



motorsport UK

**Cross Car
Championship**

2026 CHAMPIONSHIP REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The Motorsport UK Cross Car Championship ('the Championship') is promoted and organised by Motorsport UK. It is administered by Lydden Hill Motorsport Club (LHMC) and British Trial and Rally Drivers Association (BTRDA) (jointly 'the Administrators') 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 together with 'the Administrators' will be jointly referred throughout these regulations as 'the Organisers'.

Championship Permit No: CH2026/S078
Status: Interclub
Championship Grade: B

The following definitions are to be used in the interpretation of the regulations:

Event – Any motorsport activity under the jurisdiction of the ASN and which has been granted a Permit by the ASN or has been confirmed by the ASN as being exempt from the requirements of being granted a Permit under these NCR. It includes the individual activities forming a round of the championship which may consist of practice, Heats, Semi-Final(s) and Final.

Round – A series of sessions including Practice, Heats and Semi-Final(s) resulting in a Final

1.2 The Organisers reserve the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time and all such statements will be issued by Championship Bulletin to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by these Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Coordinators: **Drew Furlong**
Email: drew.furlong@gmail.com
Phone: 07771 770627
Jordine Crooks
Email: jordinelouise548@yahoo.co.uk
Phone: 07917 286830

1.2.2 Eligibility Scrutineer: Nigel Jones
Email: njones6942@gmail.com
Phone: 07802 276590

1.2.3 Championship Stewards

1.2.3.1 The Championship Stewards are Adrienne Watson, Ed Muldoon, Brian Hemmings, Andy Stevens, Mike Broad

1.2.3.2 Any three of the Championship Stewards will constitute a quorum

1.2.3.3 In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the Organisers reserve the

right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward (Ch.3 App.10 Art.4.2 applies).

1.2.3.4 In accordance with NCR Ch.4 App.1 Art.1.2, Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the published Championship Regulations.

1.2.3.5 Championship Stewards are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing, impose a penalty in accordance with NCR Chapter 2 (subject to the rights of appeal to the National Court there provided).

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) be fully paid-up valid membership card holding members of LHMC or BTRDA and,
- b) be Registered for the Championship and,
- c) be in possession of a current Entrant's Licence and,
- d) a valid PG Entrant licence is required for any Parent or Guardian in accordance with NCR Ch.6 App.3 Art.2.13, Ch.16B App.8 Art.1.6

1.3.2 Drivers and Entrant/Drivers must:

- a) be fully paid-up valid membership card holding members of LHMC or BTRDA and,
- b) be Registered for the Championship and,
- c) be in possession of a valid Motorsport UK Interclub licence or Motorsport Ireland equivalent (in accordance with Ch.6 App.3 Art. 1.5) as a minimum or be in possession of the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies), and
- d) if under the age of 18 require their Parent or Guardian to be the holder of a PG Entrant's Licence in accordance with NCR Ch.6 App.3 Art.2.13, Ch.16B App.8 Art.1.6.
- e) If participation in the Championship requires absence from education, a driver, 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. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Acceptance of registration is entirely at the discretion of the Organisers.

1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

1.4.1 Applications to register for the Championship must be completed using the registration form available from RallycrossBRX.com, BTRDA membership.com or the Championship Coordinator. Where a car is entered for the Championship, by someone other than the Driver, it will be necessary for that Entrant to complete the Registration Form along with, and nominating, their Driver. By applying for registration, the Entrant and Driver agree to be bound by these Regulations, the Technical Regulations for the Championship, Event Supplementary Regulations and any other Official Documents as well as the National Competition Rules (NCR's) of Motorsport UK and any commercial regulations issued by the Organisers. Acceptance of applications is entirely at the discretion of the Organisers.

1.4.2 The registration fee is £200 for the full Championship.

1.4.2.1. The Organisers reserve the right to cancel the Championship should there be not more than 10 registered Competitors.

1.4.3 Applications for registration open from the publication of these Regulations and close at the closing date for entries of the final round.

1.4.4. The Championship Classes are:

- a. Motorsport UK Cross Car. Drivers may participate from their 16th birthday in vehicles complying with Article 5 of these regulations
- b. Motorsport UK Cross Car Junior. Drivers may participate from their 14th birthday and continue until 31st December of the year of their 17th birthday in vehicles complying with Article 5 of these regulations.
- c. BTRDA XC: Drivers with vehicles not fully compliant with FIA Cross Car may participate from their 16th birthday subject to compliance with Article 5.17. of these regulations.

The Organisers reserve the right to amalgamate Motorsport UK Cross Car with BTRDA XC class at Events where there are less than ten drivers in a class

1.4.5. Competitors not registered for the Championship may be permitted on an individual round basis and will:

- a) be deemed “Guest Competitors”,
- b) not score points and for the purpose of points scoring will be ignored,
- c) qualify for event awards,
- d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2(b).

1.5 Championship Rounds

1.5.1 The Championship will be contested over the following rounds:

Round	Date	Circuit	Club
1	22 March 2026	Blyton Park	MDA
2 & 3	5/6 April 2026	Lydden Hill	LHMC
4 & 5	23/24 May 2026	Mondello Park*	MPSC
6	28 June 2026	Blyton Park	MDA
7	25 July 2026	Lydden Hill	LHMC
8	29/30 August 2026	Valkenswaard*	NRV
9 & 10	26/27 September 2026	Pembrey	LHMC
11	18 October 2026	Knockhill	DDMC
12 & 13	7/8 November 2026	Lydden Hill	LHMC

* - subject to ASN authorisation and valid track licence

The Organisers reserve the right, in accordance with NCR Ch.3 App.10 Art.4.2, to cancel, postpone, change, or substitute rounds if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

1.6 Scoring

In the event that the event format is amended by Supplementary Regulations, Final Instructions or an Official Bulletin the points will continue to be awarded as follows (2.4 applies).

1.6.1 In the Championship a competitor will count results from all Championship rounds run less three.

- 1.6.1.1.** Points awarded during the Championship to Competitors of the BTRDA XC Championship Class (5.17. of these regulations) will qualify only for the BTRDA XC Class award.
- 1.6.2** Where a competitor is Disqualified from a Heat(s), Semi-Final(s), Final or Round, that round cannot be dropped and must be one of those counted towards the end of year score among those contributing to their championship score.
- 1.6.3** Championship points will be awarded by Class from first to sixteenth positions and will be based on a competitor's progression in the Intermediate Classification, the Semi Final Classification and Final Classification using the following points system 20,17, 15, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2,1.
- 1.6.4** Classification – If Semi-Finals have been run, first to eighth positions will be the classification of the Final. In the event of no Semi-Finals, first to ninth positions will be the classification of the Final. Ninth to sixteenth positions will be the Semi-Finalists who did not start in the Final ranked by their classification in their Semi-Final. Drivers finishing in the same position in the two Semi-Finals will be classified according to their position in the Intermediate Classification (i.e., of the two fifth placed Semi-Finalists, the one placed higher in the Intermediate Classification will take precedence, etc.). Seventeenth position onwards will be as per the Intermediate Classification.
- 1.6.5** Those Drivers who did not complete a Semi-Final or Final (DNF) will be credited with a total of championship points equal to the number of points that the slowest Driver would be given. If there are two or more non finishers, they will be classified according to the distance covered or, if no complete laps were recorded, according to their grid position
- 1.6.6** Those Drivers who did not start the Semi-Final or Final (DNS) and were not replaced by a reserve, will be credited with a total of points equal to the number of points that the slowest Driver would be given.
- 1.6.7** Those Drivers who did not start the Semi-Final or Final (DNS) and were replaced by a reserve driver, will be credited with a total of points equal to the number of points that the reserve Driver would be given had they not taken part in the Semi-Final or Final.
- 1.6.8.1** Those Drivers who were Disqualified (DSQ) from the Final or Semi-Final will be classified last and will be further penalised by the loss of 5 championship points.
- 1.6.8.2** Those Drivers who were Disqualified (DSQ) from the Round will not be credited with any points.
- 1.6.9** Examples of allocating points are shown in Appendix Two.
- 1.6.10** Where the Semi-Finals, and/or the Final is not run through force majeure, competitors will score full championship points based on positions at the Intermediate Classification (provided at least 50% of the scheduled Heats have been completed) or the qualifying order for the Final and the Intermediate Classification as appropriate.
- 1.6.11** Where Events run combined with other championships, those not registered in the Championship for the purpose of point scoring will be ignored.
- 1.6.12** If a dead heat is declared in any Heat, Semi-Final or Final, all the Drivers concerned will score full points for that place.

1.6.13 In the event of a tie between two or more Competitors in the Championship, the greater number of first place finishes in Finals achieved by the Competitors involved in the tie will be used to determine the overall final standing.
Should a tie still exist, it will be resolved by taking into account the greater number of second places achieved in Finals; then third places etc.
Should a tie still exist, it will be resolved by taking into account the greater number of first places in Semi Finals; then second places etc.
Should a tie still exist, it will be resolved by taking into account the greater number of first places in Heats; then second places etc.

1.6.14 Championship Points Appeal NCR Ch.2 App.5 Art.2 applies.

1.6.15 **Manufacturers Cup**

The title of Cross Car Manufacturer Champion will be awarded to the Cross Car Manufacturer scoring the most points in accordance with the following.

1.6.15.1 Each manufacturer wishing to participate in the Manufacturer Cup must register for the Championship and be the holder of a valid Entrant's Licence

1.6.15.2 The points awarded to the two highest placed competitors (except Cross Car Junior and BTRDA XC classes) for each manufacturer at each round will be accumulated.

1.6.15.3 Results from all rounds less one will count towards the Manufacturers Cup

1.6.15.4 In the event of a tie between two or more Manufacturers in the Manufacturers Cup, the greater number of first place finishes in finals achieved by the competitors involved in the tie will be used to determine the overall final standing.
Should a tie still exist, it will be resolved by taking into account the greater number of second places achieved in finals; then third places etc.
Should a tie still exist, it will be resolved by taking into account the greater number of first places in Semi-Finals; then second places etc.
Should a tie still exist, it will be resolved by taking into account the greater number of first places in qualifying races; then second places etc.

1.7 **Awards**

1.7.1 All trophies will be presented to the drivers as soon as possible after the last Final as is practical. To receive Event trophies, the driver must attend the prize-giving in race-wear with branding correctly displayed.

1.7.2 **Events**

Trophies will be provided by the Event Organising Club and awarded based on the number of entries, per class, at the official closing date for entries as follows:

1 starter	No trophy
2 to 4 starters	1 st only
Over 5 starters	1 st , 2 nd and 3 rd

Manufacturer Winner – a trophy

1.7.3 **Championship**

Trophies will be provided by the Administrators and awarded as follows:

Motorsport UK Cross Car Champion will receive a trophy. Trophies for 2nd and 3rd will be subject to the number of points scorers as follows:

2 to 4 point scorers	1 st only
Over 5 point scorers	1 st , 2 nd and 3 rd

Motorsport UK Cross Car Manufacturer Cup – a trophy

Motorsport UK Junior Cross Car Champion will receive a trophy. Trophies for 2nd and 3rd will be subject to the number of points scorers as follows:

2 to 4 point scorers	1 st only
Over 5 point scorers	1 st , 2 nd and 3 rd

The BTRDA Turton Trophy will be awarded to the highest placed BTRDA member in the Motorsport UK Cross Car category across the season

The BTRDA XC Trophy will be awarded to the BTRDA XC Class Champion subject to 2 or more point scorers in the Class. Trophies for 2nd and 3rd will be subject to the number of points scorers as follows:

1 point scorer	No trophy
2 to 4 point scorers	1 st only
Over 5 point scorers	1 st , 2 nd and 3 rd

1.7.4 Bonuses

The Organisers will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.5 In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the organising club for the event concerned in good condition within seven days.

1.7.6 Entertainment Tax Liability

In accordance with current government legislation, the Organiser is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do 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, LHMC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

Charities, Savings and International 1
HM Revenue and Customs
BX9 1AU
United Kingdom
Tel: 03000 547 395

2. CHAMPIONSHIP EVENTS & PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Entry Secretary receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Entry Secretary in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee for each Event shall be specified in the Supplementary Regulations or on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. Briefing notes will be published on the Official Noticeboard and will be an Official Document.

2.3 Practice

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall be allowed a minimum of 3 Practice laps (NCR Ch.16B App.6 Art.7.1 applies)

2.4 Rounds

Heat formats, grid positions in the Heats, Event procedures and qualifying procedures for the Finals may be amended by Supplementary Regulations, Final Instructions or other Official Bulletins.

- 2.4.1 Each round will consist of Practice, up to three Heats, Semi-Final(s) and Final, with the exception of Lydden Hill (November) where should any session take place under floodlights, a familiarisation lap will take place immediately prior to the start. The Organisers reserve the right not to run Practice on the second day of a double header weekend.
- 2.4.2 A Joker Lap will be used where the circuit track licence allows. This will be advised in Final Instructions or Official Bulletin. In each Heat, Semi-Final or Final, one of the laps must be the Joker Lap.
 - a. In the Heats any Driver who does not take the Joker Lap will receive a penalty of 30 seconds.
 - b. In a Semi-Final or Final any Driver who does not take the Joker Lap will be classified last in that Race.Two Judges of Fact will be appointed to note the numbers of the cars passing through (one Judge of Fact where there is a timing loop in the Joker Lap). At the exit of the Joker Lap, the cars on the main track have priority. (see NCR Ch.16B App.6 Art.2.2).
- 2.4.3 All categories will start Heats in 3-2-3 format up to the maximum allowed by the Track Licence. In all cases the decision of the Clerk of the Course is final, grid format may be amended at the discretion of the Clerk of the Course. Grids for Semi-Finals and Finals will have a maximum of eight

starters in 3-2-3 format (subject to the exception provided in 2.6.1).

2.4.4 The grids:

- a. for the first Heats will be determined by random draw
- b. for the second Heats will be based on the result of the first Heat
- c. the grids for the third Heat will be based on the result of the second Heat (i.e., the fastest driver in Heat one will be on pole for the last heat for the second Heat. The second fastest will be in second grid slot in the last Heat, etc). Where there are two or more Heats per Class, the number of starters will be split as equally as possible over the Heats run.

2.4.5 Heats will be run over four laps, Semi-Finals will run over five laps, and Finals will be run over six laps. In the case of force majeure the session length may be changed at the discretion of the Clerk of the Course.

2.4.6 If there are fewer than ten entries in a Championship or class, the Clerk of the Course may run combined races in the Heats and Finals for those cars. Classes may be amalgamated for the duration of the Events at the discretion of the Clerk of the Course. Any such amalgamation will be detailed in Final Instructions or other Bulletins.

2.4.7 Should any Heat, Semi-Final or Final be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session.

2.5 Heat points

2.5.1 All the Heats will be timed, and the fastest Driver in each Heat will be awarded 50 points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.

2.5.2 Those Drivers who did not complete a Heat (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.

Those Drivers who did not start the Heat (DNS) and those Drivers who were Disqualified (DSQ) from the Heat will not be credited with any points. In the event that two or more Drivers achieve equal times, they will be separated according to their best lap time during the Heat concerned.

If a Heat is restarted, a Driver who started in the first or subsequent starts, but was not able to start in the Heat that was completed, will be shown as DNF instead of DNS and will be credited with the appropriate number of points

2.5.3 After the Heats, there will be an Intermediate Classification according to each Driver's total points scored in the Heat. In the event of tied positions in the Intermediate Classification, precedence will be given to the Driver who had the greater number of first places, then second places, then third places, etc., achieved in all the Heats. In the event of further tie, precedence will be given to the Driver who was the fastest in the last Heat. To appear in this Intermediate Classification, a Driver must have crossed the finish line having completed the same number of laps as the winner and been duly classified in at least one Heat.

2.5.4 Semi-Finals will only be run if there are a minimum of 10 qualifiers able to participate. A driver who has qualified for the Semi-Finals or Final but is unable to take the start and does not inform the Organisers of this may be penalised with the loss of Championship points by the Clerk of the Course.

2.5.5 The results of all Heats run will count in the Intermediate Classification.

2.6 Finals

2.6.1 The 16 top scoring drivers in the Intermediate Classification will qualify for the Semi-Finals. The winner, second, third and fourth placed driver in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if there are at least 10 cars able to participate a minimum of five cars per Semi-Final; if the Semi-Finals are not run, the nine top-scoring drivers in the Intermediate Classification will progress directly to the Final.

2.6.2 From the Intermediate Classification, Drivers placed in positions 1,3,5,7,9,11,13 & 15 will start in Semi-Final one. Drivers placed in positions 2,4,6,8,10,12,14 & 16 will start in Semi-Final two.

2.6.3 Of the two Semi-Final winners, the one placed higher in the Intermediate Classification will start the Final from pole, with the other starting second. The remaining grid places will be taken by the two second placed **drivers**, the two third placed **drivers** and the two fourth place **drivers** (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other except that a finisher will take precedence over a DNF in the Semi-Final). **A driver who did not start a Semi Final (with the exception provided in NCR Ch.16B App.6 Art.8.13) will not be permitted to start the Final and will be replaced with a reserve in accordance with Art 2.6.4.**

2.6.4 Reserves – Should any of the Semi-Final or Final qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start. In the Semi-Finals, that means those from seventeenth down in the Intermediate Classification. In the Final that means the highest placed in the Intermediate Classification (except that a finisher will take precedence over a DNF in the Semi-Final) of the two fifth-place finishers from the Semi-Finals, then the other of the fifth-place finishers. If neither of the fifth-place finishers are able to start, the same method between the two sixth-place finishers, etc.

2.6.5 Should a competitor not be present and ready to race when the car is ready to be released from pre-grid, then the next placed qualifier may be allowed to start.

2.7 Starts

2.7.1 Competitors will miss their Heat, Semi-Final or Final if they are not ready in the Pre-Grid when cars are released and will not be placed in a later session.

2.7.2 Only Event Officials, Drivers and one team member per vehicle will be permitted in the **Pre-Grid** area, unless otherwise instructed by the Clerk of the Course.

2.7.3 The Pre-Grid marshals shall have the right to ask additional support crew to leave the Pre-Grid.

2.7.4 Drivers must take their starting position safely as directed by the start line official without delay. Any Driver who causes a delay may be refused a start.

2.7.5 Cars must be within 120mm of the grid line at the start of the session.

2.7.6 Any Drivers unable to start a session must inform the Secretary of the Meeting in good time before that Race.

2.7.7 All cars will be released from the Pre-Grid to form up on the grid prior to the start in formation as specified on the grid sheet.

- 2.7.8** The start will be via a Standing start. Drivers will be shown a “Ready to Race” sign to indicate that the start is imminent. The signal for the Heat, Semi-Final or Final start will be the Green Lights coming on. A car will be considered to have started the race once it has crossed its start line, following the successful start and under its own power. In the event of a false start there will be flashing Red Light, and the start procedure will be undertaken again.
- 2.7.9** In the event of any starting lights failure, the Starter will revert to use of the National Flag once all Drivers have been advised of the fact.
- 2.7.10** The Event Organisers reserve the right to amend this start procedure via a Bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.
- 2.7.11** Electronic beams, or similar devices, may be used in conjunction with starting lights to detect false starts. These will be monitored by a Judge of Fact. When a false start occurs in a Heat, a Semi-Final or Final, all Drivers will return to their original starting position, and the starting procedure will begin again. The Driver(s) who caused the false start must pass through the Joker Lap section twice in the session concerned (at a circuit with no Joker Lap, a Driver who causes a false start will be placed on an additional row at the back of the grid for the re-start). If any Driver commits a second false start they will be removed from the grid and not permitted to start and will be Disqualified (DSQ) from the session concerned.
- 2.7.12** The Clerk of Course may order a complete restart if they consider there to have been a faulty start.
- 2.7.13** In the event of the electronic equipment failing, a Judge of Fact, who will be named, will adjudicate on all starts. This may include instances where the lights do not lock, but a jump-start is evident.
- 2.7.14** Competitors are reminded that in accordance with NCR Ch.16B App.6 Art.7.7 the spinning of wheels (tyre cleaning) before the start is only permitted in the designated area clearly defined on the Track Licence and should be under supervision of the start Marshals. It cannot be performed when a Marshal or any other person is standing in front of or behind the Vehicle.
- 2.8 Session Red Signal**
- 2.8.1** Should the need arise to stop any session, Red signals will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to drive to Parc Fermé or the starting grid area, as directed by Officials. No work may be carried out on any car unless authorised by the Clerk of the Course or Scrutineer. Any car that returns to the Paddock will be considered to have retired from the session.
- 2.8.2** NCR Ch.16B App.6 Art.8.8 to 8.18 inclusive shall apply
- 2.8.3** In a session where the time taken for the full distance is integral to calculating its results (e.g. Heats), the session will be restarted over the full distance
- 2.8.4** Where finishing position is used in calculating the result of the session (e.g. Semi-Final or Final) and the session has completed at least four laps, the result may be declared in accordance with NCR Ch.16B App.6 Art.8.14.
- 2.8.4.1.** Drivers who have not completed the Joker Lap will have a notional time added to their recorded time for the laps completed before the final order is calculated.

- i) This fixed notional time will be the average difference of the fastest lap time and the Joker Lap time of the Top 5 drivers in the last session.
- ii) Where one or more of the Top 5 drivers has taken the Joker Lap on the first lap of their session, their time will be disregarded and the time of the next fastest driver (who has not taken the Joker Lap in the first lap of the race) will be considered instead.
- iii) The resulting notional time will be rounded up to the nearest tenth of a second. The fixed notional time will be published together with the results of the last Heat.

2.9 Session Finishes

After taking the Chequered Flag drivers are required to:

- progressively and safely slow down,
- remain behind any competitors ahead of them,
- return to the paddock entrance as instructed,
- comply with any directions given by marshals or officials,
- keep their helmets on and harnesses done up while on the circuit, and
- if so directed, place their car into Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or their Deputy.

2.10 Results

All Practice Timesheets, Grids, Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/session Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4)

2.11 Timing Transponders

2.11.1 It is the Competitors responsibility to ensure that a working transponder of one of the types listed below is fitted to the vehicle.

- AMB260
- Mylaps car\bike (red)
- Mylaps X2 car\bike with active subscription

Cars fitted with other makes or types of transponders will not be included in any practice or race results.

It is, therefore, the responsibility of each competitor to:

- Fit an appropriate transponder in the location approved for the type/class of car.
- Provide the unique 7-digit Identification Number of the transponder being used on the Entry Form for each event,
- Ensure the transponder is secure and in good working condition for every practice, heat and final,
- Notify the Secretary of the Meeting of any change of transponder being used,
- Replace any transponder damaged, lost, or inoperative.

Any competitor starting Practice, Heat(s), Semi-Final or Final with an inoperative transponder will not be timed until the defect has been rectified or a replacement transponder has been fitted.

Any competitor starting a Practice, Heat, Semi-Final or Final using a transponder registered to another competitor will not be timed until the Secretary of the Meeting has been informed of all changes relating to the use of that transponder.

2.11.2 No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.12 Paddock

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any Paddock Plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

2.13 Refuelling

2.13.1 A refuelling area (The Refuelling Zone) may be provided, and all Competitors' Cars must only be refuelled in this Zone when this is in operation. The nominated Fuel Supplier may operate in the Refuelling Zone. Any refuelling breach will be reported pursuant to NCR Ch.2 App.8 Art.2.3 as an Eligibility Non-Compliance. The provisions of NCR Ch.2 App.8 Art. 2.3 shall apply save that NCR Ch.2 App.8 Art. 2.3.a is modified and replaced as the penalty for that Non-Compliance is Disqualification (DSQ) of the Car from the next session at the Event that the Competitor is scheduled to compete in.

2.13.2 The Organisers reserve the right to permit guest competitors running non-control fuel, prior approval must be sought from the Championship Coordinator. Any guest running non-control fuel is not eligible for championship points but will remain eligible for event awards.

2.13.3. In the event that there is no nominated refuelling zone the following will apply:

- a) Refuelling of Vehicles other than by a Driver or Officials may only be carried out at the pits or in the paddock
 - b) Unless expressly permitted by the Official Documents refuelling may not take place during a Practice session, Heat, Semi-Final or Final
 - c) The Driver shall vacate the Vehicle and the engine be stopped throughout any refuelling operation
 - d) The Entrant shall ensure that throughout refuelling one person shall stand by the Vehicle with a fire extinguisher at the ready
 - e) All personnel refuelling the Vehicle, including the person holding the fire extinguisher, must wear a safety suit in accordance with Ch.9 Art.3-4 and fire-resistant balaclava and gloves complying with FIA regulations and must be presented at Safety Scrutineering for inspection
 - f) Not more than five gallons of fuel may be kept in any pit unless the Official Documents allow otherwise
 - g) In all cases where an additional quantity of fuel is authorised (see (f) above) the container and the method of delivery to the Vehicle must be specified in the Official Documents
 - h) Storage of fuel is only permitted in containers having a screw or other approved safety cap and complying with the Law and local Fire Regulations; and
- a. If any fuel is stored in a pit the Entrant of the Vehicle using that pit shall ensure that an effective fire extinguisher is kept adjacent to such fuel.

2.13.4 The organisers will appoint a Judge of Fact to report on paddock and refuelling infringements.

2.14 Penalty Markers

Where the boundary of the course is defined by penalty markers, the following will apply:

- a. The number of penalty markers will be kept to the minimum necessary to ensure the cars keep to the course
- b. All penalty markers will be either supervised by a Judge who will be in a safe location or monitored by CCTV
- c. If a car strikes a penalty marker five seconds is added to the car's time for each penalty marker touched

2.15 Alternative Event Procedures

At an event which is not organised by the Championship Administrator, Lydden Hill Motorsport Club or BTRDA, the Championship Event Procedures as prescribed in this Section 2 may be amended and run in accordance with the Supplementary Regulations/Final Instructions issued by the Event Organiser.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Motorsport UK Race with Respect Code

3.1.1 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 One).

3.1.2 Where any reports of disrespectful conduct are judged to be well founded the 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.

3.1.3 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 Coordinator 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 by selecting Policies and Guidelines.

3.2 Judicial Cameras

3.2.1 In accordance with NCR Ch.7 App. 9 all cars must carry a forward-facing camera:

- a. The camera must be positioned to show the driver's feet, hands and the view through the front windscreen.
- b. A rear facing camera is also recommended.
- c. Cameras must record in HD quality and have a removable memory card.
- d. Systems with multiple cameras must be set to display images so that any 'inset' views do not obscure the view through the front windscreen or of the driver's hands and feet.
- e. Cameras must be mounted before scrutineering.
- f. Suction mounts are not permitted.

3.2.2 It is the driver's responsibility to ensure that that camera is recording during Practice, Heats, Semi-Finals and Finals.

3.2.3 It is the Driver's responsibility to ensure that the battery life and memory card space is adequate to record the entire race and until the car is parked in the paddock or Parc Fermé. The memory card must contain only the current Event.

3.2.4 Video must be made available to the Clerk of the Course upon request. The driver must present any video requested by the Clerk of the Course on their own laptop/tablet, queued and ready to play. Non-compliance with any of the above will usually result in Disqualification (DSQ) from the session however the Clerk of the Course may take into consideration reasonable mitigation resulting in failure to supply footage and impose a lesser penalty and such mitigation will be detailed on the issued Decision.

3.2.5 The Clerk of the Course may request memory cards be left with them. Drivers must record the serial numbers of their memory card(s) to avoid any confusion when the card(s) are returned. It is the Driver's responsibility to ensure they have a spare memory card available.

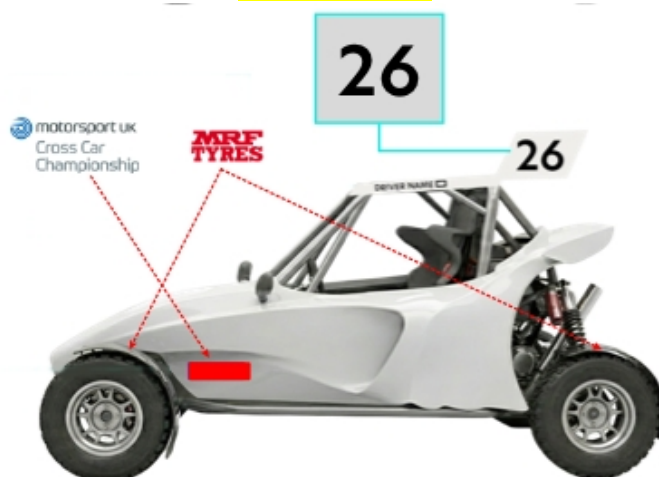
3.2.6 Judicial camera video can be used only by the officials and the Organisers. With the exception of cameras installed by the Championship TV contractor, no other on car/in car video, still or motion

picture cameras will be permitted without the written authority of the Organisers. For the avoidance of doubt, competitors may not allow footage from the judicial camera to be published in any way without the written authority of the Organisers.

3.3 Competitor Numbers/Identification/Branding

3.3.1 Competition numbers will be supplied by the Administrators from Round 1. Only the numbers supplied can be used. Numbers and any branding must be positioned as detailed in Article 3.3.2.

3.3.2 Championship Sponsors' branding must also be carried on each car when requested to do so. The position of branding to be carried on cars is shown below and may be varied from time to time.



3.3.3 Two sets of Championship sponsors decals will be provided for the season. Any additional decals required may need to be purchased.

3.3.4 The Organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals, vehicles must present at scrutineering in a ready to race condition with branding in place as per the championship branding guide.

3.4 Telemetry / Voice Communications

3.4.1 Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track. This definition does not include:

- Transponder from the official timekeeping, and
- Automatic timing recording.

3.4.2 None of the previously mentioned transmission data may in any way be connected with any other system of the car (except for an independent cable to the battery only). On-board data recorders are allowed.

The transmission of data by radio and/or telemetry is prohibited. On-board TV Cameras are not included in the above definitions. Data transmission through a temporary physical connection is allowed in the paddock only.

3.4.3 The use of radio between the Driver and their team is **not** authorised in accordance with NCR Ch.16B App.8 Art.4.6.

4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 In accordance with Chapter 2 of the current Motorsport UK National Competition Rules and these regulations.

Pursuant to NCR Ch.1 Art.1.9 for the purposes of a trial during the 2026 Championship events at Pembrey on 26/27 September and Lydden Hill on 7/8 November, the ASN has exceptionally granted the following suspension substitution and variation of the NCR:

a) The Judicial proceedings at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in these Championship Regulations without needing to consult with or refer the matter to the Event Stewards.

b) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2026 NCR.

c) Any Protest must be brought in accordance with NCR Ch2, App9 with the Stewards of the Event acting as the first Judicial body.

d) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch2, App.4, Art.1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch1, App2, Art.11.4.iii).

e) All penalties will be in accordance with NCR Ch.2 of the current NCR and these Regulations.

4.2 Arising from post Event Scrutineering or Judicial Action

NCR Ch.2 App.8 Art.2.3 will apply.

4.3 Repeated Technical Infringements will be referred to the Championship Stewards for consideration of Disqualification (DSQ) from the Championship of the Car, Driver and/or Entrant.

4.4 If it appears from any evidence that there may have been actions by a competitor, or a member of their team considered to have brought the championship into disrepute the Championship Co-Ordinator will be entitled to request that the Championship Stewards consider the inception of an Inquiry into the matter. Penalties may include individual Event bans, loss of awards and or end of season awards, loss of Championship points or Disqualification (DSQ) from the Championship. The Championship Stewards' judgement will be subject only to the right of appeal to the National Court.

4.5 Any competitor penalised in contravention of NCR Ch.2 App.1 Art.1.13, Ch.16B App.6 Art.9.2, 9.5 to 9.10 and 9.13 will accumulate as a Championship trigger offence and will result in a deduction of Championship points at the third penalty as follows:

Offence 1 - Warning

Offence 2 - Warning

Offence 3 - 5 Championship points

Offence 4 - 10 Championship points

Offence 5 - 15 Championship points,

And so on.

Breach	Example/Explanation	Penalty
Track Limits	Any competitor who leaves the circuit such that <u>TWO</u> wheels are off the course whether or not an advantage is gained	1 st offence – No Penalty 2 nd offence – Offence will be issued on results as official warning 3 rd offence – 5s penalty added to session time

		4 th offence – 10s penalty added to session time 5 th offence – Disqualification Offences are cumulative through the Event
Not wearing or displaying Championship sponsor branding	Branding must be displayed in accordance with branding guidelines. Example: not displaying the MRF Tyres branding on your car	Disqualification from Session
Incorrect transponder	Includes transponder not working and not having a transponder.	Disqualification from Session
Technical infringements arising after Event scrutineering or judicial action	Making any modifications to the car which are against championship regulations. Example: Running on non-Championship Tyres or running the wrong restrictor.	Disqualification from the relevant results.
Non-compliance with camera regulations (3.2)	Video footage not available to Clerk of the Course when requested. Example: driver not carrying a forward-facing camera or camera breaking meaning footage is unavailable.	In accordance with Article 3.2 above
No ground sheet or fire extinguisher in paddock		Refused permission to start until they comply
Not taking Joker Lap in a Heat		30s penalty
Not taking Joker Lap in Semi Final or Final		Classify as last
Jump Start		As detailed in Art 2.7.11
Gaining an unfair advantage (without contact)		A time penalty of up to one minute or a place penalty of up to 10 places
Non-compliance with refuelling regulations	Refueller or the person holding the fire extinguisher not wearing fire retardant overalls/balaclava	Disqualification from session
Non-compliance with Permitted Fuel (Art 5.15.1)	Failure of Analysis or Comparison Fuel test	Disqualification from session and liable for all costs and fees arising from testing procedure in accordance with NCR Ch.8 App.2 Art.7

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot. All vehicles must comply fully with NCR Ch.7, NCR Ch.16C App.13 Art.1.11 and these regulations.

5.2 General Description

The Motorsport UK Cross Car Championship is for competitors participating in cars complying with the current FIA Appendix J 279 B (Technical Regulations for Cross Cars) and the permitted exceptions below (with exception of 5.17 which are only permitted for the BTRDA XC class). The exemptions allowed under NCR Ch.16C App.13 Art.1.12 are not permitted unless specifically allowed below.

Cars must comply with these Technical Regulations published by the Organisers for the Championship throughout official Practice, Heats, any Semi-Final(s) and Finals.

5.2.2 Examination of Vehicles

5.2.2.1 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any session in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

5.2.2.2 Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may responsibly require to undertake. The Organisers, Eligibility Scrutineer and any person appointed by them have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b) Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the Practice for the next round in the Championship unless the car is found to be in breach of these regulations and/or
- c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

5.2.2.3 The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by an appropriately licenced Motorsport UK Scrutineer.

5.2.2.4 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each Event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should

be referred in writing to the Championship Coordinators / the Organisers or the Eligibility Scrutineer at least seven days prior to an Event entered, to permit a written ruling in advance of any meeting at which it is intended to compete.

5.2.2.5 All cars must be presented in a good condition, clean and tidy with any damage from a previous round removed or repaired.

5.3 SAFETY REQUIREMENTS

5.3.1 All cars must be fitted with as a minimum an FIA extinguisher system in accordance with NCR Ch.7 App.6 Art.1.

5.3.2 A complete FIA-homologated seat in compliance with Ch.16 (Part B) App.10 Art.12.8-12.9 is mandatory.

5.3.3 Currently FIA homologated seat belts with at least six points are mandatory with two separate anchorage points for the shoulder straps. The driver seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 10 seconds.

5.3.4 In addition to the minimum apparel standards set out in NCR Ch. 16 (Part B) App. 8 Art. 4.5. the following are mandatory (Ch.9 Art.12 applies):

- a. flame-resistant race suit homologated to FIA 8856-2000 or FIA 8856-2018 standard (Ch.9 Art. 3)
- b. flame-resistant gloves (Ch.9 Art. 12.6.) and shoes (Ch.9 Art. 12.5.)
- c. flame-resistant underwear (Ch.9 Art. 12.2.)
- d. flame resistant balaclava (Ch.9 Art. 12.3)
- e. Frontal Head Restraint (FHR) (Ch.9 Art. 10)
- f. Unless in a closed vehicle (glass on all 3 sides), either a visor or goggles must be worn at all times (minimum standard BS4110, BS4110:1999, BS EN 1938, European Standard 89/686/EEC)

5.3.5 Each competitor is required to carry at least one fire extinguisher and have it available for use at their service area/garage (for the avoidance of doubt, where more than one car shares a paddock space, this means at least one extinguisher per car) (Ch. 7 App. 6 Art.3).

5.3.6 Each Competitor is required to ensure that a ground sheet (minimum dimensions 4 x 5m per car) is spread on the ground in the paddock place reserved for their team where work is to be done on the car, of a suitable material in order to prevent any pollution in case of an accidental leak, etc

5.3.7 If the engine is run with the gears engaged whilst the vehicle does not have any of the driving wheels in direct contact with the ground, the car must be supported on stands (not jacks), a competent person must be in the driver's seat while the engine is running and there must be a safe zone around the car with only essential personnel admitted while the engine is running. Each Driver/Entrant is responsible for controlling and managing this within their own paddock space and for briefing their own personnel on all matters of safe working.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Motorsport UK Vehicle Passports are mandatory in accordance with NCR Ch.7 App.1. Non-production of the Vehicle Passport will render the vehicle unable to start.

5.5 Chassis

In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)

5.6 Bodywork

In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)

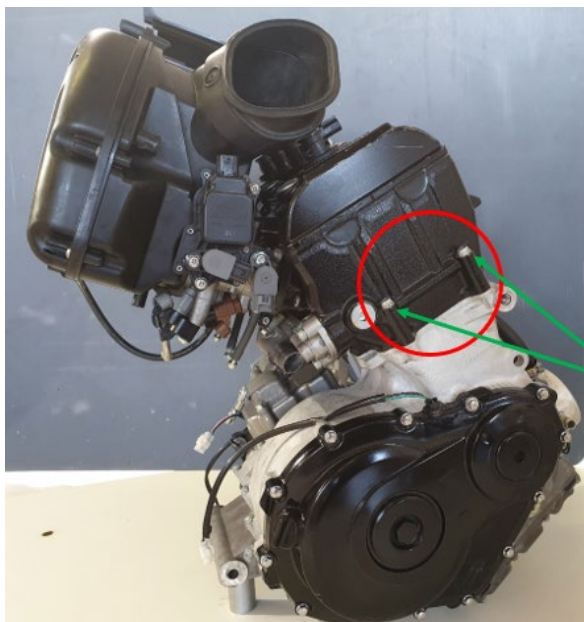
5.7 Engines

5.7.1 In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)

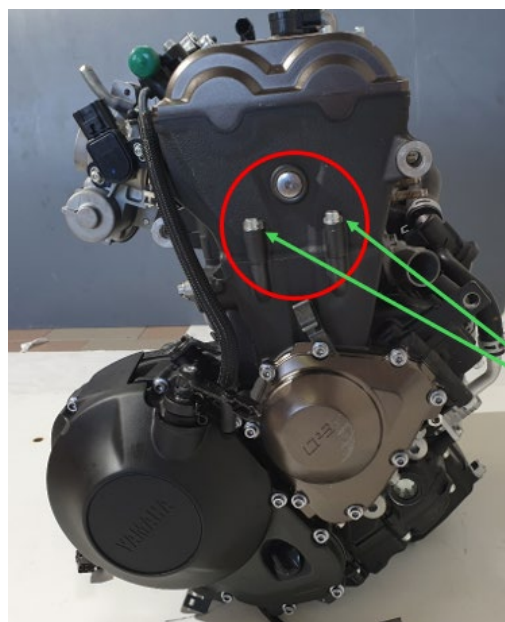
5.7.2 The series model of motorbike engine GSXR K is permitted as force majeure and only with the written permission of the Eligibility Scrutineer.

5.7.3. Chain Guards must be used.

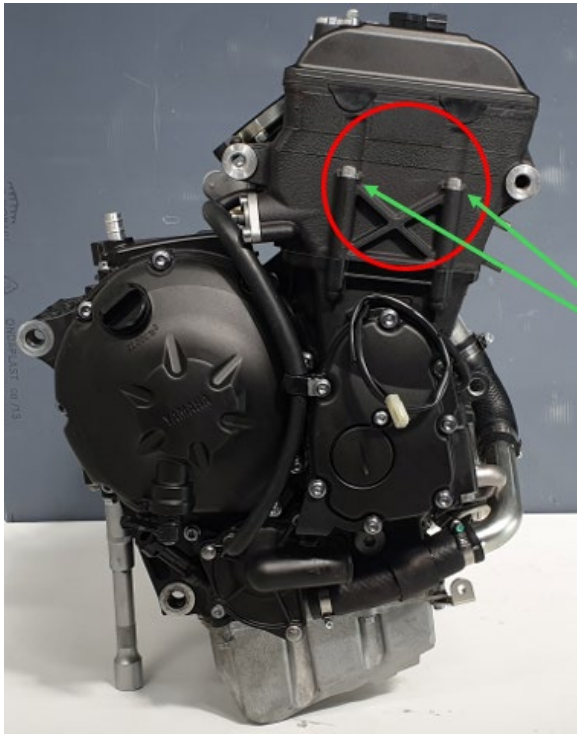
5.7.4 All Cross Car engines will be sealed. The sealing will be done from the cylinder head to the cylinder block. In that way, competitors can still check and service the top and bottom of the engine during the season. The teams must prepare two (2) bolts that connect the cylinder head to the cylinder block with a 2.5-mm bore. The engine will be sealed and Motorsport UK seals affixed by the Eligibility Scrutineer.



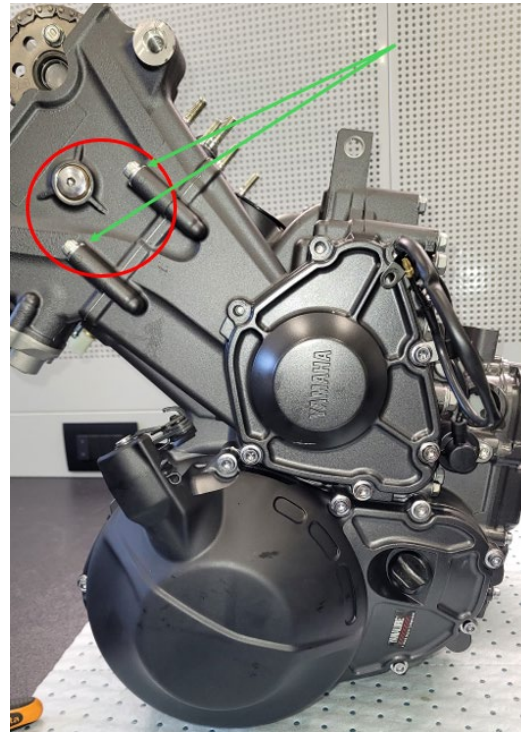
Suzuki GSXR 600



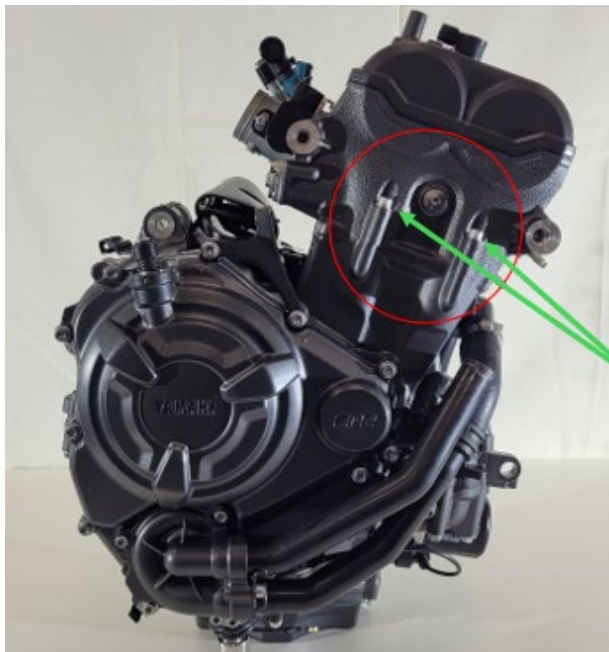
Yamaha MT09 849 cm³



Yamaha R6



Yamaha MT09 889 cm³



Yamaha MT07

A complete check of the sealed engine may be carried out at any time during the season upon the instruction of the Eligibility Scrutineer. Before breaking one or more engine seals, approval by the Eligibility Scrutineer is required. The scrutineers may check the seals at any time and may disassemble the parts to check their conformity at the end of any Competition. The engine will be considered as non-compliant with the homologation form if any seal has been broken. If a competitor replaces an engine, this must be reported to the Eligibility Scrutineer and the sealed engine must be presented at the technical scrutineering of all subsequent competitions until the end of the season. Any infringement of the above instructions may be penalised up to disqualification.

- 5.8 Suspension**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.9 Transmission**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.10 Electrics**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.10.1 Rear light in accordance with Art 6.7 of FIA Appendix J279B must be operational**
- 5.11 Brakes**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.11.1** Brake lights must always be illuminated when the brake pedal is depressed. Where the vehicle has a switch which is linked to the brake lights this switch must always be in the on position **and operational**. Any vehicle found to have participated in a session with the switch in the off position at any point and/or with the brake lights not operating will result in disqualification from the session in which the breach was noted.
- 5.11.2** Repeated breaches, classified as three or more, will result in referral to the Championship Stewards in line with regulation 1.2.3.5.
- 5.12 Wheels/Steering**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.13 Tyres**
- 5.13.1** In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- 5.13.2** The championship uses a control tyre supplied by MRF Tyres which must only be purchased from Waltham Services and must be used for all championship events. The Organisers reserve the right to restrict the number of tyres used by a Competitor during a Round .
- 5.13.3** The tyres which are permitted in the championship are
- Front MRF 165/70-10 ZKC RX
 - Rear MRF 225/50 -10 ZKC RX
- 5.13.4** The tyres are a control moulded tyre and cannot be hand-cut at any time.
- 5.13.5** The heating of tyres or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no method of abnormally raising the temperature of tyres/wheels above the natural ambient temperature is allowed.
- 5.14 Weights**
In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)
- a. Senior - The minimum vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken will be 425kg
 - b. Junior - minimum vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken of 410kg

- c. The minimum Vehicle weight with neither the driver nor full racing apparel and with the fluids remaining at the time the measurement is taken is 345kg. At no time during the Competition may a Vehicle weigh less than this minimum weight

5.15 Fuel Tank and Fuel

In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars)

5.15.1 Use of any fuel in compliance with FIA Appendix J Article 266 Section B1 or B3 is permitted provided that:

- A descriptive sheet of the fuel and the supplier must be provided before the start of the competition to the Championship Eligibility Scrutineer in order to record the fuel chosen by the competitor, and
- The Competitor may not change fuel type and supplier during the event.

5.15.2 Fuel sampling and testing; NCR Ch.7 App.4 Art.6 and NCR Ch.3 App.0 Art.12 apply.

5.15.3 Comparison testing against the fuel declared by the competitor in 5.15.1 may take place at any stage of any event in the Championship. Fuel must be equal to or better than 99.90% to be deemed compliant in comparison testing.

5.16 Silencing

5.16.1 In accordance with the current FIA Appendix J279 B (Technical Regulations for Cross Cars) and any circuit restrictions concerning maximum noise limits at all times. Competitors are advised that circuit noise limits (which may include drive-by limits) may be lower than that permitted under FIA Appendix J279 B. A noise limit of 95dB measured in accordance with the procedure set out in FIA Appendix J279 B will be applicable for events at Blyton, Lydden Hill, Pembrey and Knockhill. Competitors should avail of the options in 5.16.2 to run additional silencing.

5.16.2 The manifold and exhaust is free but the material must be steel or Inox 304 or 316.

5.17 BTRDA XC

In addition to the requirements of Article 5 above the following makes provision for exceptions in accordance with Ch.16 (Part C) App.13 Art. 1.12. It should be clearly understood that if these regulations (5) do not clearly specify that you can make a modification you should work on the principle that you cannot.

5.17.1. Competitors utilising these exceptions will receive points only counting towards the BTRDA XC class.

5.17.2. The FIA homologated ECU may be replaced with the ECU specific to the series model of motorbike engine. The ECU may be further restricted and if such restriction is to be imposed this will be notified by Official Bulletin.

5.17.3. The manifold and exhaust is free (Ch.7 App.8. Art.1 to Art.2 apply).

5.17.4. The series model of motorbike engine GSXR K is permitted.

5.17.5. Fuel

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art 1.7(a) complying with BSEN228 may be used (commercially available unleaded and super-unleaded).

APPENDIX ONE



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](https://motorsportuk.org/racewithrespect)
[#RaceWithRespect](https://twitter.com/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.

APPENDIX TWO

Examples of allocating points are shown (1.6.9.)

Pts	Position (if Semi Finals run)	Pts	Position (if no Semi Finals run)	Pts	Position (only 5 competitors in Final)
20	1 st in Final	20	1 st in Final	20	1 st in Final
17	2 nd in Final	17	2 nd in Final	17	2 nd in Final
15	3 rd in Final	15	3 rd in Final	15	3 rd in Final
13	4 th in Final	13	4 th in Final	13	4 th in Final
12	5 th in Final	12	5 th in Final	12	5 th in Final
11	6 th in Final	11	6 th in Final	11	Next highest placed in IC not in Final
10	7 th in Final	10	7 th in Final	10	Next highest placed in IC not in Final
9	8 th in Final	9	8 th in Final	9	Next highest placed in IC not in Final
8	5 th in Semi Final with higher IC	8	9 th in Final	8	Next highest placed in IC not in Final
7	5 th in Semi Final with lower IC	7	10 th in Intermediate Class'n	7	Next highest placed in IC not in Final
6	6 th in Semi Final with higher IC	6	11 th in Intermediate Class'n	6	Next highest placed in IC not in Final
5	6 th in Semi Final with lower IC	5	12 th in Intermediate Class'n	5	Next highest placed in IC not in Final
4	7 th in Semi Final with higher IC	4	13 th in Intermediate Class'n	4	Next highest placed in IC not in Final
3	7 th in Semi Final with lower IC	3	14 th in Intermediate Class'n	3	Next highest placed in IC not in Final
2	8 th in Semi Final with higher IC	2	15 th in Intermediate Class'n	2	Next highest placed in IC not in Final
1	8 th in Semi Final with lower IC	1	16 th in Intermediate Class'n	1	Next highest placed in IC not in Final