



ASSOCIATION OF NORTHERN IRELAND CAR CLUBS
2026 ANICC S W ADAIR TYRES SPRINT CHAMPIONSHIP
AND
2026 ANICC CASKART HIRE HILLCLIMB CHAMPIONSHIP

*****PROVISIONAL REGULATIONS TO BE APPROVED BY MOTORSPORT UK*****

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The **2026 ANICC S W Adair Tyres Sprint Championship** and the **2025 ANICC Motorsport Supplies Hillclimb Championship** are organised and administered by the Association of Northern Ireland Car Clubs (ANICC) in accordance with the **National Competition Rules** of the Royal Automobile Club Motor Sports Association (Motorsport UK) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

SPRINT-

Motorsport UK Championship Permit No. TBC **Status: INTERCLUB**

Motorsport UK Championship Grade: E

HILLCLIMB-

Motorsport UK Championship Permit No. TBC **Status: INTERCLUB**

Motorsport UK Championship Grade: E

1.2 Officials:

- 1.2.1 Co-ordinators: Ryan Murray (Hillclimb) Amy Hawthorne (Sprint)
 - 1.2.2 Eligibility Scrutineer: Steven McKeegan
 - 1.2.3 Championship Stewards: David Gray, Robert Kelly, Tom Allison

1.3 Competitor Eligibility:

- 1.3.1 Entrants must be fully paid-up valid membership card holding members of any ANICC affiliated club and in possession of a valid 2026 Motorsport UK Competitors Licence.
 - 1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of any ANICC affiliated club and be in possession of a valid Competition Interclub (minimum) Licence issued by Motorsport UK or Motorsport Ireland. (RS National or Race National required for vehicles defined in Chapter 14 App.2 Art.1.4 of the Regulations)
 - 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
 - 1.3.4. The championship organisers cannot be held responsible for any competitor not getting an entry, for any reason. It is a competitor's responsibility to obtain Event Regulations and make his/her entries.

1.4 Registration:

1.4.1 In order to qualify for Championship points, competitors must comply with 1.4.1(a) and (b) below:

1.4.1(a) Competitors wishing to register to compete in either or both Championships must do so online at www.rallyscore.net. Championship registration will cost £20 per person, per car registered, per championship. Championship points can only be awarded from the first event after registration has taken place - points will not be awarded retrospectively. Registration will commence officially at midnight on the date of online registration on Rallyscore. NOTE: Registration cannot take place on the day of events. Championship Registration will close before the last two rounds of each Championship. Competitors may compete in more than one car during the season. Anyone changing car must notify the championship co-ordinator in writing in advance of the first championship round in the new car, no later than the end of practice.

1.4.1(b) For each Championship in which they wish to compete, competitors must display the official Championship stickers on each side of the vehicle in a clearly visible position in order to be eligible to score Championship points. The onus is on Competitors to request the official Championship stickers from the Championship Co-Ordinator by email prior to events.

1.4.2 The onus is on competitors to download event Regulations from individual Club Websites or the Championship Website www.anicc.org.uk Event reports, Championship Tables and Official Championship Notifications will be communicated to Competitors via the Championship Website.

1.5 Championship Rounds:

1.5.1 HILLCLIMBS

18 April	TSCC	Croft	
02 May	UAC	Craigantlet	(N.I. & British Championship Event)
16 May	Omagh MC	Spamount	Bonus Points Scoring Round see 1.6.3(f)
13 June	Newry MC	Drumhorc	Bonus Points Scoring Round see 1.6.3(f)
26 June	Larne MC	Cairncastle	
27 June	Larne MC	Cairncastle	
18 July	North Ulster CC	Eagles Rock	
15 August	Mid Antrim MC	Garron Point	

1.5.2 SPRINTS

07 March	NUCC	Nutts Corner	
21 March	500 MRCI	Kirkistown	
11 April	NUCC	Nutts Corner	
30 May	Enniskillen MC	St Angelo.	Bonus Points Scoring Event. See 1.6.3(f)
01 August	500 MRCI	Kirkistown	
22 August	Larne MC	Kirkistown	
12 September	North Ulster CC	Kirkistown	
03 October	UAC	Kirkistown	
31 October	500 MRCI	Kirkistown	

RESERVE SPRINT EVENTS

A Reserve Event will be used in the circumstance that an earlier round does not run and will count as a full Championship Round (regardless of club or venue). The implementation of this regulation will be notified within 14 days of the cancellation of the original event by an official Championship Bulletin posted on the ANICC website.

Reserve Dates-

04 July	TBC
07 November	TBC

1.5.2(a)NON-Championship Status/Non-Reserve Events

08 June	TSCC	Cultra
04 Aug	500MRCI	Kirkistown (British Championship Round)

1.6 Scoring:

1.6.1 OVERALL (Category A)

Points will be awarded to competitors finishing in the top ten places in their category, relative to other competitors, in each event as follows: 1st. 10 points ;2nd. 9 points and so on until 10th place.

1.6.2 CLASSES (Category B)

Points will be awarded to each competitor finishing in the top five in their class, relative to other competitors in each event as follows: 1st. 5 points; 2nd. 4 points and so on until 5th.place.

1.6.3 GENERAL (Applies to BOTH Categories)

1.6.3.(a) The Championship awards will be presented to the competitor having gained the highest number of points in the required number of qualifying rounds. Awards will only be presented to competitors, who have scored in at least THREE events.

1.6.3.(b) In the event of a competitor being Disqualified from the results of a qualifying round, all points scores in the preceding round(s) may be forfeited, at the discretion of the Championship Stewards.

1.6.3.(c) In the event of a competitor's vehicle being found to be ineligible for the class in which it has been entered for a qualifying round, and that vehicle moved to a different class by the championship officials all points scored in the preceding round(s) may be forfeited, at the discretion of the Championship Stewards.

1.6.3.(d) The lowest score or scores, including zero, will be dropped if specified by 1.6.3(e).

1.6.3.(e) Qualifying Events are as follows:

HILLCLIMB AND SPRINT CHAMPIONSHIPS

Category A (Overall) and Category B (Classes):

Points from a maximum of 7 events will count towards the Championship.

If 9 or 8 events on the Championship List run, then best 7 scores will count

If 7 or 6 events on the Championship List run, then best 5 scores will count

If 5, 4 or 3 events on the Championship List run, then all scores will count.

If less than 3 events on the Championship List run, then that Championship will be declared void.

1.6.3.(f) Priority will be given to entry for events, to registered competitors who have scored points, in either category, at the previous rounds of the Championship.

1.6.3(g) The Hillclimb Championship Rounds at Spamount and Drumhorc and the Sprint round at St. Angelo will qualify for Bonus Points allocation in both Overall and Class Categories as follows:

- Overall Category 5 Bonus Points added to scoring outlined in 1.6.1
 - Class / Saloon / Specialist Categories 3 Bonus Points added to scoring outlined in 1.6.2 &

1.7.5(c)

1.6.3.(h)(i) **DELETED**

1.6.3(j) The responsibility for entering the correct class at a Championship event lies with the Competitor. If entered in the wrong Class, the Competitor must request to be changed into the correct Class by the end of practice at the latest. Championship Organisers may also change the starting class of a car if a competitor has entered the wrong class. Championship points will not be awarded for results achieved in a Class for which the competing vehicle is ineligible under the Class Regulations. Legitimate Class points scored at a Championship event cannot subsequently be transferred to another Class even if the competing vehicle is eligible for more than one Class.

1.6.3(k) An entry applies only to one class. Competitors may change vehicles in the same class but must notify the Championship Co-ordinator before the first event in the new car. Points scored with the previous car in the same class will count. If desired, competitors may change classes during the season and score in the new class from zero. A competitor may submit up to two entries in an individual event but if these are in the same class, only the higher score will count for Championship points. A second vehicle in a different class must also be registered for the championship via the Rallyscore website as per 1.4.1 (a) and (b) in order to score championship points.

1.6.3(l). A competitor entering two vehicles in any event will only have his highest score counted in respect of the Overall Championship, Saloon / Specialist and Leaders Championships.

1.6.3(m) Competitors must register precisely each car they wish to score championship points with, in the correct class via www.rallyscore.net, as per 1.4.1(a) and (b) and display championship stickers as per 1.4.1(b) in order to score championship points.

1.6.4 TIES

Ties will be resolved in the following way. The number of better results will be counted until a result is obtained. If a tie still exists, the better discarded score will be counted. Should neither of these methods be effective the Championship Stewards may specify the method to be used.

1.6.5 Championship Points Appeal: - In accordance with **NCR 2.5.2**.

1.7 Awards:

1.7.1 Awards will be presented in each Championship as follows: -

OVERALL- 1st. Perpetual Trophy (held for 11 months) and replica; 2nd. a trophy; 3rd. a trophy
BEST SALOON/GT / SPECIALIST Sections A and B and C – 1st. Perpetual trophy (held for 11 months) and a replica. 2nd: a trophy

CLASSES- 1st. a trophy; 2nd. a trophy; 3rd. a trophy

HILLCLIMB LEADERS: 1st Perpetual Trophy (Held for 11 months) and a replica; 2nd A trophy

SPEED CHAMPIONSHIPS BEGINNERS AWARD - 1st. a trophy

Sprint Championship Heaslip Ladies Challenge Trophy – 1st Perpetual Trophy (held for 11 months)

1.7.2 Additional awards may be presented.

1.7.3 HILLCLIMB LEADERS AWARD

1.7.3(a) The Award is open to all competitors in the Hillclimb Championship who have complied with 1.4.1(a) and (b) above

1.7.3(b) Scores achieved in all Qualifying Events as specified in 1.6.3(d) above may count.

Dropped Score events for a competitor in the Leaders Championship may differ from those applying to that competitor in the Overall and Class Championships

1.7.3(c) Points will be awarded for the amount of time under the Class Bogey Time. These points will be expressed in seconds and hundredths, from 0.01 up to a maximum of 10.00.

1.7.3(d) The Class Bogey Time will be the existing Class Record time plus 8.00 seconds. The Leaders Award Sub-Committee shall have sole discretion to determine a suitable Class Bogey Time, if none exists, by reference to previous records and performances.

1.7.3(e) The Leaders Champion will be the competitor having the most points in the specified number of Qualifying Events.

1.7.3(f) Existing Class Records and Bogey Times are as published by the Championship Co-Ordinator on the Championship Website for the 2026 Championship.

1.7.3(g) Bonus points Regulation 1.6.3(f) does not apply to the Leaders Championship

1.7.4 BEGINNERS AWARD

1.7.4(a) The Award is open to all competitors, who have not competed in an ANICC Championship prior to the 2026 season.

1.7.4(b) The Award will be presented to the eligible competitor who in the opinion of the ANICC Race & Speed Specialist Committee has performed with distinction over the season in Speed events.

1.7.5 BEST SALOON / GT / SPECIALIST CARS

1.7.5(a) Section A Road cars Saloon/GT – Classes 1/ 2A/ 2B / 3 and 16A Section B Modified cars Saloon/GT – Classes 6A / 6B / 9A / 10 / 11 / 12 / 16B. Section C Specialist – All vehicles not eligible for Saloon/GT Championship except classes 9B/13/14/15

1.7.5(b) The Saloon / GT Awards are open to all registered competitors competing in cars that originally had seating for 4 or more passengers

1.7.5(c) Points will be awarded based on the relative positions in the Overall Classification, with 5 points for 1st, 4 for 2nd, and so on to 5th. The winner will be the competitor with the most points in the required number of qualifying rounds.

1.7.5(d) Qualifying rounds are as outlined in 1.6.3(d)

1.7.6 Sprint Championship Heaslip Ladies Challenge Trophy

1.7.6 (a) This award is a supplementary award which is open to all Female Competitors in the SW Adair Tyres Northern Ireland Sprint Championship who have complied with 1.4.1 (a) and (b) and 1.6.3(g) and (h) of the championship regulations. The award will be based on times calculated by an index of performance system which will rank the Heaslip Ladies Challenge Trophy competitors times against each other on corrected time.

1.7.6 (b) Scores achieved in all Qualifying events as specified in 1.5.2 above may count.

1.7.6 (c) The Heaslip Ladies Challenge Trophy winner will be the female competitor having the most points in the specified number of qualifying events as per 1.6.3(d) above.

1.7.6 (d) Points will be awarded, based on the calculated times as follows: 1st. 10 points; 2nd. 9 points and so on until 10th. An additional point will be awarded for the completion of at least 1 timed run which counts towards the events final results. No point will be awarded if the competitor does not complete a timed run, or indeed records only fails in her timed runs

1.7.6 (e) All points will be awarded based on the calculated times, as listed in the event final results, as produced by the event Timekeepers. Corrected times will be calculated by the Event Timekeepers on the day and will be displayed in the event final results as a separate Heaslip Ladies Challenge Trophy sub-section. The calculation of this system is included below at 1.7.7(h)

1.7.6 (f) Bonus points will apply to the Heaslip Ladies Challenge Trophy and will be awarded as per 1.6.3 (f) with 3 bonus points awarded to the scoring outlined in 1.7.6 (d) at the two bonus points scoring rounds as per 1.5.2 above.

1.7.6 (g) Ties will be resolved as per 1.6.4 above.

1.7.6 (H.1) An index of performance is calculated based on each driver's performance relative to the events Fastest Time of the Day (FTD) in each of the previous 3 championship rounds in which the driver/car combination has competed. (This can go as far back as 5 years if required) The basis for using FTD as the benchmark is that it is a reasonably constant level of performance on every event. This index of performance then evolves over the year and is based on the final results of the last 3 rounds at which the driver competed in the same car/ driver combination. All calculations are based on 2 decimal places i.e. 0.001.7.6

1.7.6 (H.2) The Heaslip Ladies Challenge Trophy scoring system is calculated and maintained by McAleer Timekeeping and the index of performance for the competitors at an event are calculated and issued by McAleer Timekeeping on the morning of the event. It is important that competitors fully describe the car on the entry form and that this description is also in the results, otherwise the administrator has no way of knowing for sure what car was being driven.

1.7.6 (H.3). So, here's an example of how the timekeepers calculate the index of performance for a competitor that competed 2019 in rounds 1, 3, & 7:

Event	FTD	COMPETITOR TIME	FTD ÷ Competitor Time
Round 1	42.94	58.30	0.74
Round 3	33.12	43.19	0.77
Round 7	48.57	68.91	0.70
		Average above = 0.72	

1.7.6 (H4) So at the next event the competitor's fastest time is multiplied by 0.72 to get the index of performance which is then used by the timekeepers to give the final corrected times as per example below

Driver	FTD	Competitor time	Competitor Ave	corrected time	Ladies position
1	97.62	181.12	0.65	117.73	2
2	97.62	172.59	0.68	117.36	1
3	97.62	164.81	0.72	118.66	3

1.7.6 (H.5). A new driver/car combination will compete off an initial index of performance of 1.00 on their first event as they have no history. This applies to regular competitors not competing in their usual car as well as first-timers, drivers who have changed class in their existing car, or who have made significant modification to their car. At their next round they will use an index of performance based on their first event. If this occurs on a two-event weekend, then the timekeepers must calculate the index of performance for day 2 based on the day 1 result.

1.7.6 (H.6). The index of performance will not be recalculated during a weekend event and will apply on day 1 and day 2. The exception is new driver/car combinations where a new index of performance will be calculated for the 2nd day as detailed in 1.7.6 (H.5)

1.7.6 (H.7). In order to ensure fairness for competitors any calculated factor which varies by 0.05 from their previous average factor (excluding the first 3 rounds for any lady defined in 1.7.6 (H4) above) will not be counted so that no competitor is penalised over the next events by having an accident or mechanical issue.

1.7.6 (H8) Records will be maintained for the previous 5 championship years prior to the start of the current year. Driver/car combinations that have not competed in the previous 5 years must use the new driver/car index of performance if they return.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with [NCR Chapter 2](#)

2.2 **Championship:** In accordance with [NCR Chapter 2](#)

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 Race with 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.

4. TECHNICAL REGULATIONS

4.1 ALL CARS

Competitors should make themselves familiar with Chapter 14 of the 2025 NCRs

“As a general principle, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.”

4.2 Series Production Road Cars – Mazda MX5

Competitors should make themselves familiar with Chapter 14 of the 2025 NCRs

Description-

Road Cars - Series Production: Saloons and Sports Cars produced in quantities of not less than 1000 per annum. Mazda Vehicles produced between 1989-2005 Mk1, MK2 & MK2.5 Naturally Aspirated (1995cc max 85mm stroke).

4.2.1. Vehicles must compete in an Event in a road legal condition as defined in **NCR 14.4.12**

4.2.2. Chassis

Must conform to the Manufacturer’s original chassis structure and specification of construction dimensions and material. Roll cages must not accept or assist any direct suspension loads.

4.2.3. Body (including aerodynamics)

4.2.3.1. Silhouette of the Vehicle must remain unaltered in construction dimension and material. The silhouette will be taken in the condition in which the Vehicle competes (convertible closed cars competing with the hood or top not erected shall have the silhouette determined in that condition).

4.2.3.3. Laminated windscreens permitted but all other glass may not be replaced by another material.

4.2.3.4. Interior trim must remain fitted (except floor carpets / mats).

4.2.3.5. All working equipment fitted as standard (heater window mechanisms sunroof door handles) must be operable at all times.

4.2.4. Engines / Motors

4.2.4.1. For Road Cars – Series Production: the cylinder block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option. Induction is free (Standard 55mm Throttle body must be retained unaltered) as are exhaust systems. Stroke must remain as standard (85mm).

4.2.4.3. Must be capable of being started from an onboard power source operable by the Driver when seated normally.

4.2.4.4. Exhaust catalytic converters are required per Chapter 7 App.8 Art.1.8 except where a Vehicle does not require a catalytic converter in accordance with UK Government legislation.

4.2.4.5. Standard un-modified ECU no piggyback or Bluetooth control.

4.2.5. Wheels and Tyres

4.2.5.1. Control Tyre of Toyo R888/R888R or any Tyre from list 1A

4.2.6. Suspension, Steering and Brakes

4.2.6.1. The suspension type mountings, mounting method and position must remain the same as that fitted by the vehicle manufacturer with the exception of lever arm shocks which may be changed to Telescopic shock absorbers.

4.2.6.2. The shock absorbers may be of any make and may be uprated from standard.

4.2.6.3. Adjustable spring platform struts are permitted.

4.2.6.4. Springs are free but must retain their original location.

4.2.6.5. For Road Cars – Series Production bushes may be changed for similar polymer materials but not to spherical or similar metal joints.

4.2.6.6. Brakes are free but must retain original factory calipers and operation.

4.2.7. Transmission

Road Cars – Series Production.

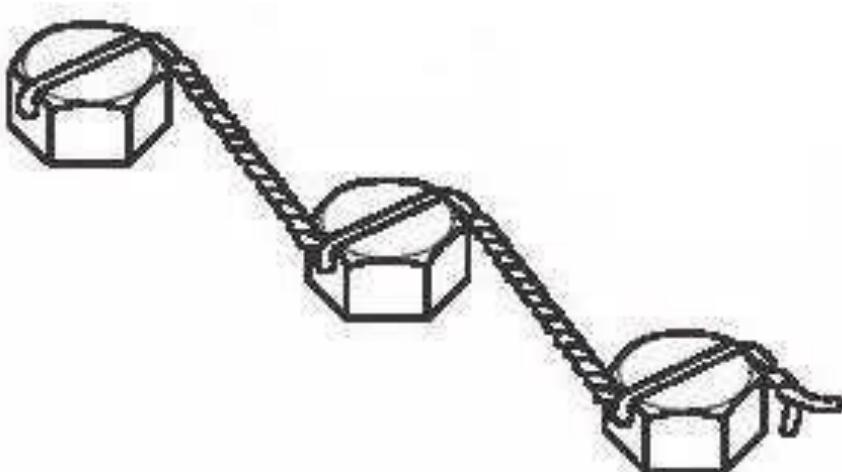
4.2.7.1. The gearbox and differential casing must be externally identifiable as that fitted to the original model or be a specified option and in either case remain in their original position;

4.2.7.2. The method of gear selection must remain standard (sequential selection only where fitted as standard).

Appendix 4 - Technical Regulations

These Technical Regulations must be read in conjunction with Chapter 7 (Competitors Vehicles and Vehicle Safety Equipment)

All engines must have 4 bolts drilled and wire locked as detailed below. All engines will be sealed and the first round in which the car is registered. Vehicles not sealed before first practice will not be eligible for points in that round. The onus lies with the competitor to ensure this is done.



4.3 CLASS DEFINITIONS

- 4.3.1 For the purposes of Championship scoring, vehicles will be divided into the following divisions and classes. Further information and regulations for each class can be found in section 3.2 below
- A0 Junior Driver Class competing in standard cars up to 1400cc
A1 Road Car Series Production up to 1400cc
A2 Road Car Series Production over 1400cc and up to 2000cc
A3 Road Car Series Production over 2000cc
A5 Road Car Series Production Mazda Mx5
A6 Road car and Historic Saloon and Sports car, built and registered prior to 31 Dec 1974.
A7 Road Car Series Production 4WD
B1 Road Cars Specialist Production up to 2000cc
C1 Modified Cars Specialist Production up to 1400cc
C2 Modified Cars Specialist Production over 1400cc and up to 2000cc
C3 Modified Cars Series Production up to 1400cc
C4 Modified Cars Series Production over 1400cc and up to 2000cc
C5 Modified Cars Series Production over 2000cc
C6 Modified Cars Series Production Historic saloons and Sportscars and Motorsport UK/FIA Historic stage rally.
D1 Sports Libre cars up to 2000cc 2wd only
D2 Sports Libre cars over 2000cc 2wd only
D3 Sports Libre 4wd only D4 Motorsport UK certified Cross karts
E1 Racing cars complying with Formula VW or club Ford (FF1600)
E2 Racing cars up to 2000cc 2 valve per cylinder, or up to 1400cc multivalve.
E3 Racing cars over 2000cc 2 valve per cylinder, or over 1400cc multivalve.

4.3.2 Event organisers may sub-divide classes if they wish or include additional classes, but this will not affect Championship scoring which will be applied by the Championship Co-ordinator in accordance with the Championship Classes as outlined above.

4.4 NOTES

4.4.1 ALL VEHICLES IN CLASSES 1 – 16 MUST COMPLY WITH CURRENT MOTOSPORT UK TECHNICAL REGULATIONS AND CHAMPIONSHIP AND EVENT SUPPLEMENTARY REGULATIONS

4.4.2 Forced induction will be considered as subject to a 1.4:1 engine capacity coefficient. For cars in classes 10+11 (Sports Libre Rally cars only) the engine capacity Coefficient will be taken as 1.7:1).

4.4.3. The Organising Clubs and the Championship Organisers reserve the right to reclassify vehicles according to eligibility.

4.4.4. The Championship Organisers reserve the right to have any vehicle examined with regard to class eligibility and engine capacity.

4.4.5 All cars in classes 5-15, 16B must have a valid Motorsport UK / Motorsport Ireland vehicle passport and be in compliance with this passport.

4.4.6 Road cars series production class specific requirements classes 1-5 and 16A

4.4.7 All cars running in the Road Cars Series Production classes i.e. classes 1,2A, 2B, 3,5 and 16A must comply with **Chapter 14 of the Motorsport UK NCRs** but a certificate of insurance is not required. Registration and MOT documents must be available for inspection at scrutineering

4.4.7.1 All cars running in the Road Cars Series Production classes i.e. classes 1,2A, 2B, 3,5 and 16A are restricted to tyres from tyre List 1A and only Toyo Proxes R888 OR Toyo proxes R888R from list 1B . For those running on 10" wheels only, tyres are restricted to List 1A and only Avon ZZR, Avon ZZS OR Yokohama AO32R from list 1B.

4.4.7.2 All interior trim must remain fitted and all interior equipment must remain operational as per **14.4.14** of the **Motorsport UK NCRs**. Factory fitted seats may be replaced for competition seats complying with 2025 **Motorsport UK NCRs**.

4.4.8 Modified Cars Series Production Class specific requirements classes 6A and 6B.

4.4.8.1. All cars must retain the original petrol engine (cylinder head and block) or diesel engine (if using diesel fuel) intake, exhaust and internals are free

4.4.8.2 Suspension is free but must retain the manufacturers original operational and pivot points.

4.4.9 Sports Libre cars Special Saloons Inc Spaceframe and semi space framed Chassis, 2WD only.

4.4.9.1 All vehicles entered in Class 8 must be visually based on cars produced for road use and retaining the silhouette as seen in the side elevation

4.4.10. Sports Libre cars - Rally Cars classes 10 and 11

4.4.10.1 Cars entered in Classes 10 and 11 (Sports Libre cars Rally Cars) must comply with a valid vehicle passport

4.4.10.2 Cars in classes 10 and 11 must use FIA homologated tyres or those on Motorsport UK tyre lists 1A, 1B and 1C

4.4.11 **Definition of Historic Saloon and Sports Cars – Class 16a**

- period defined Historic saloons sports and road going Cars based on a model in production before 1 January 1975. Major components (cylinder head, engine block, gearbox casing, rear axle casing) must be of the original type. Period modifications may be permitted, subject to the **2026 Motorsport UK NCRs** subject to written approval of the ANICC Speed Committee and the Championship Eligibility Scrutineer.

4.4.12 Period defined Historic Saloons, Sportscars, non road-going road cars and Motorsport UK / FIA historic stage rally cars (competition cars)- class 16b

4.4.12.1 For all vehicles Major components (cylinder head, engine block, gearbox casing, rear axle casing) must be of the original type. Period modifications may be permitted, subject to the **2026 Motorsport UK NCRs** and subject to written approval of the ANICC Speed Committee and the Championship Eligibility Scrutineer.

4.4.12.2 All non road going road cars must be based on a model in production before 1 January 1975.

4.4.12.3 for Motorsport UK Historic / FIA historic stage rally cars all cars must comply with the requirements of **Chapter 13 the 2026 Motorsport UK NCRs**.

5. ENVIRONMENTAL CONCERNS

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.

APPENDIX 1

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.