Race National Licence (NCR 6.8.3.1), unless the car is currently licensed for use on the public highway and competes in the event in a road legal condition (NCR 14.2.1.4).

4.3.4 Compliance: All vehicles must comply with the Motorsport UK General and Technical Regulations and with the specific regulations for each category / class as detailed in NCR Chapter 7 of the current NCR. Please refer to NCR 1.1 for the definition of a Sports Car.

4.3.5 Driver & Vehicle Safety: All competing vehicles, drivers and safety equipment must comply with current regulations as specified in NCR Chapter 7. The requirements of the current NCR regarding safety provisions for Sprint and Hill Climb cars must be adhered to, including the use of suitable Frontal Head Restraints where mandatory. Use of a Frontal Head Restraint device is highly recommended in all Road Car classes.

4.3.6 Legal Requirements - Road Cars: All road cars must remain in a completely road-legal condition at all times (NCR 14.4.12). This includes being fully trimmed out and all equipment that was fitted new, must remain installed and be in working order.

4.3.7 Competition Numbers

4.3.7.1 Competition numbers must be a clear contrast to the vehicle body colour, with figures meeting the dimensions stated in NCR 7.10.

4.3.7.2 Competition numbers must be in place before the vehicle is presented for pre-event scrutineering and must remain in place for the duration of the event.

4.3.7.3 As specified by NCR 14.2.3.2, competition numbers must be covered or removed at all times whilst driving on the public highway.

#### **4.4 Specific Competitor Safety Equipment**

All safety equipment for the driver must comply with NCRs for Speed events. In addition, the wearing of flame-resistant gloves and boots is mandatory for all classes.

### **5.0 ENVIRONMENTAL CONCERNs**

#### 5.1 Plastic Tyre Wraps

Motorsport UK are exceedingly concerned about the impact of single-use plastic tyre wrapping and with reusable alternatives available. Use of these plastic wraps is prohibited. NCR 14.3.1.3

### **6.0 VALIDITY OF REGULATIONS**

6.1 The Motorsport UK regulations specified in this document are current at the time of publication. The Championship organisers will do their best to provide updates if required. However, competitors are responsible for maintaining awareness of relevant changes and complying accordingly.

6.2 The Championship regulations may only be amended by Championship Bulletin with approval by Motorsport UK, they will then become appendices to the regulations and all bulletins will be uploaded to the championship website to accompany the regulations and be sent to the championship competitors.



Dated: 19<sup>th</sup> January 2026



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](http://Motorsportuk.org/racewithrespect)  
#RaceWithRespect

### **The Values**

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

