



2026 Triple M Motorsport Nottingham Sports Car Club Speed Championship

I would like to welcome you to the NSCC 2026 Speed Championship and the 78th Anniversary year of Nottingham Sports Car Club.

This year's championship will comprise of 22 events, starting at Cadwell Park and culminating in our season finale at Blyton. We'll visit a range of sprints and hill climbs across the year and with 8 scores to count there's plenty of venues to choose from, including the two NSCC run weekends at Curborough in June and Blyton in September. They'll be bonus points on offer for those attending the NSCC run events so they're not too be missed and could make all the difference in determining who's our 2026 Champion!

The cost of NSCC membership is £12, championship registration is a further £25. As a member of the club, you can compete in NSCC invited events and you'll also receive discounted entry rates to NSCC held events.

If target times have not been improved in the last 15 years they have been increased (i.e. made easier) by 1% for 2026, to give greater potential for point scoring. We have also created a couple of new classes following feedback we received from competitors.

The website and prompt email service will keep you updated on championship standings as the season progresses and the NSCC committee are always on hand to answer any queries you may have during the year, just get in touch with one of us.

With awards given to the Top Ten scorers, novice, best improver and best performance in a classic car plus the Harry Driver, Des Richardson and Roger Carrington awards for performances across the season and at the NSCC weekends, there is plenty of silverware up for contention. Our annual awards lunch will be held on the 15th November at Morley Hayes Hotel and Golf Club in Derbyshire, we hope you'll join us in celebrating the year.

We now have a gallery available on our website (<https://www.nottinghamsportscarclub.co.uk/gallery.php>) – if you have any photos from any of our events from the Championship, either this year or from previous years, I'd encourage you to log in and upload your photos – we already have some great images being uploaded so make sure to have a look!

Every year we support a charity selected by our committee and it gives me great pleasure to confirm that this year we have selected Lincs and Notts Air Ambulance. We will be asking for donations when you enter our events at Curborough and Blyton, however, please consider donating a little extra at a time during the year that is convenient for you, via the PayPal button, on our dedicated charity page.

We look forward to you joining us for a great season of motorsport in 2026 and please feel free to reach out if you have any questions or comments.

Zoe Shearman

Chair

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION:

The [Triple M Motorsport NSCC Speed Championship] is organised and administered by the Nottingham Sports Car Club, in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Championship Permit No.[*]

Championship Grade: [Interclub]

Permit Status: [*]

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

- 1.2.1 Championship Co-ordinator: Steve Miles technical1@nottinghamsportscarclub.co.uk
- 1.2.2 Championship Eligibility Scrutineer: Steve Gregory
- 1.2.3 Championship Stewards: Mike Simpson, Mike Mayfield & Martin Pickles

NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may 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

All Entrants must be -

- (a) fully paid up valid membership card holding members of the Organising Club and
- (b) Registered for the Championship and
- (c) In possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers.

All Drivers and Entrant/Drivers must be -

- (a) Current Members of the Organising Club and
- (b) Registered for the Championship and
- (c) In possession of valid Competition RS Interclub Licence, *as a minimum*
Or

non UK licence holders must be in possession of the highest grade of national licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

Note: Any Driver competing in a Racing or Sports Libre car of more than 1100cc or equivalent forced induction with the exception of a pre'1994 Formula Ford 1600 in compliance with the period Ford regulations must hold an RS National or Race National Licence unless the Vehicle is currently licensed for use on the Public Highway and competes in the Event in a road- legal condition.

1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval 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.

1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be presented for checking at all times upon the demand of the Officials.

1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by completing the *online* Registration Form and submitting it *together with the Registration Fee* to the Championship Co-ordinator by *the first round in which they wish to compete*.

1.4.2 The Championship Registration form is available from www.nottinghamsportscarclub.co.uk

1.4.3 The Registration Fee is £ 25 - Made payable to:- NSCC as payment details on website

1.4.4 *Deleted.*

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 8 Rounds across 22 Events as follows:

Round	Date	Circuit	Organising Club
1	28th March	Cadwell Park	BARC (Midlands)
2	12th April	Curborough (1Lap)	MGCC (Midlands)
3	26th April	Mallory Park (0.75 Lap)	Bentley Drivers Club
4	16th May	Blyton (Eastern)	Longton DMC
5	17th May	Blyton (Outer)	Longton DMC
6	30th May	Aintree	Liverpool Motor Club
7	6th June	Harewood	BARC (Yorkshire)
8	7th June	Harewood	BARC (Yorkshire)
9	20th June	Mallory (1.5 Lap)	Sheffield and Hallamshire
10	21st June	Mallory (1.5 Lap)	Sheffield and Hallamshire
11	27th June	Curborough (Fig 8)	NSCC
12	28th June	Curborough (2 Lap)	NSCC
13	11th July	Barbon	Liverpool Motor Club
14	19th July	Three Sisters (1 Lap)	Longton DMC

15	26th July	Scammonden	Mid Cheshire MRC
16	9th August	Curborough (2 Lap)	Mid Cheshire MRC
17	22nd August	Snetterton	BARC (Midlands)
18	23rd August	Snetterton	BARC (Midlands)
19	5th September	Aintree	Liverpool Motor Club
20	6th September	Three Sisters (2 Lap)	Longton DMC
21	19th September	Blyton (Eastern)	NSCC
22	20th September	Blyton (Outer)	NSCC

1.5.1 Alternative Championship Rounds may be organised in accordance with NCR Ch.14 App.1 Art.1.9.

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- The system of Championship points is defined in these Regulations. The table of target times will be published on the Club website, www.nottinghamsportscarclub.co.uk, before the first event. Points will be gained according to classification in an eligible class against the appropriate

Target time at each venue, as follows:

- a) Equaling the Target time will gain 20 points.
- b) A slower time than the Target time will reduce this by 0.01 point for each 0.01-second difference, with a minimum score of zero.
- c) A faster time than the Target time will increase this by 0.01 point for each 0.01-second difference up to a maximum of score of 21 points.
- d) All timed runs that count for awards at a meeting will be eligible to score Championship points.
- e) A competitor must be classified as a finisher to gain Championship points.
- f) Where classes are merged by the organisers of an event, or where the class structure is not run in accordance with these Regulations, it is the responsibility of the competitor to inform the Championship Scorer of any ineligibility within his or her Class.

It is recognised that changes in climatic conditions such as rain, cool temperatures etc. and subtle changes to course layout caused by the temporary nature of some venues can affect a competitor's ability to challenge meaningfully for Target times in some instances. In the event that these changes make a significant difference to the competitor's ability to meaningfully challenge any target times, as defined below, the following scoring system will apply.

- I. If 51% or more of the total entry achieve a time that is 113%, or more, slower than the NSCC target times, then regulation 1.6.1.1.i will apply.
- II. If 51% or more of the total entry achieve a time that is faster than the NSCC target time, then regulation 1.6.1.1.i will apply.
- III. Where no target time exists for a 'new' venue (i.e. where no speed event records exist for the classes defined in these regulations) or if an existing venue has been revised, then rule 1.6.1.1.i will apply.

1.6.1.1.i Where regulation 1.6.1 i), ii), or iii) is applied, 20 points will be gained in each class by the fastest competitor complying with these regulations, whether registered for the Championship or not. Points will then be gained by a reduction of 0.01 point for each 0.01 second difference to the time of that competitor.

Target times for all venues may be challenged for a period of 21 days after the publication on the Club web site of the scores. After this period all target times will be deemed final. Target times are reviewed annually by the Technical Sub-Committee.

The Classic Car Award operates on a separate set of calculated Target Times based on the Target Time for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic centimeters. Points for the Classic Car Award will be calculated as follows:

- (a) Competitors must compete for the main Championship but only cars from SA-SB and 1A-1C are eligible for the Classic Car Award,
- (b) Vehicle Age must be over 25 years from Jan 1 of the current year.
- (c) Points calculation is based on factors for age and engine size compared to the entered class, as follows:
 - (i) Age Factor (AF) = $1 - (1 / \text{age}) + 0.195$
 - (ii) Engine Age Factor (EAF) = $0.1 + (0.005 \times (\text{Age} - 25))$
 - (iii) Engine Size Factor (ESF) = $1 - (\text{engine actual size} / \text{engine max size for class})$
(For classes without an upper limit a notional limit of 5000cc will be used.)

Then the Overall Engine Factor (OEF) = EAF x ESF

Finally the New Target Time = Standard Target Time x (AF + OEF)

There will be no upper limit for points scored at each round for this Class.

In each qualifying round, a competitor will compete in the appropriate class for the awards offered for the meeting. Championship points will be gained according to the appropriate NSCC championship class at the time of the meeting. The Championship organisers reserve the right to re-classify any vehicle to a more appropriate Championship class.

- a) The best 8 scores of each competitor will count towards the Overall Championship subject to there being 10 or more Championship rounds. In the event of a reduction in the number of Championship rounds to 9 rounds then the best 7 scores will count, in the event of a reduction to 8 rounds then the best 6 scores will count. In the event of a reduction to less than 8 rounds then all events will count.
- b) The scores from the 4 NSCC organised events will qualify for a separate award, with the points being gained in the same way as for the Overall Championship. For this award, if one or more rounds are cancelled then all remaining rounds will count. Competitors in the first three places of the Overall Championship will not be eligible for this award.
- c) Championship scores will be declared final 21 days after the championship results for each round are issued. Competitors who wish to query a score with the Championship Scorer must do so in writing/email during this period.
- d) A minimum of 5 rounds must take place for the championship to be valid

1.6.2 The table of target times will be published on the Club website, www.nottinghamsportscarclub.co.uk, before the first event Target times for all venues may be challenged for a period of 21 days after the publication on the Club web site of the scores. After this period all target times will be deemed final. Target times are reviewed annually by the Technical Sub-Committee.

1.6.3 ~~Deleted~~

1.6.4 In the event of a tie for a Championship place or other award, except the Harry Driver award, the placing will be determined in favour of the competitor whose total score was achieved at the earliest round of all the rounds in which they competed, including any discarded rounds. If the tie

remains, it will then be determined in favour of the competitor with the highest individual score at all rounds. If the tie still remains, the award will then be shared.

- 1.6.5 Appeals against Championship points given/not given to be submitted in accordance with Ch.2 App.5 Art.2.
- 1.6.6 *Should any Competitor be disqualified from an Event for any reason, that round will be counted.*
- 1.6.7 **A single bonus point will be awarded for each NSCC run event entered. This is in addition to any points scored and not subject to the maximum 21 points per round rule above. This point is allocated if the competitor signs on**

1.7 AWARDS:

1.7.1 At the end of the championship NSCC will award the following: -

First Place	1½ Litre Trophy + 3 x free single day entry to NSCC events in 2027
Second Place	Keith Douglas Trophy + 2 x free single day entry to NSCC events in 2027
Third Place	Mitchell Trophy + 1 x free single day entry to NSCC events in 2027
4th to 10th Place	Award + a £50 voucher towards an NSCC event in 2027
Des Richardson Trophy	Highest placed competitor over the NSCC run events
Harry Driver Trophy	Fastest NSCC Competitor
Miller Trophy	Winner of Classic Car Class
Gail Thomas Trophy	Highest placed Novice
Vi Selby Trophy	Best Improver over last season
Andy Offer Trophy	Marshals Award for the Driver of The Day at Curborough.
Roger Carrington Trophy	Fastest aggregate time road going car over the Blyton events
Bruce Widdowson Trophy	Marshal of the Year at NSCC run events
The Wonky Trophy	Potentially Awarded for the 'best' 'incident' in the season!

All the above 12 perpetual trophies come with an award to keep.

Harry Driver trophy. Awarded based upon the fastest times achieved by NSCC championship registered competitors at each round, with points gained as follows: Fastest NSCC time of the day: 10 points, 2nd fastest 8 points, 3rd 6 points, 4th 4 points, 5th 3 points, 6th 2 points, 7th 1 point. The best 8 scores from all entered rounds will count. In the event of a tie on the day for any position, the points will be determined in favour of the competitor with the best second run time. In the event of a tie for the FTD award after completion of all rounds, the position will be determined in favour of the competitor who achieved the scores at the greatest number of different venues. If a tie remains, the position will then be determined in favour of the competitor with the highest placing in the main Championship.

Miller trophy. An award will be made to the highest placed competitor in a Classic Car who qualifies for the Championship.

Gail Thomas Trophy. An award will be made to the highest placed novice who qualifies for the Championship. A novice is defined as a registered competitor competing in their first or second consecutive season of speed events who has not previously held a Motorsport UK licence prior to that and who has not won a first-in-class award before the first round.

Vi Selby Trophy. An award will be made to the competitor who shows the greatest improvement over the previous season's performance. The average points scored by each competitor in the two seasons will be compared. To qualify for this award a competitor must have a minimum of 4 scores in each season and must not have finished in the top three of the NSCC championship in the previous 3 years.

All vouchers for the top 10 championship places will only be given if the competitor attends the NSCC awards dinner at Morley Hayes Golf club on Sunday 15th November 2026

Perpetual trophies will be able to be kept until the last round of the calendar in 2026 or the end of **August**, which ever is later. It will be the award winners responsibility to ensure the safe return of the trophy to NSCC.

A single bonus point will be awarded for each NSCC run event entered. This is in addition to any points scored and not subject to the maximum 21 points per round rule above.

1.7.5 Deleted

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2. CHAMPIONSHIP EVENTS & PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event to the respective Organiser.
- 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 Event Organiser 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 Event Organisers in writing. NCR Ch.3 App.11 Art.1.1l applies.
- 2.1.4 The Entry Fee for each event shall be specified in the Official Documents and on the entry form.

2.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. It is advisable that any written briefings are included in the Official Documents. Any written briefing is considered an Official Document.

2.3 PRACTICE (Hill Climb & Sprint):

- 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.

2.4. COMPETITIVE RUNS:

- 2.4.1 If through their own error a Driver fails to record a time they shall not be entitled to a re-run.
- 2.4.2 In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run

2.5 STARTS:

- 2.5.1 Starting Signal will be notified by the individual Event Organiser
- 2.5.2 Method of Timing will be notified by the individual Event Organiser
- 2.5.3 When Timing Commences will be notified by the individual Event Organiser

2.5. SESSION RED SIGNAL

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In Hill Climbs: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshals. Specific venue requirements may be notified in the Officials Documents/Drivers Briefing.

In Sprints: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshal unless the Official Documents specify that the following alternative is applicable to the Event:

If the Red Signal is displayed then the Driver must immediately cease driving at competitive speed and proceed slowly to the Pits / Paddock / Start Line as directed by Marshals and at all times be prepared to stop and must stop if the Track is blocked.

In Sprints at Race Circuits other Signals may be used provided their use is clearly defined in the Official Documents.

2.6. **PITS, PADDOCK & PITLANE SAFETY (if appropriate):**

2.6.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.6.2. Refuelling: May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.

2.7. **FINISHES:**

After crossing the finish line drivers are required to:

- I. progressively and safely slow down
- II. return to the Paddock Entrance as instructed
- III. comply with any directions given by Marshals or Officials
- IV. keep their helmets on and harnesses done up while on the track and in the paddock area.

2.8. **RESULTS:**

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

2.8.2. A Driver's time will be credited only if:

- a) All four wheels of the Vehicle are on the Track when it crosses the Finish Line.
- b) The run is made during the period provided for Vehicles in the appropriate class and not more than the appropriate number of competition runs have been made.
- c) The Vehicle completes the correct Course without outside assistance.

2.8.3. To be classified as a finisher in the Competition a Driver must have completed at least one Competition run.

- a) Only an equal number of runs for all Drivers in the same Class will be counted. In the Event of a tie between two or more Drivers the results of the next fastest run recorded (during competition runs) by the Drivers concerned shall be compared and so on

2.9. **ONBOARD CAMERAS**

Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

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

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. 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 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running. See Ch.14 App.3 Art.1.11.

3.3 The use of single-use plastic tyre wrapping at any Sprint or Hill Climb Event is prohibited (Ch.14 App.3 Art.1.3.). Competitors who wish to wrap their tyres must ensure that they have reusable tyre wraps available for this purpose.

3.4 Temporary Car Substitution - Competitors may change car and / or class on a maximum of two occasions during the course of the Championship provided they notify the championship co-ordinator in writing/SMS/email on or immediately after the event. Points will be awarded against the relevant class. The points obtained so far will be kept against the drivers name.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2 and these Championship Regulations.

4.1. **Deleted**

4.2. **Deleted**

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 do it you should work on the principle that you cannot.

In addition to complying with Chapter 7 all Vehicles competing in Sprints and Hill Climbs must comply with Ch.14 App. 4 Arts.2. - 11 as a minimum and as relevant to the Category.

5.1.1. All Vehicles competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book / Vehicle Passport or an ASN Recognised Vehicle Identity Document unless the Vehicle is currently licensed for use on the Public Highway and is competing in a road legal condition (see Ch.14 App.4 Art.12). The onus of proof rests with the Competitor. See NCR

Appendix 4 Technical Regulations.

5.1.2. Any alteration or modification made to the Vehicle or any amendment to the original details shown in the Competition Car Log Book / Vehicle Passport must be in accordance with the prescriptions of Chapter 7 App.1.

5.2 GENERAL DESCRIPTION:

The 2026 TripleM NSCC Speed Championship is for Competitors participating in vehicles that fit into **Motorsport UK defined classes as 5.5 below**.

A timing strut in accordance with the NCR Technical Regulations App.4 Art.11.1 is required.

5.3 SAFETY REQUIREMENTS:

The following Articles of the NCR will apply:- [****]

5.3.1 Throughout Practice and Competition upon exiting from and until returning to the Paddock when the Driver is seated in the Vehicle they must wear clothing helmet and visors or goggles complying with NCR Ch. 9 Art.3-11.

5.3.2 Vehicles must not be left unattended under any circumstances when the engine is running. In the event that a responsible person is not seated in the driving position they must be in close proximity and the Vehicle must be under their supervision at all times

5.3.3 Towing point(s) of adequate strength and size are mandatory. They must be clearly identified and suitably marked on the Vehicle using a high visibility colour and be accessible to the front and rear of the Vehicle

5.3.4 Minimum personal and vehicle safety requirements:
Please refer to Ch.14 App.4 for full requirements

STANDARD CARS CH.14 APP.4 ART.13

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – flame-resistant clothing recommended (arms & legs must be covered) Ch.14 App.2 Art.4.2
- Flame Resistant Gloves – Recommended Ch.14 App.2 Art.4.3
- FHR – n/a. Ch.14 App.2 Art.4.4.

Vehicle Safety

- ROPS – recommended Ch.14, App.4 Art. 2.1
- Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - 4-point for Juniors
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

ROAD CARS CH.14 APP.4 ART.14

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. See **Ch.9 Arts.3.3.f** for acceptable standards
- Flame Resistant Gloves – Recommended Ch.14 App.2 Art.4.3
- FHR – n/a. Ch.14 App.2 Art.4.4.

Vehicle Safety

- Front Seats may be replaced by fully trimmed Competition versions (Ch.14. App.4, Art.2.5)
- **Series Production**
 - ROPS – recommended Ch.14, App.4 Art. 2.1
 - Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.
- **Specialist Production**
 - ROPS – mandatory Ch.14, App.4 Art. 2.1
 - Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

MODIFIED CARS CH.14 APP.4 ART.15

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. FIA 8856- 2000 / FIA 8856- 2018 / FIA 1986
- Flame Resistant Gloves – mandatory Ch.14 App.2 Art 4.3. See **Ch.9 Art.12.6-12.8** for acceptable standards
- FHR – mandatory Ch.14 App.2 Art.4.4. FIA Approved standard. Exception for period defined vehicles.

Vehicle Safety

- **Series Production**
 - ROPS – mandatory Ch.14 App.4 Art 2.1.
 - Exception for period A-E
 - Harness – minimum 4 point Ch.14 App.4 Art.2.7
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.
- **Specialist Production**
 - ROPS – mandatory Ch.14 App.4 Art 2.1.
 - Exception for period A-E
 - Harness – minimum 4 point Ch.14 App.4 Art.2.7
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

SPORTS LIBRE CARS CH.14 APP.4 ART.16

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Chapter 9 Art.3-11** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. FIA 8856- 2000 / FIA 8856- 2018 / FIA 1986
- Flame Resistant Gloves – mandatory Ch.14 App.2 Art 4.3. See **Ch.9 Art.12.6-12.8** for acceptable standards
- FHR – mandatory Ch.14 App.2 Art.4.4. FIA Approved standard. Exception for period defined vehicles.

Vehicle Safety

- ROPS – mandatory Ch.14 App.4 art 2.1.
 - Exception for period A-E
- Harness – minimum 5-point. FIA homologated. Ch.14 App.4 Art.2.8
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Fuel - Only Permitted Fuel or methanol may be used. When using methanol the addition of 10% by volume of Propanone is allowable. (Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers)

RACING CARS CH.14 APP.4 ART.17

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. FIA 8856- 2000 / FIA 8856- 2018 / FIA 1986
- Gloves - mandatory. See **Ch.9 Art.12.6-12.8** for acceptable standards
- FHR – mandatory. FIA Approved standard. Exception for period defined vehicles.

Vehicle Safety

- ROPS – mandatory Ch.14 App.4 art 2.1.
 - Exception for period A-E
- Harness – minimum 5-point. FIA homologated. Ch.14 App.4 Art.2.7
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Fuel - Only Permitted Fuel or methanol may be used. When using methanol the addition of 10% by volume of Propanone is allowable. (Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers)

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

Vehicles competing in **CLASSES S, 1, 2** must comply with the following:

5.4 The NCRs Chapter 14 Appendix 14.7 regarding suspension and steering, has the following previous clarification still applied. The Motorsport UK Technical Dept wishes to clarify that if an uprated shock absorber had a metal top bush as part of the shock absorber assembly, it would be permitted because this bush would be considered part of the shock absorber assembly, which may be uprated.

5.5

CLASS STRUCTURE:

Standard Cars – Vehicles complying with Ch.14 App.4 Art.13 (Ch.14 App.4 Art.12 applies)

Class SA: Standard Cars up to and including 1400cc.

Class SB: Standard Cars over 1400cc up to and including 2000cc.

These classes are intended to attract new inexperienced competitors driving unmodified cars, as a low-cost entry to the sport.

NSCC clarification.

Wheels and tyres must be as per Chapter 8 Appendix 4 (list 1A only). “Standard” means a component that was listed in the car manufacturer’s price list for that model of car.

Road Cars – Vehicles complying with Ch.14 App.4 Art.14 (Ch.14 App.4 Art.12 applies)

Class 1A: 2 wheel drive **Series Production:** Saloons and **Sports Cars** up to and including 1400cc, excluding Specialist production.

Class 1B: 2 wheel drive **Series Production:** Saloons and **Sports Cars** over 1400cc up to and including 2000cc, excluding Specialist production.

Class 1C: 2 wheel drive **Series Production:** Saloons and **Sports Cars** over 2000cc excluding Specialist production.

Class 1D: 4-wheel drive **Series Production:** Saloons and **Sports Cars** of any cubic capacity excluding Specialist production.

Class 2A: Road Cars Specialist Production with single engines up to and including 1700cc excluding cars fitted with sequential gearbox.

Class 2B: Road Cars Specialist Production and non-ferrous chassis construction cars with single engines over 1700cc and cars of any capacity with sequential gearbox or motorbike derived engine.

Class 2E: Road Cars: Lotus Elise and Elise derived Cars up to and including 2200cc

Class 2F: Road Cars: Lotus Elise and Elise derived Cars over 2200cc

NSCC clarification

Brakes: Brake callipers, discs, master cylinder, shoes & pads can be modified. Non-ferrous discs are only permitted in accordance with Chapter 7 Appendix 2 Article 10. Modification of the brake pedal is permitted. The fitting of aftermarket pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension: Must comply with Chapter 14 Appendix 4 Article 14.7. Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Safety: Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

Modified Cars – Vehicles complying with Ch.14 App.4 Art.15

Class 3A: Modified Cars – Series Production up to and including 1400cc excluding Specialist production.

Class 3B: Modified Cars – Series Production over 1400cc up to and including 2000cc excluding Specialist production.

Class 3C: Modified Cars – Series Production over 2000cc excluding Specialist production.

Class 3F: Modified Cars Specialist Production up to and including 1800cc.

Class 3G: Modified Cars Specialist Production over 1800cc.

Sports Libre Cars – Vehicles complying with Ch.14 App.4 Art.16

Class 4A: Sports Libre Cars up to and including 1700cc.

Class 4B: Sports Libre Cars over 1700cc.

Racing Cars – Vehicles complying with Ch.14 App.4 Art.17

Class 5A: Racing Cars up to 1100cc.

Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1st 1994.

Class 5C: Racing Cars over 1100cc up to and including 1600cc.

Class 5D: Racing Cars over 1600cc up to and including 2000cc.

Class 5E: Racing Cars over 2000cc.

NSCC clarification

Class 5B: Only full sets of the following tyres are to be used:

Cars manufactured before 31.12.1971 – Cooper/Avon/**Nova** Formula Ford Specification ACB9 or Dunlop Historic Formula Ford tyres.

Cars manufactured 1.1.1972 to 31.12.1993 – Cooper/Avon/**Nova** Formula Ford Specification ACB9 or ACB10 tyres.

Electric/Hybrid Vehicles

Due to lack of data and target times, at this stage EV's are not allowed in the Championship.

5.6. ~~TYRES~~ deleted

5.7. ~~NUMBERS and CHAMPIONSHIP DECALS~~

1. Positions one championship decal on the outside of each side of the vehicle in a clear and prominent position. Decals will be as per 2025 season or available on request from membership secretary – see website.
2. Event numbers as per event regs

6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK.

6.1 EVENT ORGANISING CLUBS & CONTACTS: See table 1.5 above for organising clubs

6.2 COMMERCIAL UNDERTAKINGS: n/a

6.3. TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES. n/a

6.4. PROMOTIONAL ACTIVITIES. n/a

7 REGISTRATION FORM – see www.nottinghamsportscarclub.co.uk



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
#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.