

Motorsport UK National Drifting Demonstrations

These regulations are prepared to enable drifting car demonstrations to be run under Motorsport UK permits for one off events at Motorsport UK licensed venues.

These Regulations are set out in accordance with Motorsport UK National Competition Rules (NCR) Further specific regulations are provided in this document that has been compiled taking into account the unique format of the sport together with the experience of the officials, organisers and experts involved.

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The Motorsport UK National Drifting Demonstration is organised and administered by **Club Time Attack**, in accordance with the NCR of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Permit number: Not applicable – event permit numbers TBC

1.2 Demonstration Officials

1.2.1 Event Co-ordinator

Paul McErlean

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent
ME12 1NB Tel: +44 (0)1795 581366 / Email: paul@timeattack.co.uk

1.2.2 Clerk of the Course

Luke Caudle (or an appointed Deputy)

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent
ME12 1NB Tel: +44 (0)1795 581366 / Email: caudleluke@gmail.com

1.2.3 Startline Official

Paul McErlean (or an appointed Deputy)

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent
ME12 1NB Tel: +44 (0)1795 581366 / Email: paul@timeattack.co.uk

1.2.4 Eligibility Scrutineer

Michael Mattison

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB Tel: +44 (0)1795 581366 / Email: scrutineer@timeattack.co.uk

1.3 Driver Eligibility

1.3.1 Drivers and Entrant/Drivers must be registered for the demonstration and be in possession of a current RS Clubman (or higher grade) Motorsport UK Competition Licence – RS Clubman provided at no charge for 2026/2027 seasons. Overseas drivers: National Competition Licences issued by countries outside the UK will be deemed valid for British events, providing the following applies and Drivers obtain approval from their own ASN as per NCRs Chapter 6, Appendix 3, Articles 1.6-1.8 Eligibility must be agreed in advance of entry.

1.3.2 A driver shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the event 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 his/her school in order to fulfil registration for the event.

1.3.3 Whether signing on is carried out electronically in advance or in person on the day of the event, all documentation must be available for checking at each round.

1.3.4 Drivers must ensure their entered vehicle complies with the conditions of eligibility and safety throughout the event

1.3.5 Drivers must be a member of the organising club

1.4 Registration

1.4.1 Driver registration is by invitation only.

1.4.2 Invited drivers must pre-register for the event by joining Club Time Attack.

1.4.3 Entry is made by completing and submitting the official application form.

1.4.4 Incorrect or incomplete entry application forms are to be held in abeyance until all details are complete and correct.

1.4.5 Submission of the entry application does not guarantee entry. Organisers reserve the right to refuse entry without giving a reason.

1.4.6 Registration numbers will be issued to each driver.

1.5 Demonstration Events

1.5.1 Event will be organised by Club Time Attack.

1.5.2 The main contact for entries is the Coordinator.

1.6 General

- 1.6.1 Drifting demonstrations are non-competitive and no scoring or performance-based judging will take place. They are intended to showcase the sport in an organised and professional manner.

1.7 Documentation

- 1.7.1 These Regulations, together with the 2026 Motorsport UK National Competition Rules, set out the rules.
- 1.7.2 Drivers will receive a set of Final Instructions before every event. These documents are to be regarded as an official bulletin and will carry the same force as these Regulations.
- 1.7.3 Further official bulletins may be issued to drivers prior to each round. Drivers will be notified of any changes, additions or deletions to these Regulations due to exceptional circumstances via an official bulletin, taking into account that Regulations may not be amended after publication of the Permit, subject to the agreement of Motorsport UK. Such amendments will be circulated to all Registered Drivers, Stewards, Clerk of the Course, Eligibility Scrutineer, Secretary and Motorsport UK, as per NCRs Chapter 4, Article 1.19.

2. CHAMPIONSHIP EVENTS AND PROCEDURES

2.1 Entries

- 2.1.1 Drivers who have registered will be automatically included on the entry list for the event. Drivers unable to enter an event must inform the organisers at least one week advance of the event.
- 2.1.2 Organisers reserve the right to refuse entries in accordance with Motorsport UK NCRs Chapter 6, Appendix 1, Article 10.3c.
- 2.1.3 Withdrawal of entry or driver/vehicles changes must be made in accordance with Motorsport UK NCRs Chapter 6, Appendix 1, Article 10.4f
- 2.1.4 Drivers may change cars before an event. The Coordinator must be informed when the change takes place and before entries for the forthcoming event are finalised.
- 2.1.5 Drivers may only enter and drive one car on each event. The car may be replaced during the event, subject to written agreement by the Organisers.
- 2.1.6 Only one driver per car per round is allowed, unless agreed in writing by the Organisers.
- 2.1.7 The driver must compete in the same car that was registered and/or presented for scrutineering

2.2 Briefings

- 2.2.1 The Organisers will notify Drivers of the times and locations for briefings in the Final Instructions for that meeting.
- 2.2.2 Drivers must attend all briefings – only drivers who have been briefed may participate in the event
- 2.2.3 A check list/signing sheet will be used to ensure all drivers are present and wristbands provided to confirm attendance
- 2.2.4 The pre-approved layout track map and features document shall form part of the briefing contents

3. SPORTING REGULATIONS - EVENTS

3.1 Scrutineering

- 3.1.1 Unless otherwise notified, scrutineering will take place at the event. All vehicles must report to scrutineering and receive a 'passed' sticker before being allowed to take part in the event. Vehicles failing to pass the requirements must have the remedial work carried out and be re-submitted for scrutineering before being allowed to compete.
- 3.1.2 In the case of pre-event self-declaration, drivers must complete and submit the appropriate form to confirm that it complies with the requirements set out by Motorsport UK and these Regulations. Vehicles will be checked at the event at the frequency and discretion of the scrutineers. Drivers must co-operate and comply with all requests.
- 3.1.3 If a car is found to be non-compliant during the event it will be deemed ineligible.
- 3.1.4 All vehicles must pass a noise test before being permitted to take part in accordance with the event noise limit and checked .5 meter from the end of the exhaust, noise tests may also be carried out during the event. If the vehicle exceeds the maximum noise levels it will be withdrawn from the event until effective remedial work rectifies the issue and the vehicle has passed the noise test.
- 3.1.5 If a Driver is reported to be involved in incidents that result in contact during any session, they will be required to re-present the vehicle to the scrutineers before continuing.

3.2 Signing on

- 3.2.1 All drivers must sign on, either electronically in advance, or in person on the day, depending on prevailing circumstances. A bulletin will be issued to confirm the method adopted. In either case, Drivers must 'check-in' with the organisers and make the required documentation available for inspection at the event. Drivers will be provided with a wristband, which must be worn in order to gain access to the track. A signing-on process card may also be issued. Details will be provided in the Final Instructions.

- 3.2.2 A wristband will be issued to each driver at sign on
- 3.2.3 All passengers are required to sign on and a different colour/type of wristband from the driver will be supplied
- 3.3 Track sessions and event format
- 3.3.1 A Motorsport UK National Drifting Demonstration event will comprise of sessions where only drifting cars are on circuit.
- 3.3.2 Each event will have a designated drifting layout section, whereby a drawn plan will be agreed in advance of the event and approved for use by the circuit, MSUK club and any official of the event.
- 3.3.3 Each track map and features document shall clearly show for participating drivers:
- The layout start and end points including position of start line official and run starting flag
 - Any advisory driving lines
 - Track observations marked
 - Flag and marshals posts
 - Entry and exit of circuit
 - Any cool down track sections or burn-out box areas
- 3.3.4 They shall be of a specified time in sessions according to any event running order, for example car type, ability and speed.
- 3.3.5 All Drivers are required to take part in the practise session in order to establish track conditions and familiarity with the track.
- 3.3.6 Only the registered driver may drive the vehicle entered.
- 3.3.7 Organisers reserve the right to change the programme and the sessions held to correspond with operational requirements and timetable, or due to unforeseen circumstances and will be notified to Drivers in the Final Instructions, at an Official Briefing or via an Official Bulletin.
- 3.3.8 All events will take place at Motorsport UK accredited venues.
- 3.3.9 The Clerk of the Course of the Meeting may inspect the course before the first session and again prior to any further sessions to ensure that the track is suitable.
- 3.3.10 The Start line official must be in communication with race control and any clear-track signaling Marshal on the circuit and will control the flow and release of cars on circuit.
- 3.4 Session starts
- 3.4.1 Only drivers who have both a sign-on and briefing wristband will be able to participate, wristbands must be checked at the start line for each run, including passengers
- 3.4.2 Drivers will be directed onto the track and into the pre-start holding area. Marshals instructions must be followed at all times.
- 3.4.3 The start line represents the official starting point for all runs for all sessions.
- 3.4.4 Drivers will be directed to pull-up to the start line in sequence and will commence their run when instructed by the start marshal or by race control as appropriate.
- 3.4.5 In the case of multiple car running/starts, the lead car must start immediately once the start marshal signals them to do so.
- 3.5 Running order
- 3.5.1 The running order for each event will be run as follows:
- 3.5.1.1 Practice Session
 - 3.5.1.2 Demonstration Sessions – single and grouped release
- 3.6 Practice Session
- 3.6.1 All Drivers must take part in the Practice session.
- 3.6.2 No Passengers are permitted
- 3.6.3 The Practice session will be performed as solo runs. i.e. one car at a time.
- 3.6.4 The maximum number of cars on track at any one time (i.e. between the start line and the finish point) is four, or at the discretion of the Clerk of the Course in order to correspond with track conditions.
- 3.6.5 It is forbidden to practice at other areas of the venue during the event period.
- 3.6.6 Drivers must be released with at least 20 seconds gap between each other from the start line
- 3.7 Demonstration Sessions
- 3.7.1 Drivers must take part in the practice sessions prior to further inclusion in the demonstration sessions.
- 3.7.2 Each driver may have the opportunity to carry out as many runs as they wish in each session.
- 3.7.3 Passengers are permitted but only in single car running
- 3.7.4 Any driver that missed the practice session can use the demonstration session for this purpose but must not take a passenger until the following session
- 3.8 Multiple car group running
- 3.8.1 Multiple car groups may be released at once from the start line if each driver is in agreement to do so. A maximum of four cars may be released at one time from the start line in order to drift together in close proximity and upon doing so all cars must remain in sight of each other to ensure they have visibility of each other at all times. **If sight of the leading cars is lost due to tyre smoke obscuring this, the following drivers must stop immediately.** In such sessions each set of group cars

may only be released at a minimum of 30 second intervals from the time of the last car to leave the start line or when the track marshals deem the track clear of previous group running as appropriate.

3.8.2 Passengers are not permitted in multiple car groups.

3.9 Passing:

Passing of the lead car by the chase car is only permitted when all four of the following conditions are met:

3.9.1 The lead driver must be offline or completely off course

3.9.2 The chase driver can only pass on an inside clipping point

3.9.3 The chase driver can only make pass on the inside of the lead driver

3.9.4 The chase driver becomes the lead driver once the chase car has fully passed the lead driver's car

3.9.5 Upon completion of a properly performed legal pass, the chase driver will become the lead driver .

3.10 Session Finishes

3.10.1 Each session will finish at the point defined as the Finish Line. Having crossed this line which is to be clearly marked by cones or similar each side of the track width, Drivers must slow down drivers can return to pre-start holding area and line-up ready to start their next run. After finishing their final run, drivers should return to the Pit Lane or Paddock and comply with any directions given by Marshals or Officials.

Drivers must keep their helmets on and safety harnesses fastened while on the circuit or in the Pit Lane.

3.10.2 Cars may be required to enter the Parc Fermé area in order to undergo technical checks.

3.11 In-session maintenance checks

Before runs Drivers may carry out checks and minor maintenance (tyre pressures, wheel changes, fluid levels, superficial repairs) in an area designated for this purpose. To this end, one support vehicle and no more than two mechanics per-car may access this area before competition takes place and must return to the paddock when the session is over. Marshals instructions must be followed at all times. Work must be completed and Drivers must be ready to start when called forward by the Start marshal.

Refueling must only take place in the paddock and cannot be carried out at any point during a session. Details of these arrangements will be provided in the Final Instructions.

3.12 Session Stops

3.12.1 Should the need arise to stop a session, RED LIGHTS will be switched on and RED FLAGS will be displayed. This is the signal for drivers to cease high speeds, to slow to a safe and reasonable pace and return to the start holding area unless directed by officials not to do so.

3.12.2 Should a session be cancelled/stopped, the session will only be started/restarted at the discretion of the Clerk of the Course.

3.12.3 Any driver who causes a red flag incident will be required to return to the pits/paddock and have their car inspected by the scrutineers. They may be allowed to return to the track during the session in which the incident took place at the discretion of the Clerk of the Course.

3.13 Signalling

3.13.1 Only two flags and/or light panels (if available) should be used to signal to drivers and officials on track:

3.13.1.1 Red flag – cancellation of the run due to a hazard on track.

3.13.1.2 Green flag – used to indicate that the track is clear of obstacles and ready for competition.

3.13.2 Should a Driver ignore the instructions given by an official's flag or light panel, the Clerk of the Course may take the appropriate action.

3.14 General Safety

3.14.1 Should any car have a technical failure on the track, it will be removed from the track as quickly as possible so that its presence does not interfere with the event.

3.14.2 It is strictly forbidden to drive in the opposite direction, unless it is approved by the Clerk of the Course as necessary for the car to be removed from a dangerous position.

3.14.3 Cars will be recovered from the track only by event officials.. At the request of the Clerk of the Course, team members may be permitted to access the track and assist with the recovery only with the express permission of the Clerk of the Course.

3.14.4 Except in case of fire, the driver should remain with the car to assist with its recovery.

3.14.5 During sessions, drivers may only use the designated track and must always observe the rules of the Track regarding driving behaviour.

3.14.6 In a collision, breakdown, or other incident on the track, the track marshals will display red flags, which they can each deploy at their discretion when required. Should a red flag be displayed, the drivers must immediately slow down, stop drifting and proceed to the end of the track if safe to do so.

3.14.7 The Clerk of the Course or Chief Medical Officer may instruct the driver to undergo a medical observation or examination. In this case, a driver may not re-join the event until cleared to do so by the Chief Medical Officer.

3.14.8 Following an incident, the Chief Scrutineer may check a car to determine if it remains suitable for competition.

3.14.9 Refuelling may only be carried out in accordance with Motorsport UK NCRs Chapter 14 Appendix 5 Article 8.1 Regulations or the Final Instructions issued for each meeting. Refuelling is prohibited in the pit lane and within the holding/maintenance zones on the circuit.

4. EVENT PENALTIES

4.1 Infringement of Technical Regulations

- 4.1.1 Arising from post session Scrutineering:
Penalty: Any vehicle found ineligible may be disqualified from the event

4.2 Infringements of Non-Technical Motorsport UK Regulations and the Sporting Regulations Issued for the :

As per current Motorsport UK Judicial Procedure Regulations.

- 4.2.1 For offences under Motorsport UK NCRs Chapter 2, Appendix 1, Article 1.13 (driving in a manner incompatible with general safety and/or departing from the standards of a reasonably competent driver) and NCRs Chapter 2, Appendix 1, Article 1.14 (not obeying flag and light signals), the Clerk of the Course, at his discretion, may disqualify a driver from a session or event. Any on and/or off circuit incidents involving a driver and/or team member(s) may be investigated by the Clerk of the Course. The outcome of the investigation may result in a points deduction penalty or even a disqualification, during or after the event.
- 4.2.2 Drugs and alcohol. See Motorsport UK Anti-Doping regulations: NCR Chapter 3 Appendix 10. Article 1.1.n.; Chapter 3 Article 17; Chapter 5 Part A Appendix 11 Article 1.6.; Chapter 2 Article 2.
- ~~4.2.3 Protests must be submitted in accordance with Motorsport UK NCRs Chapter 2, Appendix 9.~~
- ~~4.2.4 Appeals must be submitted in accordance with Motorsport UK NCRs Chapter 2, Appendix 4.~~
- 4.2.3 In order to maintain standards of conduct on and off the circuit, the Organisers will monitor all Officials/Observers reports of adverse behaviour at meetings. If any individual is included on two such reports during one racing season the Organisers will request the Clerk of Course at future meetings to consider specific observation of that driver's conduct.

4.3 Social Media and Driver Behaviour

- 4.3.1 Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, Drivers should be aware that their conduct on social media regarding the Club Time Attack and its Drivers and teams should reflect the impact social media has.
- 4.3.2 In the opinion of the organisers, if a Driver is considered to have brought Motorsport UK and/or Club Time Attack into disrepute, the matter will be referred to Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the event. The case may also be referred to Motorsport UK and the National Court for further judicial action.
- 4.3.3 Drivers are reminded Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties **including not being invited to participate in future demonstrations.**
- 4.3.4 Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the event .

4.4 Race With Respect

- 4.4.1 By registering for the all Drivers and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix F).
- 4.4.2 Where any reports of disrespectful conduct are judged to be well founded the organisers may issue warnings or require remedial actions and/or report the matter to the Stewards who may impose appropriate penalties which can include loss of points and/or race bans through to expulsion and referral to Motorsport UK.
- 4.4.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the specified format of Motorsport UK and it should be clearly understood that if the following regulations do not clearly specify that you can do it, you should work on the principle that you cannot. The regulations shall apply to all competing vehicles.

5.2 General Description

- 5.2.1 The is open to cars of any recognised manufacture that must be considered as a “production Vehicle” with a minimum build run of 500 units and have no more than 5 doors. Vehicles must maintain the original OEM unibody/chassis
- 5.2.2 Cars must have four wheels and be rear-wheel-drive.
- 5.2.3 Cars must only have one engine.
- 5.2.4 Electric and Hybrid powered vehicles are not eligible to take part.
- 5.2.5 Any modifications to the chassis/body not covered in these regulations must be submitted for pre-approval
- 5.2.6 Throughout the event, cars must be presented in a manner that represents the . Organisers reserve the right to refuse entry if a car does not comply or, in their opinion, the standard of preparation is not to an acceptable standard.
- 5.2.7 All relevant parts of the current 2026 NCR Chapter 7 Driver Vehicles and Vehicle Safety Equipment will apply. Where an item is listed as ‘free’ 2026 NCR Chapter 7 Driver Vehicles and Vehicle Safety Equipment will still apply.
- 5.2.8 Drivers are responsible for declaring all modifications for approval by the organisers. The eligibility and the allowance of unclassified modifications will be confirmed following consultation. The Organisers' decision will be final, notwithstanding a Driver's right to appeal.

5.3 Examination of Vehicles

- 5.3.1 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right to designate competing cars for special eligibility scrutineering at any point during an event. Upon such selection being made, the Driver shall place the car in the control of the Organisers to allow for scrutineering and examination. The Organisers have the right to: Examine the car at the circuit for such period as they may reasonably require.
- 5.3.2 The Organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a Regulation infringement or circuit incident.
- 5.3.3 Drivers will be personally and solely responsible for ensuring their cars comply with the details provided when registering and with these regulations. Failure to comply in either respect will be deemed a breach of these Regulations. Queries concerning eligibility should be referred in writing to the Coordinator/ Scrutineer at least seven days prior to entering an event, to allow time for a ruling to be made.

5.4 Safety Requirements

The following articles of 2026 NCR Chapter 7 Driver Vehicles and Vehicle Safety Equipment regulations will apply:

- 5.4.1 Safety Rollover Structures
A roll cage is mandatory to 2026 NCR Chapter 7 Appendix 13 Driver Vehicles and Vehicle Safety Equipment minimum: diagram 14, 15, 16 or 17, with door bars to diagram 21 (b, g, h or i). Cars fitted with ROPS compliant to FIA App J Art.269 (incorporating ‘NASCAR’ style door bars) are permitted.
- 5.4.2 Seats/Seat belts
All seats with lateral support is mandatory of an approved racing type, not required to be in date.
All seat belts: A five-point (minimum) harness, not required to be in-date, with central fastening/release buckle is mandatory and must comply with 2026 NCR Chapter 7 Appendix 7 Article 8.1
- 5.4.3 Fire Extinguishers NCR Chapter 7 Driver Vehicles and Vehicle Safety Equipment Appendix 6
Minimum requirement, Motorsport UK 2026 NCR Chapter 7 Appendix 6 Article 1 plumbed-in extinguisher applies.
All cars must carry an additional 1.75-litre (minimum) foam extinguisher fitted in an accessible position.
- 5.4.4 External Circuit Breaker - NCR Chapter 7 Driver Vehicles and Vehicle Safety Equipment Appendix 5 Article 5.
Vehicles must be fitted with an internal and externally operated circuit breaker: Motorsport UK Regulation Section K.
- 5.4.5 Personal Driver Equipment - Driver
Crash helmets must be worn by both driver and passenger. Motorcross or motorcycle helmets are not permitted
FIA Homologated overalls are compulsory. NCR Chapter 9 Article 3.3d applies as minimum.
Racing boots and gloves are compulsory and must be in accordance with Motorsport UK NCR Chapter 9.
Fireproof underwear and balaclavas are recommended and, if worn, must be in accordance with Motorsport UK NCR Chapter 9. It is mandatory for all Drivers to use a FHR (Front Head Restraint) device that must be fitted in accordance with Motorsport UK NCR Chapter 9.
- 5.4.6 Personal Driver Equipment - Passenger
Crash helmets must be worn. Motorcross or motorcycle helmets are not permitted
FIA Homologated overalls are recommended but minimum of all arms and legs covered.
Racing boots and gloves are recommended but not mandatory
Fireproof underwear and balaclavas are recommended

5.5 Structure of Vehicle (see regulation 5.2)

5.5.1 Bodywork/Chassis

Cars must retain the original chassis/bodyshell.

Body panels may be replaced with alternative material but must retain a shape similar to that of the original.

Space framing may be carried out when it extends outwards from the subframe mountings. However, the outward-facing profile of the bodywork must not be changed from that of the original and therefore, tubing cannot extend beyond the limits of the bodywork.

Subframes may be modified.

The chassis may be modified to accommodate a subframe assembly if the original vehicle was not fitted with one.

Strengthening is permitted.

Front bulkheads/firewalls must be intact, with holes filled, manufactured in steel and may not be moved back further than the leading edge of the windscreen or the vertical plane of the crankshaft-side of the flywheel.

Transmission tunnels must be retained and may be

modified. Unwanted brackets and fittings may be removed.

If, in the opinion of the scrutineers, a bodyshell has been modified to an extent that may cause a structural weakness, the car will not be permitted to take part until further checks have been carried out in order to establish the integrity of the bodyshell. Drivers are therefore advised to check with the scrutineer before carrying out any weight-removal modifications.

Wheel arches may be modified.

Aftermarket body kits and aero may be fitted in accordance with regulations. Bonnet vents or apertures must be covered by a grille, mesh or moulded scoop.

Bonnet latches must be removed and retaining pins must be fitted.

Bumper support/fixing bars are permitted. They must be attached to the chassis or inner arches. A one-piece front-end (flip-front nosecone) is prohibited.

5.5.2 Windscreen and Windows

Vehicles must have a front windscreen.

Glass windscreens must be of laminated type.

Windscreen wipers must be retained and be in working order.

Windscreen areas must be kept clear, other than for decals, orange disk (see Regulation 5.11.2) and driver's name.

Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid material other than glass. The sunroof aperture may be closed by solid material permanently fitted in place

Tinted windows are allowed subject to Motorsport UK 2026 NCR Chapter 7 Appendix 6 Article 17.

Clear Polycarbonate that is no less than 4mm thick, unless specified in homologation paperwork, may be used to replace the windscreen, side and rear windows. An opening hatch large enough to accommodate an extended arm must be located in the driver's window.

A driver's window net may be used.

5.5.3 Mirrors

External door mirrors must be fitted.

5.5.4 Towing Eyes

Substantial towing eyes must be securely fixed to the main structure of the vehicle within the confines of the body, front and rear, to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm.

Towing eyes/towing points should be painted in a contrasting bright colour ('Day-Glo' red, orange or yellow) or have their position clearly indicated.

5.5.5 Aerodynamic Modifications (Aero)

NCR Chapter 7 applies, subject to the following:

No part of the front or rear wheels or tyres should be visible when viewed from above or behind and in front, other than through vents or grilles.

5.5.6 Dashboard and Interior

Dashboards are free, although a full-width dashboard top is preferred.

Airbags and supplementary restraint systems must be removed.

Carpets, headlining, rear seats, other fabric trim and sound reducing materials should be removed.

There must be no loose items.

There must be no sharp edges. Door cards are recommended, but not compulsory.

5.6 Engines and mechanical components

5.6.1 Engines

Engines and ECU's are free.

5.6.2 Cooling System

The cooling system is free. If coolant lines run inside the car, they must be coloured red: NCR Chapter 7 Appendix 2 Articles 14.1 – 14.3

5.6.3 Induction System

The induction system is free.

5.6.4 Exhaust System

Exhaust systems are free.

The maximum noise level will be max 105db but in line with any local venue noise limits. Refer to Motorsport UK NCR Chapter 7 Appendix 8. In some cases, venues may impose a lower limit. If so, this change will be detailed in the Final

Instructions or via a Driver bulletin.

5.6.5 Breather system

Unless the standard breather system is retained, a 2-litre catch tank must be fitted.

5.7 Suspension, Brakes & Steering

5.7.1 Suspension

Suspension is free

5.7.2 Brakes

A front-to-rear, driver-operated bias system may be fitted.

Secondary handbrake systems that operate on the rear-wheels only may be fitted.

All brake and clutch cylinder reservoirs must be fitted outside of the passenger compartment, or be protected by a sealed fire-proof panel if fitted inside.

5.7.3 Steering

Steering is free. However, steering locks must be removed.

5.8 Wheels & Tyres

Any tyre type and size is permitted except for slicks.

The cutting or grooving of tyres is not permitted.

Innertubes, moose and other types of filling are not permitted.

Wheels must be automotive-type suitable for 'street' use.

Steel wheel bolts/nuts must be used (aluminium is not permitted).

Automotive-type wire, centre lock or mono lock wheels are prohibited.

Bead locks, wheel screws and any means of any kind of attachment between the wheel and tyres are prohibited. Wheel spacers may be used, but must not exceed 25mm in width.

Spacers with a thickness greater than 20mm must be equipped with their own mounting bolts to the hub. The maximum permitted spacer thickness is 60mm per wheel.

Hub-centric spacers may be used provided they measure no more than 60mm wide. Any spacer larger than 20mm must be bolted to the hub separately.

5.9 Transmission

5.9.1 Gearboxes & Drivetrain

Gearboxes and drive-train specification is free. Cars must be rear-wheel-drive only.

Cars must be fitted with a functioning reverse gear. Motorsport UK NCR Chapter 7 Appendix 2 Article 15.2

5.9.2 Driveshaft Loop

Propshaft loops are mandatory. Each end of the propshaft must have a loop with a 360° enclosure. Each loop must be made of min. 51mm x 6.35mm steel flat strap or 1.6mm x 22mm welded steel tubing, be securely mounted to the OEM floor and located within 152mm of the front and rear universal joint in order to support the driveshaft in the event of U-joint failure.

5.10 Electrics

5.10.1 Exterior Lighting

All lights present must be functional and can be replaced with LEDs.

Front and rear brake light strips may be fitted. If fitted, they must remain fully operative at all times and be connected to the vehicle's existing brake light system and be located in a position where it remains visible at all times.

Glass headlamps must be protected against breakage by tape or film.

5.10.2 Battery

Batteries may be re-located. Only gel-type racing batteries may be located in the passenger compartment.

5.10.3 Cut off Switch

Vehicles must be fitted with an externally operated circuit breaker having positive ON-OFF positions clearly marked. Motorsport UK NCR Ch.7 App.5 Art.5 The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated with safety harnesses fastened.

5.10.4 Ignition System

Ignition system is free.

5.10.5 Starting System

Electric starting systems must be functional.

5.10.6 Windscreen Wipers

Windscreen wipers must be operational and effective.

5.10.7 On Board Cameras

Motorsport UK NCR Chapter 7 Appendix 9 applies.

5.11 Fuel Tank, Systems and Fuel

5.11.1 Fuel Tank & Systems

Fuel systems and tanks are free. A fireproof bulkhead or sealed section must separate the tank from the passenger compartment.

Fuel cells may be fitted. If so, they must comply with Motorsport UK NCR Chapter 7 and be within date. If fuel lines are routed inside the passenger compartment, then braided hoses must be used.

5.11.2 Fuel

Free.

Nitrous Oxide and additives are permitted. Vehicles running on non-pumped fuel: Bio Ethanol, Nitrous Oxide and Methanol and other additives, must declare as such to the scrutineer at each meeting and display a 3" diameter orange disk by the side of the competition number, wherever it is displayed. Methanol MUST NOT be brought to the circuit in its pure form.

Any vehicle using methanol must include a Motorsport UK approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

5.11.3 Nitrous Oxide

Only commercially available Nitrous Oxide is permitted.

A maximum of one Nitrous bottle limited to 20lbs is permitted. If installed in the driver compartment, the bottle must be equipped with a relief valve and vented outside of driver's compartment. The bottle must be stamped with a CE or DOT marking, must have a minimum 124 bar rating and must be securely mounted by a minimum of 2 screw-locked metallic straps (no hose clamps or tie wraps). Anti-torpedo tabs are required.

The hoses from the bottle to the solenoid must be high pressure, steel braided or FIA accepted.

A Hobbs switch or an equivalent system is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure.

Commercially available, thermostatically controlled, blanket-type warmers are accepted. Any other external heating of the bottle is prohibited.

All vehicles using a bottle of nitrous oxide must display the appropriate N₂O green sticker alongside the orange sticker (as per Regulation 5.12.2) next to competition numbers. The sticker must be clearly visible and will be located in a place which is unlikely to be damaged in the event of an accident and which is near to the competition number..

5.12 Car Numbers/Decals/Cameras

5.12.1 Car numbers will be allocated when entries are accepted. Numbers must be positioned on both sides of the car and on the front screen (Appendix D). The numbers for each rear side window, shall be:

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm.

In addition, the windscreen of display the competition number positioned on the upper area of the passenger's side of the windscreen.

5.12.2 No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified in Motorsport UK NCR

5.12.3 All decals and race numbers will be supplied by the organisers and may be updated as required.

5.12.4 Video and photo cameras must be secure at all times and use an approved fixed bracket system. No hand held / loose phones or cameras are permitted at any time. All mounts and cameras must be pre-approved at scrutineering. Live broadcasting from vehicles is prohibited. Passengers must not use loose cameras at any time.

6. COMMERCIAL REGULATIONS

6.1 Registration

6.1.1 Application forms will be recorded in date order of completed entry received.

6.1.2 Entries will be accepted after the entry open date for event.

6.1.3 The entrant/driver is responsible for advising the coordinator of any changes to their entry in writing at least seven days before the event.

6.2 Obligations

6.2.1 Responsibility

All drivers, entrants, teams and officials undertake on behalf of themselves, their employees, their representatives and their agents to observe the provisions of these Regulations and to promote the highest ideals of motorsport in general. It is the specific responsibility of the entrant to ensure that all persons within the team observe these requirements. Any person connected with the driver who is deemed to have brought it into disrepute, will cause the Driver and/or team concerned to be liable to disciplinary action as appropriate.

6.2.2 Personal Behaviour

All drivers and team members are required to behave responsibly when representing the both at and away from events. Consideration should be given to the family nature of the events and teams are expected to set a good example. This includes aggressive or unacceptable personal behaviour, the use of bad language in public, the consumption of tobacco, alcohol and drugs and compliance to Covid requirements. A breach of this regulation in the opinion of the Organisers may result in the removal of the offending person(s) from the venue, with penalties and fines being issued to the associated driver.

6.3 Vehicle and Team Presentation

6.3.1 Demonstrating Cars

Demonstrating cars must meet the high standards required commensurate with, in the eyes of the organisers, the high standards and prestige. The Organisers reserve the right to refuse entry and/or forbid further participation if the condition of the car and team presentation does not meet these standards.

Throughout the event, cars must be clean and presented in good order and in a manner that represents these standards. The Organisers reserve the right to refuse entry if a car does not comply or, in their opinion, the standard of preparation is not to an acceptable standard.

Cars must be presented at the event with no visible damage.

Bumpers and panels must be in place for all runs. Failure to do so may result in a Driver not being able to carry out a run.

If the damage was sustained during run one, Organisers will decide whether the car may take part in run two.

Spare body panels must replicate those fitted to the car in terms of shape and colour/livery.

6.3.2 Support Vehicles

At the start of and during each event, team support vehicles must be clean and presented in good order in a manner that represents

6.3.3 Team Clothing

Teams are to ensure that their representatives are dressed and presented in a smart and professional manner and in keeping with the high standards and prestige of the and not cause offence.

Organisers have made provision for teams to purchase clothing at special rates.

6.3.4 Working Areas

Organisers reserve the right to refuse entry and/or forbid further participation if a team's pit garage or paddock area does not meet the minimum safety or presentation standards that are expected.

Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.

6.4 Parking

6.4.1 The Paddock areas are intended to be working areas for the preparation of competition cars. No other vehicles should occupy this space.

6.4.2 The Coordinator will produce a paddock area plan that will be sent to Drivers with the Final Instructions. It is the responsibility of the team to ensure they park and set up in the correct area. Failure to do so will result in them having to move.

6.4.3 It is the responsibility of the team to advise the Coordinator of any special requests regarding the size of the area required or the location of their area in respect of another team. These requests will be endeavored to be met, although reasonable understanding and cooperation is expected when space is at a premium.

6.4.4 Other areas outside of the paddock may be specified for the parking of team motorhomes and private cars in accordance with the requirements of the venue.

6.4.5 Drivers may be issued with specific times to arrive, park and set up.

6.5 Pit and Paddock Responsibilities

6.5.1 A maximum speed limit of 10 mph will be imposed in the Paddock at each venue. The only permitted movement of competing cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area - unless specifically requested by the Organisers or Scrutineer. At all times the car must be under the control of a licenced driver correctly seated.

6.5.2 Any motorised team vehicles (including Quad bikes) must only be used by persons holding an appropriate licence and must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden.

6.5.3 Tailgates on transporters must remain closed unless cars and equipment are being loaded/unloaded and whilst open must be attended at all times by a team member. Tailgates must not be opened across circuit roadways at any time.

6.5.4 Access ways, fire lanes and emergency exits must not be blocked or impeded by team vehicles or equipment at any time.

6.5.5 Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.

6.5.6 Barbecues and naked flames must not be used in the pit garages or working areas. If used in the open paddock, extreme care must be taken and fire extinguishers must be in place and readily accessible.

6.5.7 Any team not adhering to these paddock responsibilities will be penalised and fined accordingly.



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
- Integrity
- Self-Control
- Fair play
- Good Manners

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.