

THE MG CAR CLUB

SPEED CHAMPIONSHIP 2026



Championship Permit Number:

CH2026/S046 (GRADE D)

1. SPORTING REGULATIONS: GENERAL

1.1 Title and Jurisdiction:

The MG Car Club Speed Championship is organised and administered by the North West Centre of the MG Car Club (MGCC) in accordance with Motorsport UK's National Competition Rules (NCR), incorporating the provisions of the International Sporting Code of the FIA, and these Championship Regulations.

Motorsport UK Championship Permit No. CH2026/S046 (Grade D)

Status: Inter Club

Motorsport UK Championship Grade: D

1.2 Officials:

1.2.1 Co-ordinator: Paul Goodman, 36, Deva Close, Stockport, SK12 1HH

1.2.2 Eligibility Scrutineer: Paul Loveridge (Motorsport UK Scrutineer)

1.2.3 Championship Stewards: Nigel Minay, Paul Hurst, and David Rainsbury

1.2.4 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.

1.3 Eligibility

1.3.1 Entrants must be fully paid-up valid membership card holding members of the MG Car Club, in possession of a valid 2026 Motorsport UK Entrants Licence and registered for the Championship.

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of the MG Car Club, be registered for the Championship and be in possession of a valid RS Inter-Club competition licence, as a minimum. Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete at Interclub status in a car complying with NCR 14.2.1.9 until the end of the year of their 16th birthday. Drivers in Group 6 Sports Libre Cars – Race with engines over 1100cc must hold an RS National competition licence, unless the car is currently licensed for use on the public highway and competes in the event in a road-legal condition.

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

1.3.4 All road cars must comply with NCR 14.4.12. Proof of compliance with this requirement must be available for examination at any time.

1.3.5 Classes will be run for all models of MG at six levels:

Group 1 Road Cars 'A' (category NCR 14.4.13 Standard Cars or 14.4.14 Road Cars)

Group 2 Road Cars 'B' (category NCR 14.4.14 Road Cars)

Group 3 Modified Cars – Road Legal (category NCR 14.4.15 Modified Cars)

Group 4 Modified Cars – Non-Road Legal (category NCR 14.4.15 Modified Cars)

Group 5 Sports Libre Cars – Road Legal (category NCR 14.4.16 Sports Libre Cars)

Group 6 Sports Libre Cars – Race (category NCR 14.4.16 Sports Libre cars)

Eligibility for all these classes will be defined as cars complying with NCR 14.4.13, 14.4.14, 14.4.15 or 14.4.16, as appropriate, and any amendments detailed in Regulation 3 "Technical Regulations" below.

1.3.6 All vehicles must comply with the Motorsport UK technical regulations for Hillclimb and Sprint vehicles, as laid down in Chapters 7 and 14 of the National Competition Rules. Drivers claiming period exemption should present the Championship's Vehicle Modification Log to the scrutineer at each event.

1.3.7 All classes are subject to a minimum class entry of five. If this minimum number has not been reached by 30th June, or that less than three drivers have started three events, classes may be amalgamated at the discretion of the Championship Co-ordinator.

1.3.8 All registered competitors will be required to complete a Declaration of Vehicle Modifications form which must be available to the Scrutineer at any time during any event. It will be used as the initial screening for eligibility. This form must be amended by the competitor, if any subsequent modifications are made to their vehicle. Any competitor miss-representing their vehicle may be deemed ineligible and reported to the Championship Stewards.

1.3.9 An Eligibility Scrutineer has been appointed to the Championships. Any vehicle that has been, or is being used in the championships, can at any time, be either stripped or sealed for examination at the request of the eligibility scrutineer. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to either the stripping or the sealing or the breaking of a seal, will result in a total loss of points accumulated in the championships up until the date of the failure, for the driver, or a greater penalty decided by the Stewards of the Championship.

1.3.10 Any competitor may protest the eligibility of another vehicle by the normal procedure, in accordance with NCR 2.9.

1.3.11 A competitor deemed ineligible may appeal to the Eligibility Appeals Panel of Motorsport UK. Eligibility appeals are in accordance with NCR Chapter 2.

1.3.12 The Organisers will provide championship decals. To be eligible to score Championship points, these must be displayed on vehicles while competing. Under no circumstances should the decals be defaced or mutilated in any way. Individual sponsorship is also permitted.

1.4 Registration:

1.4.1 Competitors register by signing the appropriate declaration form, indemnifying the Organisers and fellow competitors, and paying the registration fee. The Competitor must also designate a single Regional Series Award, for which they intend to compete. The registration fee must be paid before any results can be counted. Only results after the registration fee has been paid will count towards Championship results and placing.

1.4.2 The Registration fee is £40.00.

1.4.3 The closing date for registration is 1st September 2026.

1.4.4 A competitor may enter up to three vehicles in the championship and any designated Regional Series Award, but each entry will be deemed to be a separate competitor and must be registered accordingly (see 1.4.1). A competitor may enter only one vehicle in any one class of each series.

1.4.5 If a competitor suffers an irreparable breakdown to their registered car, the car may, with the agreement of the organisers, be substituted with a car of the same model and class, in the same level of modification. Points scored will count. A car of the same type (e.g. MGB - MGB) to a lower level of modification may be substituted. However, it will be competing against the original car's Model Target Times. Points scored will count towards the Championship.

1.4.6 Should a competitor decide not to compete with the original car then they may register a new car in any class, in any state of modification for a reduced entry fee of £5.00. Points scored with the original car are not counted with the new registered car.

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

1.4.7.1 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.

1.4.7.2 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.

1.5 **Championship Rounds:**

1.5.1 The Championship will comprise of a single national championship. Within this Championship, two regional awards, designated the Norwester Cup (the northern award) and the Windmill & Lewis Cup (the southern award), will also be presented. Championship competitors will select which regional award they wish to compete for in addition to the national Championship, for which all competitors compete.

1.5.2 **Championship Calendar:**

Date	Venue	North	South	Organising Club
28 th March	Cadwell Park	Sprint		BARC Midlands
28 th March	Southport	Sprint		Aintree Circuit Club
12 th April	Curborough	Sprint	Sprint	MGCC Midland
19 th April	Rushmoor		Sprint	Farnborough & DMC
25 th April	Goodwood		Sprint	Bognor Regis MC
26 th April	Mallory Park	Sprint	Sprint	Bentley Drivers Club
24 th May	Scammonden	Hill		MGCC North Western
30 th May	Pembrey		Sprint	BARC Wales
31 st May	Pembrey		Sprint	BARC Wales
6 th June	Shelsley Walsh	Hill	Hill	Midland Automobile Club
6 th June	Abingdon		Sprint	Sutton & Cheam MC
14 th June	Three Sisters	Sprint		Longton & DMC
4 th July	Gurston Down		Hill	BARC Southwest
5 th July	Gurston Down		Hill	BARC Southwest
11 th July	Barbon Manor	Hill		Liverpool MC
11 th July	Loton Park	Hill	Hill	H&DLCC
12 th July	Loton Park	Hill	Hill	H&DLCC
19 th July	Prescott	Hill	Hill	Bugatti Owners Club
2 nd August	Curborough	Sprint	Sprint	MGCC Midland
15 th August	Llandow		Sprint	Bristol MC
22 nd August	Snetterton		Sprint	BARC Midlands
23 rd August	Snetterton		Sprint	BARC Midlands
5 th September	Aintree	Sprint		Liverpool MC
12 th September	Wiscombe Park		Hill	MGCC South West
26 th September	Goodwood		Sprint	Tunbridge Wells MC
26 th September	Harewood	Hill		BARC Yorkshire
27 th September	Harewood	Hill		BARC Yorkshire
11 th October	Eelmoor		Sprint	Farnborough & DMC
31 st October	Castle Combe		Sprint	Bristol Pegasus MC

Calendar subject to valid track licences being issued.

1.6 **Scoring:**

1.6.1 Championship Competitors may count up to eight results towards the National Championship, which must include at least two results obtained from their “away region” (i.e. not their designated home region). Of the eight results, no more than six may be selected from each discipline, hillclimb or sprint. Venues which are designated as both North and South will count as an “away region”. A maximum of twelve scores to be allowed for the sole purpose of resolving ties (see 1.6.2).

1.6.1.1 The overall winner will be determined as the series winner with the highest total Class Ranking Percentage from their best eight scores in either region as defined in 1.6.1.

1.6.1.2 Region competitors must nominate a “home” series. Competitors may count up to six “home” Regional results towards that Region’s series award. No more than five may be selected from either discipline. A maximum of twelve scores to be allowed for the sole purpose of resolving ties (See 1.6.2)

1.6.1.3 The region winners will be determined as the competitors with the highest class ranking percentage as defined in 1.6.1.2.

1.6.1.4 For Groups 1 to 4, a list of model specific records and Model Target Times will be published at the start of the season for each venue in the championship calendar. Note that in Groups 3 and 4, the differentiation between MGF/TFs and ZRs with and without VVC engines is removed and a single Target Time for each model will be maintained (i.e. MGF/TF 1800cc and ZR 1800cc). For Groups 5 and 6, a single Target Time for each Group at each capacity split will be published at the start of the season for each venue in the championship calendar. All queries must be raised with the Championship Coordinator as per 1.6.3.

1.6.1.5 In the event of a more highly modified car having a Model Target Time that is more advantageous than the Group(s) below, that Model Target Time will be substituted for the Model Target Time of the lower Group. This Regulation applies to Groups 1 to 4 only and will not be applied to Groups 5 or 6.

1.6.1.6 Class Ranking Percentage will be allocated at each meeting in the following manner:
 Points will be scored against the Model Target Time.

$$(\text{Model Target Time} / \text{Competitors Event Time}) \times 100 = \text{Class Ranking Percentage}$$
 For example: Model Target Time = 110.00 seconds
 Example 1: Competitors Event Time is 108.00 seconds, then the score is $(110.00 / 108.00) \times 100 = 101.85$ Class Ranking Percentage
 Example 2: Competitors Event Time is 104.99 seconds then the score is $(110.00 / 104.99) \times 100 = 104.77$ Class Ranking Percentage
 Example 3: Competitors Event Time is 113.47 seconds, then the score is $(110.00 / 113.74) \times 100 = 96.94$ Class Ranking Percentage
 The maximum Class Ranking Percentage that will be recorded for Championship scoring will be 102%. In Example 2 above, the score will be 102.00 points.

1.6.1.7 A record will be deleted after ten years if it has not been achieved by any competitor within that period. Where the data exists, a new Model Target Time will be created from the model records set within the ten-year time limit. Where no data exists, Regulations 1.6.1.8 and 1.6.1.9 will apply.

1.6.1.8 For venues where no model records exist or venues with limited history of model event results (i.e. those with fewer than four model event results), Model Target Times will be calculated retrospectively based on the event times. The target shall be set at 95% of the fastest recorded event time, potentially attracting a maximum score of 95.00 points (see 1.6.1.9). Once three model event results have been recorded for the venue, the Model Target Time shall be set at 100% of the fastest of the model’s three event times. Model records may only be set at designated Championship rounds.

1.6.1.9 In all circumstances, Regulation 1.6.1.5 will be applied to ensure a more highly modified car does not have a Model Target Time that is more advantageous than the classes below. If this is the case, the Model Target Time from the lower class will be used to calculate the event score.

1.6.2 In the event of a tie, the winner of an award will be determined from a count back procedure as follows:

National Championship: If a competitor's score is derived from an equal number of events of each discipline, that competitor's 9th, 10th, etc. best scores for each discipline will be added progressively, alternating between sprints and hillclimbs, until the tie is resolved. The competitor may select which type of event to count first. If a competitor's score is derived from a different number of each type of event, his 3rd and 4th best scores of the deficient discipline, then 5th best score of each event type will be added progressively. The competitor may choose which 6th best score, sprint or hillclimb, to add first. No more than twelve events will be allowed for this procedure. If there is still a tie, the trophy will be awarded jointly.

Regional Series: If a competitor's score is derived from an equal number of events of each discipline that competitor's 5th and 6th best scores for each discipline will be added progressively, alternating between sprints and hillclimbs, until the tie is resolved. The competitor may select which type of event to count first. If a competitor's score is derived from a different number of each type of event, his 4th and 5th best scores of the deficient discipline, then 6th best score of each event type will be added progressively. The competitor may choose which 6th best score, sprint or hillclimb, to add first. No more than twelve events will be allowed for this procedure. If there is still a tie, the trophy will be awarded jointly.

1.6.3 A set of Model Target Times will be published at least four weeks prior to the first event in the Calendar. Any appeal against a Model Target Time must be registered not less than one week prior to the first event on the Calendar, after which Model Target Times will be valid for the remainder of the season.

1.6.4 Championship Points Appeal: NCR 2.5.2.

1.7 Awards:

1.7.1 Awards will be presented as follows:

The MG Car Club Speed Trophy will be presented to the overall Championship winner.

The Norwester Cup will be presented to the winner of the Northern Series.

The Windmill & Lewis Trophy will be presented to the winner of the Southern Series.

Class Awards: will be presented to the highest scoring competitor in each class of the Championship subject to there being five starters.

Class awards will be presented to National Championship competitors as follows (see 3.2): 1st award subject to five starters, 2nd award subject to eight starters and 3rd award subject to eleven starters.

Class awards will be presented to individual Regional Series competitors as follows (see 3.2): 1st award subject to three starters, 2nd award subject to six starters and 3rd award subject to nine starters.

In the event of a competitor winning a National class award the person coming second in that Regional class will receive the Regional first class award providing there are a minimum of three competitors left in that class. A competitor must score points in at least one event to be deemed a starter.

Register Awards: will be presented to the drivers of each model type (MMM, MGA, MGB, T-Type, Midget/AH Sprite, MGF and ZR/ZS/ZT) with the highest Class Ranking Percentage score from their best eight scores as defined in 1.6.1.5.

Novice Awards: will be presented to the Novice drivers in each series with the highest Class Ranking Percentage for the events used in their Regional Series Award, see paragraph 1.4.4. A novice shall be defined as a competitor who, prior to the start of the championship competition, has not won a championship or meeting class award for speed events or competition of an equal or higher status and is in no more than their third season of holding a Motorsport UK Competition Licence.

National Ladies Award: the Shirley Stafford Trophy will be presented to the lady driver in the Championship with the highest Class Ranking Percentage for the events used to calculate their Championship points score, see paragraph 1.6.1.5.

Junior Competitor Award: the Michael Froggatt Trophy will be presented to the junior driver, aged 14 and 16 years old at the time of championship registration, with the highest Class Ranking Percentage for the events used to calculate their Championship points score, see paragraph 1.6.1.5.

A competitor may win only one award per entry, except for the Registers, Novices, Ladies and Junior trophies. The overall Champion forfeits their right to the Regional Series award. The Regional Series winners forfeit their right to class awards. A competitor must score points in at least one event to be deemed a starter.

1.7.2 Championship trophies will be awarded at Regional Award Ceremonies. Trophies should be returned to the Championship Coordinator at the final round of the season.

2. SPORTING REGULATIONS: JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with NCR Chapter 2.

2.2 **Championship:** In accordance with NCR Chapter 2 and SRs.

2.3 Any competitor who at the discretion of the stewards places the sport, Championship, or the MG Car Club into disrepute via the media, internet or in any other way, may be subject to removal from the championship and may be reported to Motorsport UK for breach of NCR 2.1.1.5.

3. TECHNICAL REGULATIONS

3.1 **Eligible vehicles:** Any series production model of MG car, including MG based specials. Austin Healey Sprites will be deemed equivalent to post-May 1961 MG Midgets. MMM and T-Type specials may run original special body panels. Unless stated otherwise in these regulations, further modifications cannot be made.

Prohibitions are included for clarity and guidance and are not exhaustive.

3.2 The Classes will be as follows:

Note: Class splits based upon the standard capacity of the model according to the manufacturer's specification.

Group 1 Road Cars 'A' (Motorsport UK categories NCR 14.4.13 Standard Cars or 14.4.14 Road Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

Group 2 Road Cars 'B' (Motorsport UK category NCR 14.4.14 Road Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

Group 3 Modified Cars – Road Legal (Motorsport UK category NCR 14.4.15 Modified Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

Group 4 Modified Cars – Non-Road Legal (Motorsport UK category NCR 14.4.15 Modified Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

Group 5 Sports Libre Cars – Road Legal (Motorsport UK category 14.4.16 Sports Libre Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

Group 6 Sports Libre Cars - Race (Motorsport UK category 14.4.16 Sports Libre Cars) with the following capacity splits:

- Up to 1500cc
- 1501cc and over

3.2.1 **Group 1 Road Cars 'A'**

3.2.1.1 Cars must comply with NCR 14.4.12 and category NCR 14.4.13 Standard Cars or 14.4.14 Road Cars with the following amendments:

3.2.1.2 **Engine:** No modifications, except balancing of components. Cubic capacity may only be increased to the equivalent of over-boring to a maximum of sixty thousandths of an inch over the original model's specification. Cars complying with NCR 14.4.13 Standard Cars may not over-bore engines.

3.2.1.3 **ECU:** The car's standard ECU must be used, but the mapping and programming may be altered. Substitute and aftermarket ECU and chips may not be used. Cars complying with NCR 14.4.13 Standard Cars must retain the standard ECU and mapping.

3.2.1.4 **Fuel System:** Standard carburetors and inlet manifolds must be used. Needles, jets, air filter, and fuel pump can be replaced with non-original parts. Cars complying with NCR 14.4.13 Standard Cars must retain all original parts.

3.2.1.5 **Transmission:** Straight cut gears and limited slip differentials cannot be used, unless fitted as standard.

3.2.1.6 **Tyres:** Only road legal tyres published in List 1A of the NCR are permitted.

3.2.1.7 **Body:** Engine bonnet/cover and luggage/boot cover may not be replaced with an alternative material. Cars complying with NCR 14.4.13 Standard Cars must retain standard body panels.

3.2.1.8 **Interior Trim:** A fully functional standard dashboard must be retained but may use replacement instruments and include additional instruments and switchgear. Cars complying with NCR 14.4.13 Standard Cars may not alter the dashboard.

3.2.1.9 **"Standard Car" Classification:** Competitors wishing to enter under NCR 14.4.13 Standard Cars are strongly advised to familiarise themselves with the strict requirements of 'Standard Car', ensure venues accept entries for NCR 14.4.13 Standard Cars and to check if the organiser tightens the NCR 14.4.13 Standard Cars rules beyond those defined in the National Competition Rules, for example regarding driver safety equipment.

3.2.1.10 **Electric Vehicles:** EVs conforming to 14.4.14.1.3 Road Cars – Electrified Series Production - Standard Electrified Saloons and Sports Cars may compete in the "1501cc and over" class within Group 1. Competitors should check with event organisers that EVs are accepted at the given venue. Competitors are reminded of the need for all EVs to have a Motorsport UK Electric Vehicle Passport and that EVs will not be permitted to compete unless an Emergency Services Guide has been provided, in advance, to the event organisers. Hybrid vehicles are not permitted.

3.2.1.11 **General:** Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa, except for cars complying with NCR 14.4.13 Standard Cars.

3.2.2 **Group 2 Road Cars 'B'**

3.2.2.1 Cars must comply with NCR 14.4.12 and category NCR 14.4.14 Road Cars, with the following amendments:

3.2.2.2 **Engine:** Cubic capacity may only be increased to the equivalent of over-boring to a maximum of sixty thousandths of an inch over the original model's specification.

3.2.2.3 **ECU:** The car's standard ECU must be used, but the mapping and programming may be altered. Substitute and aftermarket ECU and chips may not be used.

3.2.2.4 **Fuel System:** Standard carburettors must be used. They can be modified, provided the aperture at the butterfly remains standard sized. Inlet manifolds, needles, jets, air filter, and fuel pump can be replaced with non-original parts.

3.2.2.5 **Transmission:** Straight cut gears and limited slip differentials cannot be used, unless fitted as standard.

3.2.2.6 **Tyres:** Only road legal tyres published in List 1A of the NCR are permitted.

3.2.1.7 **Interior Trim:** A fully functional standard dashboard must be retained but may use replacement instruments and include additional instruments and switchgear.

3.2.1.8 **General:** Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. MG T Types running under the T Register Regulations Class A and B are deemed to be equivalent to Group 2 and can use "H" gate five speed gearboxes.

3.2.3 Group 3 Modified Cars – Road Legal

3.2.3.1 Cars must comply with NCR 14.4.12 and category NCR 14.4.15 Modified Cars, with the following amendments:

3.2.3.2 **Fuel System:** Super/Turbocharging is prohibited, except for models fitted with such devices as part of their standard specifications and Period Defined Vehicles up to and including Period D.

3.2.3.3 **Tyres:** Any road legal tyre from Lists 1A, 1B or 1C of the NCR may be used.

3.2.3.4 **Electric Vehicles:** EVs conforming to 14.4.15.1.2 Modified Cars – Electrified Series Production: Modified Electrified Saloons and Sports Cars may compete in the "1501cc and over" class within Group 3. Competitors should check with event organisers that EVs are accepted at the given venue. Competitors are reminded of the need for all EVs to have a Motorsport UK Electric Vehicle Passport and that EVs will not be permitted to compete unless an Emergency Services Guide has been provided, in advance, to the event organisers.

3.2.3.5 **General:** Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. MG T Types running under the T Register Regulations Class C and D are deemed to be equivalent to Group 3. Where they do not impinge on regulations within the National Competition Rules, original MG/BMC 'Special Tuning' parts may be considered as forming part of the standard specification.

3.2.4 Group 4 Modified Cars – Non-Road Legal

3.2.4.1 Cars must comply with NCR category 14.4.15 Modified Cars, with the following amendments:

3.2.4.2 **Electric Vehicles:** EVs conforming to 14.4.15.1.2 Modified Cars – Electrified Series Production may compete in the "1501cc and over" class within Group 4. Competitors should check with event organisers that EVs are accepted at the given venue. Competitors are reminded of the need for all EVs to have a Motorsport UK Electric Vehicle Passport and that EVs will not be permitted to compete unless an Emergency Services Guide has been provided, in advance, to the event organisers.

3.2.4.3 **General:** Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. Where they do not impinge on regulations within the National Competition Rules, original MG/BMC 'Special Tuning' parts may be considered as forming part of the standard specification.

3.2.5 Group 5 Sports Libre – Road Legal

3.2.5.1 Cars must comply with NCR 14.4.12 and category 14.4.16 Sports Libre Cars, with the following amendments:

3.2.5.2 **Engine:** The cylinder block must be that used in an engine of B.M.C., Rover or MG manufacture.

3.2.5.3 **Tyres:** Any road legal tyre from Lists 1A, 1B or 1C of the NCR may be used.

3.2.5.4 **Chassis & Bodywork:** The original chassis between the wheel hub centres must be retained and kept intact, except for the passage of exhaust systems. Unmodified 'Special Tuning' panels are permitted. Arkley kit cars will be allowed so long as the bodywork is unmodified from the original panel's silhouette and contours. MMM and T-Type specials may run original special bodies.

3.2.6 Group 6 Sports Libre - Race

3.2.6.1 Cars must comply with NCR category 14.4.16 Sports Libre Cars, with the following amendments:

3.2.6.2 **Engine:** The cylinder block must be that used in an engine of B.M.C., Rover or MG manufacture.

3.2.6.3 **Chassis & Bodywork:** The original chassis between the wheel hub centres must be retained and kept intact, except for the passage of exhaust systems. Unmodified 'Special Tuning' panels are permitted. Arkley kit cars will be allowed so long as the bodywork is unmodified from the original panel's silhouette and contours. MMM and T-Type specials may run original special bodies.

3.3 Safety Requirements

3.3.1 All vehicles must comply with the Motorsport UK safety requirements for sprint and Hillclimb vehicles, as detailed in NCR 14.4.2 and Chapter 7 of the 2026 National Competition Rules.

Irrespective of the provisions in NCR 14.4.2, it is recommended that cars in period A-E be fitted with a safety harness.

3.3.2 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running.

3.4 Environmental Concerns

3.4.1 Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited.



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.