

2026

## RETRO RALLYCROSS CHAMPIONSHIP

### CHAMPIONSHIP REGULATIONS

DRAFT

**British Rallycross Championship 5 Nations Trophy**  
**2025 RETRO RALLYCROSS CHAMPIONSHIP**  
**SPORTING & TECHNICAL REGULATIONS**  
**Draft Copy**

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction

The Retro Rallycross Championship is promoted by Lydden Hill Race Circuit (LHRC), organised, and administered by the Lydden Hill Motorsport Club (LHMC) 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.

Championship Permit No:

Status: **Interclub**

Championship Grade: **D**

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. It may be held over multiple days, include one or more Competitions, with the results of each Competition enabling the allocation of points for a round of the Championship.

**Round** – A series of sessions forming a Competition including Practice, Heats and Semi-Final(s)/Final, the result of which will enable the allocation of points in accordance with Championship Regulations.

### 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, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and 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 the Regulations including any amendments, variations or statements relating thereto.

### 1.2

#### Officials

##### 1.2.1

Championship Manager:

Drew Furlong

Email: [drew.furlong@gmail.com](mailto:drew.furlong@gmail.com)

Phone: 07771 770627

Shirley Gibson

Email: [shirley.gibson@retrorallycross.com](mailto:shirley.gibson@retrorallycross.com)

Phone: 07703 275210

Nigel Jones

Email: [njones6942@gmail.com](mailto:njones6942@gmail.com)

Phone: 07802 276590

##### 1.2.3

#### Championship Stewards

##### 1.2.3.1

The Championship Stewards are David Walton, Ed Muldoon, Eric Cowcill, Brian Hemmings

##### 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 Coordinator 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 and,
- b) be Registered for the Championship and,
- c) be in possession of a current Entrant's Licence.

**1.3.2** Drivers and Entrant/Drivers must:

- a) be fully paid-up valid membership card holding members of LHMC and,
- b) be Registered for the Championship and,
- c) be in possession of a valid Motorsport UK Interclub licence or Motorsport Ireland equivalent as a minimum or be in possession of the highest grade of National Rallycross licence or FIA International Licence valid for circuits, 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.1.13.
- 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 Championship 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 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, and Supplementary Regulations for the Championship as well as the regulations of the Motorsport UK and any commercial regulations issued by the Championship Organisers. Acceptance of applications is entirely at the discretion of the Championship Organisers.

**1.4.2** Competitors are required to pay the 5 Nations British RX registration fee of £135 for the full Championship or £35 per round on a round-by-round basis.

**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. Competitors who register and compete only at the final round will not be eligible to score Championship points.

**1.4.4** 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	5 April 2026	Lydden Hill	LHMC
2	6 April 2026	Lydden Hill	LHMC
3	23 May 2026	Mondello Park	MPSC
4	24 May 2026	Mondello Park	MPSC
5	25 July 2026	Lydden Hill	LHMC
6	29/30 August 2026	Valkenswaard	NRV
7	26 September 2026	Pembrey	LHMC
8	27 September 2026	Pembrey	LHMC
9	7 November 2026	Lydden Hill	LHMC
10	8 November 2026	Lydden Hill	LHMC

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.

### 1.5.2

Entry Secretary

Hollie Brook  
Email: [clubadmin@lyddenhill.co.uk](mailto:clubadmin@lyddenhill.co.uk)  
Phone: 01304 830557

### 1.6

#### Scoring

##### 1.6.1

In the Championship a competitor will count results from all Championship events run.

##### 1.6.2

Where a competitor is disqualified from a Heat, Semi-Final or 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 or in the event of an A, B and C Final format as detailed in Art 2.6.5, points will be awarded in the order of finishing in the A Final, then from 2<sup>nd</sup> place in the B Final and finally for any C Final competitors down to a maximum of 16 places.

##### 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 as 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 event will not be credited with any points.

**1.6.9** Examples of allocating points are shown below:

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

**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 being 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 Championships for the purpose of point scoring will be ignored.

**1.6.12** If a dead heat is declared in any race, 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** In the event that there are more than 18 competitors classified in the Intermediate Classification

## **1.7** Awards

1.7.1 All trophies will be presented to the drivers as soon after the last race 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 awarded by class 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 <sup>st</sup> only
Over 5 starters	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup>

1.7.3 **Championship**  
Class Champion awards will be presented as follows:

<b>Super Retro</b>	John Button Memorial Trophy, and a replica
<b>Retro</b>	Martin Schanche Trophy and a replica

Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in class subject to the number of points scorers in class as follows:

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

Failure to attend the annual Championship Awards will result in the relevant Championship trophy being forfeit.

1.7.4 **Bonuses**  
The Championship 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

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 and 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 should notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings.

### 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 5 applies)

### 2.4 Races

2.4.1 Each round will consist of practice, up to three Heats, Semi-Finals 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 The joker lap will not be used

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

2.4.5 Heats will be run over 4 laps, Semi-Finals and Finals will run over 5 laps. Race length may be changed at the discretion of the Clerk of the Course.

2.4.6 If there are fewer than 10 entries in a Championship or class, the Clerk of the Course may run combined races in Heats and Finals for those cars. Championships and 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 race 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 Heat, there will be an Intermediate Classification according to each Driver's total points scored in the Heats. 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 place 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 **classified finishers**, the two third placed drivers **classified finishers** and the two fourth place drivers **classified finishers** (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other except that a **classified** 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 **classified** 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 race is ready to be released from pre-grid, then the next placed qualifier may be allowed to start.

**2.6.6** In the event that there are 17 or more cars available to race following the Intermediate Classification in a class, then the format will change to an A, B and C Final format. The A Final will be for the highest placed competitors in the Intermediate Classification plus the winner of the B Final and so on for each Final. The number competitors in each final will be distributed across Finals as evenly as possible.

**2.7 Starts**

**2.7.1** Competitors will miss their Heat, Semi-Final 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** The Pre-Grid marshals shall have the right to ask excessive support crew to leave the Pre-Grid.

**2.7.3** Only event Officials, Drivers and one team member per vehicle will be permitted in the start area, unless otherwise instructed by the Clerk of the Course.

**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 race.

**2.7.6** Any Drivers unable to start a session must inform the Secretary of the Event 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 competitors 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, will be used in conjunction with starting lights to detect false starts. These will be monitored by a Judge of Fact. If a competitor false starts, they will be placed on an additional row behind the standard grid. If any competitor commits a second false start they will be removed from the grid and not permitted to start and will be **classified as** disqualified from the race 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 ~~5.5~~ 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 Flag**

**2.8.1** Should the need arise to stop any session, Red flags 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 race.

**2.8.2** NCR Ch.16B App.6 Art.8.8 to 8.18 ~~6.5 to 6.15~~ inclusive shall apply

**2.8.3** In a race 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 ~~6.11~~. 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. 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. 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 session) will be considered instead. 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** **Race 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, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race 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 Event of any change of transponder being used,
- Replace any transponder damaged, lost, or inoperative.

Any competitor starting practice, Heats, 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, Heats, Semi-Final or Final using a transponder registered to another competitor will not be timed until the Secretary of the Event 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.2.10 as an Eligibility Non-Compliance. The provisions of NCR Ch.2 App.8 Art.2.10 shall apply save that NCR Ch.2 App.8 Art.2.10.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 reserves the right to admit 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
- i) 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, 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

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).

3.1.2 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](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### 3.2 Judicial Cameras

3.2.1 All cars must carry a forward-facing camera, positioned to show the driver's feet, hands and the view through the front windscreen. A rear facing camera is also recommended. Cameras must record in HD quality and have a removable memory card. 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. Cameras must be mounted before scrutineering. 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 on 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 him. 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 Championship Coordinator. 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 Championship Coordinator.

#### 3.3 Competitor Numbers/Identification/Branding

3.3.1 Competition numbers will be supplied by the Championship organiser. Only the numbers supplied can be used. Numbers must be positioned as detailed in the Championship Branding Guide. Where the car has no rear side window, positioning of the numbers will be by agreement with the Championship Organisers.

3.3.2 The driver's surname must be displayed on the rear side window. The driver is responsible for providing this decal which must be as specified in the Championship Branding Guide. Where the car has no rear side window, positioning of the driver's name will be by agreement with the Championship Organisers.

3.3.3 Championship Sponsors' branding must also be carried on each car. The position of branding to be carried on cars and clothing will be specified in the Championship Branding Guide which may be varied from time to time.

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

3.3.5 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 prohibited in accordance with NCR Ch.16B App.8 Art.4.6

## 4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 In accordance with NCR Chapter 2 and these regulations.

4.2 **Arising from post event Scrutineering or Judicial Action**  
NCR Ch.2 App.8 Art.2.10 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 bought 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 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 ~~Ch.16B App.6 Art.7.1 to 7.6, Ch.16B App.6 Art.7.8e and Ch.16B App.6 Art.7.10~~ 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 <sup>st</sup> offence – No Penalty 2 <sup>nd</sup> offence – Offence will be issued on results as official warning 3 <sup>rd</sup> offence – 5s penalty added to session time 4 <sup>th</sup> offence – 10s penalty added to session time 5 <sup>th</sup> offence - Disqualification
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
Non-compliance with championship fuel (This does not apply to guest drivers – See 1.4.4)	Using a fuel other than the championship fuel supplied by Vital Equipment (Carless Superplus)	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	In accordance with 3.2 above

	camera or camera breaking meaning footage is unavailable.	
No ground sheet or fire extinguisher in paddock		Refused permission to start until they comply
Gaining an unfair advantage (without contact)		A time penalty of up to one minute or a place penalty of up to 10 places
Strike of a penalty marker		Each offence - 5s penalty added to session time
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 5.15.2 and 5.15.3)	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

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## 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 and NCR Ch.16B App.10<sup>9</sup> – Technical Regulations – Rallycross Vehicles and for Spaceframe rallycross cars NCR Ch.16B App 11 and these regulations.

### 5.2

#### General Description

##### 5.2.1

The Retro Rallycross Championship is for 2-wheel drive cars that have, or a type that have been used in British or European Rallycross **only using technology and materials that were available and in use in rallycross** up to the end of 31 December 1991 in the following classes:

<b>Retro</b>	All two-wheel drive rallycross vehicles eligible to compete within the specified period with the maximum engine capacity of 1659 cc
<b>Super Retro</b>	All two-wheel drive rallycross vehicles eligible to compete within the specified period over 1660 cc.

The onus to demonstrate the eligibility of a car and any modifications rests with the competitor.

##### 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 race 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 him have the right to:

- Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- 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 qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- 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 Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a written ruling in advance of any Event 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 comply with these Technical Regulations, in addition to the safety requirements as listed in NCR Ch.16B App.10 <sup>9</sup> Art.11.

5.3.2 In addition to the minimum apparel standards set out in NCR Ch.9 App.0 Art.3 the following are mandatory:

- flame resistant race suit homologated to FIA 8856-2000 or FIA 8856-2018 standard
- flame resistant gloves and shoes
- flame resistant underwear
- flame resistant balaclava
- Frontal Head Restraint (FHR)

5.3.3 The side windows on the driver's side of the car must remain closed. A sliding window in the side windows of the driver's and passenger's doors may be fitted. The opening must be a minimum of 130mm x 130mm and a maximum of 150mm x 150mm. The sliding windows must be closed at the start of the race.

5.3.4 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).

5.3.5 Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.

5.3.6 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 Towing Eye

There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear. Towing eyes to be made from steel wire rope at least 6mm thick. The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. Towing straps or wires must be in good condition and must be replaced if significant damage or wear is evident.

Examples of steel wire towing eyes that can be bolted to the chassis:



### 5.5 Chassis

5.5.1 Only period modifications used in Rallycross are permitted. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence when requested.

**5.6 Bodywork**

**5.6.1** Only period modifications used in Rallycross are permitted. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence when requested.

**5.6.2** The seat must be mounted entirely to one side of the vehicle's centreline.

**5.6.3** It is recommended that side sills should be extended such that they are in line with the widest point of the silhouette of the car. This regulation will be become mandatory for the 2027 season.

**5.7 Engines**

**5.7.1** The engine is free but the block must be from a mass-produced engine or a Specialist Competition Engine (as defined in NCR Ch.1 App.1), although production may have lapsed, must be of a type used up to 31 December 1991, have the same number of cylinders and be located in the original ~~compartment position as the mass produced engine for that car~~.

**5.7.2** The Organisers reserve the right to amend the period for permitted engines at their discretion notification will be by official bulletin.

**5.7.3** Forced induction is permitted. NCR Ch.7 App.2 Art.8.2 applies.

**5.7.4** Throttle Bodies and ECUs are permitted. Any form of launch control is prohibited. Any form of electronic throttle or throttle fly-by-wire is prohibited

**5.7.6 Engine Position**

**5.7.6.1** The engine must be in the original position within the original compartment as the production model except for the exemptions provided in Art 5.7.6.2 and 5.7.6.3.

**5.7.6.2** For cars with the original engine compartment at the front of the vehicle, the engine may be moved backwards, but the edge of the engine block (measured at the outer edge of the gasket), must be in front of a line through the centre of the front wheel spindles. See drawing below

**5.7.6.3** For cars with the original engine compartment at the rear of the vehicle, the engine may be moved forward, but the edge of the engine block (measured at the outer edge of the gasket), must be no further forward than a line through the centre of the rear wheel spindles. See drawing below

No part of the rear bulkhead must be further forward than the rearmost part of the driver's seat.

**5.7.6.4** For spaceframe cars, the engine must be either in the front or rear of the vehicle as per the original location of the Series Production Car and the engine position must comply with Art 5.7.6.2 and 5.7.6.3.

## 5.8 Suspension

5.8.1 Suspension is free.

**5.8.2** The use of active suspension is prohibited.

## 5.9 Transmission

5.9.1 Free with the following limitations. For the avoidance of doubt cars may be converted from front wheel driver to rear wheel drive.

5.9.2 Traction Control is prohibited.

5.9.3 Sequential gearshift mechanisms are prohibited ~~on 2wd cars.~~

**5.9.4** Full throttle gear change is prohibited

## 5.10 Electrics

5.10.1 Exterior lighting, NCR Ch.7 App.5 applies

5.10.2 A Red Warning Light must be fitted in accordance with NCR Ch.7 App.5 Art.6. The light must be switchable from the driver's seated position.

5.10.3 The battery may be of non-original specification and be relocated as desired within the provisions of NCR Ch.7 App.5 Art.1

## 5.11 Brakes

5.11.1 Unlimited modification permitted, including the replacement of non-original specification parts.

**5.11.2** Brake discs must be made from ferrous material.

**5.11.3** The use of anti-lock brake systems (ABS) is prohibited.

**5.11.4** The braking system must be of a dual circuit configuration.

## 5.12 Wheels/Steering

5.12.1 Have maximum wheel width on all cars of 25cm (wheel width = flange + rim + tyre).

5.12.2 Have all nuts securing road wheels, excepting those of centre-lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited. Safety wheel nuts to prevent wheels pulling over the standard nuts are strongly recommended.

5.12.3 Competitors attention is drawn to NCR Ch.7 App.2 Art.12.2 regarding the use of wheel spacers.

5.12.4 Steering, unlimited modification permitted including replacement of non-original specification parts, competitor's attention is drawn to NCR Ch.7 App.2 Art.11.

5.12.5 Steering column locks must be rendered inoperative.

5.12.6 If fitted with a quick release steering wheel the quick release device must be coloured yellow.

**5.12.7** Four-wheel steering is prohibited

**5.13** **Tyres**

5.13.1 The championship uses a control tyre list. Only tyres supplied by MRF Tyres, ~~or Avon/Cooper Tires~~ which must be purchased from Waltham Services, must be used for all championship events. There is no limit on the number of tyres that can be used in the course of an Event. The tyres are a control patterned tyre and cannot be hand cut at any time.

5.13.2 Tyres which are permissible in the championship are shown in the list published on [www.rallycrossbrx.com](http://www.rallycrossbrx.com). The organisers reserve the right to amend this tyre list at any time subject to approval via a Motorsport UK bulletin.

5.13.3 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**

5.14.1 At all times the minimum weight of the car including driver for Super Retro cars (**including any Spaceframe cars**) will be as follows:

Forced Induction	1060kg <del>1000kg</del>
Normally aspirated	960kg <del>900kg</del>

5.14.2 There is no minimum weight for Retro class cars but the organisers reserve the right to impose a minimum weight.

5.14.3 Any ballast required must be placed on the floor in the front passenger seat area and secured in accordance with NCR Ch.7 App.2 Art 19.2.

**5.15** **Fuel Tank and Fuel**

5.15.1 Fuel tank and pipes must be within the provisions of NCR Ch.7 App.4.

**5.15.2** ~~Fuel tank positions are free~~

5.15.2 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).

~~Vital Equipment has been appointed as the single fuel supplier. All fuel must be purchased from the supplier which will operate a refueling zone in which all refueling must take place. Either Carless Superplus or Carless Turbo Ultimate Dev may be used.~~

5.15.3 The organisers may permit the use of fuel in compliance with FIA Appendix J Art 266 Section B1 or B3 on written application to the Eligibility Scrutineer confirming the fuel supplier and fuel specification of the fuel to be used by the competitor.

5.15.4 Fuel sampling and testing; NCR Ch.3 App.0 Art.12 applies.

**5.15.4** ~~Comparison testing may take place at any stage of any event in the Championship. Fuel must be equal to or better than 99.9% to be deemed compliant in comparison testing.~~

**5.16** **Silencing**

5.16.1 Must comply with current NCR Ch.7 App.8 Art.1 and Art.2 and circuit restrictions.

5.16.2 Random noise tests may be carried out during the event. A vehicle which fails a random noise test will not be permitted out on track until successful completion of a subsequent noise test. Failure of a further noise test will be result in exclusion from the event.

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## APPENDIX ONE



### What Is Race with Respect?

The National Governing Body's Respect Code champions a **high standard of behaviour** from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport.

The Respect Code will help to grow and strengthen the sport by making it **accessible and welcoming for everyone** and we cannot stress enough how important it is that it is embraced by all participants.

Ultimately Motorsport UK will deal with cases of disrespect, however **Clubs and Championships have an integral role to play** in the positive enforcement of the Respect Code and subsequently in dealing with poor behaviour in the initial phases. The range of actions that can be taken in response to deliberately disrespectful behaviour start with helping the individual understand why their behaviour is below the standard expected and can be escalated as needed.

A recorded verbal warning will be the basic level of penalty and in extreme cases disqualification from the Club or Championship and also onward referral to Motorsport UK. It is important that we have a **meaningful process** for handling and where appropriate, penalising breaches of the Code.

**This in no way replaces the usual judicial process** and is set apart from that. However, it may need to be considered in parallel to that process if the behaviour is, for example, deemed disrespectful, whilst appreciating that on event incidents can and will occur.

Utilising this campaign we can **educate, engage and support** the community in situations where needed. Although Motorsport UK will not hesitate to hold people accountable for their behaviour where necessary.

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to **Respect our fellow participant** and to **'call out' poor standards of behaviour**.