



Isle of Man  
Hill Rally 2026

17th-19th July 2026

# ISLE OF MAN HILL RALLY 2026

## SUPPLEMENTARY REGULATIONS



That's  
**Motorsport**

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Crossley Evans offers a comprehensive recycling and waste management service. We service individuals, businesses, small and large organisations that want to dispose of surplus materials that can be reused or recycled, whilst improving carbon footprint targets. Through our complete waste solution, we offer a one-stop bespoke service, dependent on our customer needs. Our extensive, long-term partnership with customers and suppliers and our understanding of their waste requirements, has shaped the way our business has evolved in over a century. We offer bespoke recycling services, dependent on your organisation's needs, including domestic shipments by road, rail and container. There is a heavy lifting and transportation service and machine dismantling service available too, both on and off-site. Whatever your load, we operate a fleet of Large Goods Vehicles that are capable of carrying containers, from pallet size to roll-on/off bins and articulated bulk trailers.

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Roadflash is dedicated to road safety, in particular, your road safety. Based in Nottingham in the heart of the UK, we're committed to innovating how motorists are kept safe on the country's roads through a number of early warning systems that prevent vehicle collisions – especially when one of those vehicles is stationary. By thinking bigger and broader, we have developed two exciting products which will transform how motorists and their vehicles are kept safe at the side of busy motorways and highways, with plans for further new product launches in early 2022. For us, there's nothing more important than **hazard awareness**, and accident prevention.



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XCEED MOTORSPORT



<https://mk-works.co.uk/>



MK Works Ltd is a specialist Engineering and Fabrication company delivering bespoke metalwork and precision-built components for Motorsport, Automotive, and Industrial applications. Working from rough sketches through prototyping and final products to create Bespoke Mounts, Frames, & Structural Components, Chassis modifications, Jig manufacturing & Repairs.

<https://www.deltacontractsmidlands.co.uk/>



Delta Contracts Midlands Ltd are Experts in the design, manufacture and installation of bespoke furniture and interiors. Based in Enderby, Leicestershire, we are an experienced team of experts who will take your project from concept to completion. Delivering exceptional results in Commercial, Retail, Hospitality & Leisure and the Public Sectors, we work to the highest standards and the tightest schedules. Our stress and hassle free project management makes us the perfect fit for you.

<https://acornhomes.co.uk/>

## ACORN HOMES

Since our inception twenty years ago, we have made it our mission to create beautiful homes in stunning locations. With a breadth of experience gathered over the years from our time spent converting listed properties into gorgeous dwellings and creating new build homes and apartments, one thing Acorn Homes purchasers can be assured of is we are unwavering on our commitment to quality. Threaded through each and every project is a desire to create homes where the high construction standards and quality craftsmanship can be enjoyed for years to come. Here at Acorn Homes we believe there is no 'one size fits all' approach. We ensure that with each project careful consideration is given to all aspects of the process - we believe this helps us deliver the best homes. We understand the relationship between the team we build and the homes we create which is why we have selected people that wholeheartedly share our vision and values. For us, it is never just about the enjoyment of building stunning homes, it is about walking away from a scheme, knowing it is something we will be forever proud of. This matters to us.



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<https://commercialcolours.co.uk/>



**VAN & TRUCK CRASH REPAIR  
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We're a family-run business with twenty years of experience painting and repairing accident damaged commercial vehicles, including EV and Gas. Our vision is to be the partner of choice for national customers, accident management and insurance companies. We offer a professional service and deliver exceptional results. We're the largest commercial accident repair and painting centre in the UK. Our 90k sq.ft workshop, with 9 commercial paint spray booths and shotblast bay is equipped to deal with even the heaviest commercial vehicle accidents. We specialise in all types of commercial vehicles and our staff have the expertise to ensure the process is seamless. We use the latest repair methods and constantly update our equipment in line with manufacturing standards.

<http://www.gregg-motorsport.com/>



Gregg Motorsport - The race company. Gregg Motorsport, located near Nottingham is your dealer for Polaris RZR. In addition we offer you the complete service to get your RZR race ready. We also sell the full range of Polaris Sport & Leisure vehicles.

<https://www.fairviewfarmmachinery.co.uk/>



Fairview Farm Machinery - We are main distributors and stockists for a range of top brands including Polaris ATV's, UTV's and Polaris Sport & Leisure, Bloomfield's Horseboxes, Nugent Trailers & Agricultural Equipment, Woodford Trailers, Fleming & Used Agricultural Equipment. We are Bloomfield's main service and repair centre, and also offer service and repairs for all makes and models of trailers, horseboxes and Polaris vehicles.

**Justin & Terina Dooling**

Justin & Terina don't have a business website, but they do have 2 Cross Country Race cars, we wish them all the best in both of them :-)



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Justin & Terina Dooling



<https://PDExtinguishers.co.uk/>



PD Extinguishers will give you a 25% discount so whether you are building a new car or refreshing the kit in an existing car they are worth a look. They also provide a Haylo (Halon Replacement) Extinguisher as well as AFFF in Handheld and plumbed in version which can be electrically or mechanically operated. Please direct any questions at PD themselves by calling/emailing Chris on 07973 830695 or [chris@pdextinguishers.co.uk](mailto:chris@pdextinguishers.co.uk).

<https://www.williamsclassics.co.uk/>



Based in Conwy, North Wales Williams Classics Land Rover Specialists, is a family run business specialising in the best original and restored classic Land Rovers and classic cars on the market. Miles Williams has many years of experience trading in both Land Rovers and in the more general classic car market. The family have strong connections to some of the best known restorers in the world and have an enviable Land Rover collection of their own. When Miles started to develop a growing interest for Land Rovers early on in life, he decided to follow and learn a lot about concourse standards from Ken Wheelwright's fantastic restorations. These restorations became the catalyst to buy more classic Land Rovers and develop a company trading in the best vehicles for both enthusiasts and investors. Previously Miles started trading in Land Rover during his later years at sixth form. Miles has followed the classic car market for many years and has seen that in the past decade, interest in the classic leaf-spring Series Land Rover has grown exponentially. A good original or fully restored vehicle should be a cherished piece of British automotive history, beautiful to own, fun to drive and a strong future investment. The Land Rover brand has gone from strength to strength and with the end of Defender production in 2015, there is no better time to celebrate the company's heritage than to buy from Williams Classics.



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Justin & Terina Dooling  
XCEED MOTORSPORT



<https://www.whitchurchmotcentre.co.uk/>



Family owned and run. Adrian and Jane Marfell started Whitchurch MOT Centre in 2008, they are joined by Luke Richards, Kristian Price and Andy Watkins. Now in our 14th year, we like to thank our local community for supporting our business. We give back where we can by sponsoring and supporting our local downhill mountain bike team, schools and charities. Recently we have expanded to build a tyre fitting bay and deliver first class servicing, MOT testing and repairs.

<https://xceedmotorsport.co.uk/>



Xceed Motorsport is a Cheshire based motorsport business that provides everything a competitor needs. Chris Ratter competes in a wide range of disciplines from the infamous Dakar Rally as a truck driver, stage rallying, historic circuit racing and classic car tours. Drawing on this wealth of experience Xceed Motorsport can offer a unrivalled service for any competitor that is looking for a car builder to on-event support.

## 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](https://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.



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Justin & Terina Dooling



## ACKNOWLEDGEMENTS

### The Organisers wish to thank:

- The Landowners, without whose kind co-operation this event could not take place;
- All members of That's Motorsport Ltd for their invaluable efforts, and,
  - Quin Evans (Crossley Evans)
  - Jon Aston (Voxcloud)
  - Simon Rood (RoadFlash)
  - Mason Kershaw (MK Works)
  - Lee Mansfield (Delta Contract Midlands Ltd)
  - Mark Thomas (Acorn Homes SW Ltd)
  - Mark Jacques (Commercial Colours Ltd)
  - Ian Gregg (Gregg Motorsport)
  - Ian Gregg (Fairview Farm Machinery)
  - Justin & Terina Dooling (Personal Sponsor)
  - Chris Woodcock (PD Extinguishers)
  - Miles Williams (Williams Classics)
  - Adrian Marfell (Whitchurch MOT Centre)
  - Chris Ratter (Xceed Motorsport)
  - Mark Quayle, Jayne Gaylor, Mark Ellison, Chris Martin, Manx Auto Sport and Druidale Motor Club.
  - For their support that helps make the event happen.
- The residents who live on or near the stages or liaison routes
- Adrian Kermode, David Mitchell, Tony Radcliffe and Andy Tong for provision of Safety and Sweeper Cars
- All clubs and individuals involved in building, dismantling and running the stages
- All Stage Commanders and Stage Managers
- All Doctors, Paramedics, Rescue and Recovery crews
- Roger Whitehouse and all the Radio Crews
- And all the other senior officials Too many to mention!
- All volunteer Officials, Marshals and Radio crews, without whom this event could not run
- Motorsport UK, and many other advisers who have assisted
- Thanks One & All ☺



Crossley Evans



Justin & Terina Dooling



## SUPPLEMENTARY REGULATIONS

### ARTICLE 1 ANNOUNCEMENT

**1.1** That's Motorsport Ltd will organise a Clubman Hill Rally on Friday 17<sup>th</sup>, Saturday 18<sup>th</sup> and Sunday 19<sup>th</sup> July 2026.

### ARTICLE 2 JURISDICTION

**2.1** The event will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the Organisers may issue for the event.

### ARTICLE 3 AUTHORISATION

**3.1** Motorsport UK Permit Numbers: 205213

### ARTICLE 4 ORGANISING TEAM

**4.1** The organising team will consist of Jon Aston, Moira Aston and Dave Brodie



## ARTICLE 5      EVENT OFFICIALS

### Stewards of the Meeting:

Appointed by Motorsport UK

TBA

Appointed by the Organisers

Richard Beaumont

Appointed by the Organisers

Neil Hanson

### Clerk of the Course & Secretary of the Meeting

Deputy Clerk of the Course (Field)

Dave Brodie

Deputy Clerk of the Course (Field)

David Mitchell

Deputy Clerk of the Course (Field)

Andy Mills

Deputy Clerk of the Course (Field)

Mark Ellison

Deputy Clerk of the Course (HQ)

Roger Whitehouse

Deputy Clerk of the Course (HQ)

Mark Quayle

Government & Public Relations Officer

Mark Ellison

Senior Official

Moira Aston

Entries Secretary

Jon Aston

Chief Marshal

Dave Brodie

Spectator Safety Officer

Sue Sanders

Service Park Manager

Tim Harding

Chief Paramedic / Medical Officer

Graham Hundley BEM

Chief Timekeeper + Results

Richard Blackshaw / rallies.info

Chief Scrutineer

Dave Newton

Scrutineers

Dave Kennish

Competitor Liaison Officer

Steve Chambers

PR Officer

Gary Simpson

Safeguarding Officer

Debbie Burndred

Official Photographer & Media Officer

Gary Simpson ([songasport@gmail.com](mailto:songasport@gmail.com))

Judges of Fact

As per list on the Official Notice Board NCR 5.21

## ARTICLE 6 ELIGIBILITY

### 6.1 The event is open to:

members of the following clubs:-

4 W D C of Northern Ireland Ltd  
All Wheel Drive Club  
Association of Land Rover Clubs (and any of its member clubs)  
British Army Motorsports Association  
Lincs Off Road Club  
Midland Off Road Club  
Northern Ireland 4 Wheel Drive Club  
Northern Off Road Club  
Scottish Hill Rally Club  
Scottish Off Road Club Ltd  
Southern Counties Off Road Club  
That's Motorsport Ltd  
The Hill Rally Club

**6.2** All competitors must hold an ASN Clubman or higher grade suitable competition licence valid for this event. Club membership cards and Competitors' Licences will be inspected at Signing-on.

**6.3** No refund of entry will be given should a competitor's licence be found to be incorrect. Any query as to requirements and/or applications for such licences can be made to Motorsport UK, telephone 01753 765050.

**6.4** Competitors are reminded of Motorsport UK's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2026 Motorsport UK NCRs. If no Entrants Licence number is shown on the entry form then no acknowledgement of the Entrant will be shown on the entry list.

**6.5** The Isle of Man Hill Rally 2026 has been inscribed on the 2026 National Sporting Calendar, under the heading "National Competition with Authorised Foreign Participation" (NCAFP), therefore competitors from any one of the European Union (or comparable) countries holding National Competition Licences issued by those countries may enter.

**6.6** Competitors requiring an upgrading signature must leave their properly completed Upgrade Card (i.e. with photo attached and signed) with the Secretary of the Meeting at Signing-On. These should be collected at the end of the event from the Secretary of the Meeting, otherwise they will be returned along with the Final Results. The Organisers will not be responsible for any lost cards.

**6.7** The Organisers reserve the right to carry out spot checks to ascertain whether Competitors are under the influence of alcohol or drugs during competition. If found to be under the influence the Competitor will be disqualified from the event and will forfeit their entry fee (NCR 6.1.1.9, 3.11.1.1n and 5A.11.1.6)

**6.8** This event is a round of the British Cross Country Trophy 2026.  
Motorsport UK Championship Permit No: CH2026/CC001 (A)



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## ARTICLE 7 PROGRAMME

7.1 The timetable for the event is as follows:-

Mon 12 <sup>th</sup> Feb 2026	19:00	Entries Open for All
Mon 16 <sup>th</sup> Mar 2026	23:59	End of early bird discount
Thu 16 <sup>th</sup> July 2026	17:00	Service Park Opens (Earlier by arrangement)
Fri 17 <sup>th</sup> July 2026	10:00	Documentation and Signing-on opens
Fri 17 <sup>th</sup> July 2026	10:15	Scrutineering and Noise Check opens
Fri 17 <sup>th</sup> July 2026	11:00	End of Acceptance of Entries
Fri 17 <sup>th</sup> July 2026	13:00	Scrutineering and Noise Check closes
Fri 17 <sup>th</sup> July 2026	13:15	Signing-on closes
Fri 17 <sup>th</sup> July 2026	14:00	Competitors' Briefing
Fri 17 <sup>th</sup> July 2026	14:50	Parc Fermé opens for first car
Fri 17 <sup>th</sup> July 2026	15:00	1 <sup>st</sup> vehicle starts Leg 1
Fri 17 <sup>th</sup> July 2026	17:00 (est)	1 <sup>st</sup> vehicle finishes Leg 1
Fri 17 <sup>th</sup> July 2026	20:00 (est)	Leg 2 restart times published (Latest)
Sat 18 <sup>th</sup> July 2026	08:50	Parc Fermé opens for first car
Sat 18 <sup>th</sup> July 2026	09:00	1 <sup>st</sup> vehicle starts Leg 2
Sat 18 <sup>th</sup> July 2026	19:30 (est)	1 <sup>st</sup> vehicle finishes Leg 2
Sat 18 <sup>th</sup> July 2026	21:30 (est)	Leg 3 restart times published (Latest)
Sun 19 <sup>th</sup> July 2026	08:50	Parc Fermé opens for first car
Sun 19 <sup>th</sup> July 2026	09:00	1 <sup>st</sup> vehicle starts Leg 3
Sun 19 <sup>th</sup> July 2026	13:30 (est)	1 <sup>st</sup> vehicle finishes Leg 3
Sun 19 <sup>th</sup> July 2026	15:30 (est)	Provisional results published on Official Notice Board
Sun 19 <sup>th</sup> July 2026	16:00 (est)	Final results published on Official Notice Board
Sun 19 <sup>th</sup> July 2026	16:05 (est)	Presentation of Awards

Competitors are reminded that at least one of the crew must attend the briefing each day as per NCR 6.1.2.3

Failure to attend or being late may result in a fine as per NCR 1.2.11.6i (£280.00 for 2026) NCR 5A.5.2.3h

## ARTICLE 8 RALLY HQ, START AND FINISH LOCATIONS

- 8.1 The event will be based at the TT Grandstand, Isle of Man, IM2 6DA //dumping.jaundice.squeaking which will be the main Rally Headquarters and Service Park for the duration of the event.
- 8.2 All Legs will start and finish at the TT Grandstand.
- 8.3 This event is paperless and contactless, all documents are held in the Wizzy Events App which will be the Official Notice Board for the event and contain all the Bulletins etc.  
In readiness, you can download the app to your phone/tablet from here:  
Apple Devices > <https://apps.apple.com/gb/app/wizzy-events/id1526000052>  
Android Devices > <https://play.google.com/store/apps/details?id=com.lanonyx.WizzyEvents>

## ARTICLE 9 SCRUTINEERING AND DOCUMENTATION

- 9.1 Closer to the event all registered competitors will receive a time and location to be at Scrutineering.
- 9.2 Signing-on and production of required documents will take place at Rally HQ.  
Drivers and Co-Drivers should present themselves at signing on as a crew (i.e. together).
- 9.3 All vehicles must comply with Motorsport UK Technical Regulations for Cross Country vehicles NCR 20.10, as appropriate, and the Technical Requirements listed in Appendix A.
- 9.4 At scrutineering vehicles will be examined for compliance with the 2026 Motorsport UK tyre, technical and safety regulations NCR 7 as well as for class eligibility NCR 7.12.
- 9.5 Vehicles must be presented in a clean condition (NCR 6.1.2) and in the same condition as they intend to compete.
- 9.6 Competition numbers must conform to NCR 7.10, NCR 7.13 Diagram 1.  
Rally Plate(s), Sponsor Decals and Competition Numbers must be fitted to the vehicle prior to Noise Test.  
Windscreen numbers (supplied by the Organisers) must be placed in the top right corner of the windscreen (when looking at front of car) prior to noise test.

### 9.7 SOUND LEVEL REQUIREMENTS

A static sound test will be carried out on all competitive vehicles (and maybe course cars) prior to the start of each event as per NCR 7.8 and 7.13 Chart 1.

In addition to the above and because of constraints imposed on the organisers by landowners.  
“Judges and/or DSO’s will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as disqualification”.

This decision will be made in conjunction with the Environmental Scrutineer and Clerk of the Course, whose decision will be final.



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**9.8** Vehicles must be equipped with front and rear recovery points comprising a horizontal tow ball or similar. These should be easily accessible and of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They should be painted in a contrasting colour or their location otherwise made obvious. (NCR 20.10.22.6)

**9.9** To be allowed to start, all vehicles must comply with the Motorsport UK NCRs, and these Supplementary Regulations.

**9.10** Additional checking may be carried out at any time during the event, of competitors as well as of the vehicles. The Entrant is responsible for the technical conformity of their vehicle throughout the entire duration of the event.

**9.11** NCR 9.5 applies and Safety Helmets will be examined for conformity with current regulations: - Helmets worn by foreign competitors should bear approvals recognised by Motorsport UK. (NCR 9.7). Additionally competitors must wear an FIA approved FHR device, fitted in accordance with FIA Regulations (NCR 20.6.2.1).

**9.12** The carrying of on-board camera/videos for personal use is permitted (NCR 7.9). They must be fitted at scrutineering and the Chief Scrutineer must consider the mounting safe. The Event may be recorded for Television, and the Organisers may request access to any personal footage taken by competitors.

**9.13** All vehicles must carry a suitable recovery rope or strap - chains and wire ropes are specifically excluded.

**9.14** Vehicles must be equipped with a free standing hazard warning triangle, which should be safely deployed no less than 100 metres behind the vehicle and highly visible to oncoming vehicles in the event that your vehicle has stopped in stage to warn oncoming competitors of a hazard ahead.

**9.15** All vehicles must carry a "Life Hammer" with a seat belt cutter (or equivalent). This must be mounted so that both driver and co-driver are able to reach it whilst strapped into the vehicle.

**9.16** All vehicles must have Sill and Window Bars as defined in NCR 20.10.11.

**9.17** All competitors will be required to carry an environmental spill kit on board the competing vehicle (NCR 20.10.12.15). **Spill kits will not be available for purchasing from the Organisers.**  
The minimum requirement for a spill kit is defined in NCR 7.2.22.15, and must be able to absorb 1.25 litres of spillage.  
The suggested contents for such a spill kit would be:  
a) 2x Large Spill mats (oleophilic)  
b) 2 pairs of gloves  
c) 1 disposal bag with tie-wraps to close.  
Competitors are responsible for safe disposal of any used mats, gloves etc.

**9.18** The wearing of flame-resistant overalls is strongly recommended but is not compulsory.

**9.19** Protective bulkheads must be complete with all holes sealed NCR 7.2.6.5.

**9.20** As parts of the event may take place in dark locations, vehicles should be equipped with suitable lighting. A maximum of 6 auxiliary lights may be fitted and must extinguish or dim when dipped beam is activated (NCR 20.10.22.5). Rear High visibility running lights must be fitted (NCR 20.10.12.11) and illuminated at all times whilst not in the Service Park (i.e. whilst on Liaison and special Stages)

**9.21** Tyres must be of an "All Terrain" type as defined in NCR 20.10.7.5.  
(Please contact the Chief Scrutineer with any queries).  
The penalty for infringement is Disqualification.  
No cutting is allowed.

**9.22** The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 4cm each side of the tyre tread, and a maximum of 10cm above the ground when stationary, is mandatory (NCR 20.10.12.14).

**9.23** Any query regarding eligibility, safety or specification of vehicles should be referred to the Chief Scrutineer, who is a Judge of Fact in respect of vehicle eligibility (NCR 5.21.5).

**9.24** Vehicles must comply with all statutory regulations as to construction and use, particularly with regard to speedometer, brakes, lighting, tyres, warning devices, silencers, wings, windscreens and rear view mirrors/cameras, which in particular should be fit for the purpose of reversing the vehicle whilst seated in the vehicle.

**9.25** Rearward vision must be maintained throughout the event.

**9.26** All vehicles must carry a current valid insurance document, and where required by law to have, proof of MOT or MOT Exemption.  
These documents MUST be produced at signing on if requested.

**9.27** All Vehicles must be taxed (VED) for use on the public roads.

**9.28** All vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

**9.29** All vehicles must carry 2 Hi-Viz tabards to be used by occupants if stopped on liaison routes.

## ARTICLE 10 ROUTE

- 10.1** The route will be defined by 1:25,000 maps. Stage maps will be provided as part of the road book and may contain Tulip Diagrams and/or Ordnance Survey 1:25,000 scale maps. Road Books will be issued at Signing-On. These documents will contain all the information necessary to enable competitors to comply with NCR 13.4.2.9.
- 10.2** Total distance will be approximately 298 miles, of which approximately 112 miles will be Cross Country Special Stages. The event will contain several Special Stages on private property which will be timed to an accuracy of less than one minute by marshals under the supervision of a Motorsport UK Licensed Timekeeper.
- 10.3** Vehicles will start at one minute intervals.

## ARTICLE 11 TIMECARDS

- 11.1** Competitors are responsible for looking after their own timecards (which will be issued by the organisers). Timecards must be available for inspection on demand, especially at the control posts where the card must be presented personally by a member of the Crew of the competing vehicle. (Unless contactless timing controls are used).
- 11.2** Any correction or amendment made to timecards will result in disqualification from the event, unless such a correction or amendment has been approved by a competent marshal. (Unless contactless timing controls are used).
- 11.3** The absence of a marshal's signature from any control or the failure to hand in the required timecard(s) at card collection points (time control, passage control, etc.) will result in penalties. (Unless contactless timing controls are used).
- 11.4** It is the responsibility of competitors to submit timecards to the Timing Marshals at the correct time at controls and to verify the accuracy of the entries thereon. (Unless contactless timing controls are used).
- 11.5** The Timing Marshal is the only person allowed to enter the time on timecards at control points. (Unless contactless timing controls are used).

## ARTICLE 12 IDENTIFICATION

- 12.1** Vehicles will be identified by rally plate(s) supplied by the organisers.
- 12.2** Regulation size competition numbers must be displayed on a white background on both sides of the vehicle, above the waist-line (NCR 7.10, NCR 7.13 Diagram 1). Competition numbers are to be supplied by the competitor.
- 12.3** In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's and/or Organisers' advertising material to be displayed (See Supplementary Regulation Article 13). Each area available must measure at least 450mm in width and 125mm in height.



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THE INTERIOR SPECIALISTS



Justin & Terina Dooling



RACE  
WITH  
RESPECT

## ARTICLE 13 ADVERTISING

**13.1** Event Plate(s) (if supplied) must be fixed to the front and sides of the competition vehicle in a visible position for the entire duration of the event. These will be supplied at Documentation before Scrutineering.

**13.2** Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- (a) It is authorised by the national laws and Motorsport UK regulations.
- (b) It is not likely to give offence.
- (c) It does not encroach upon the spaces reserved for plates and competition numbers.
- (d) It does not interfere with the competitor's vision through the windows.
- (e) Not on windows. The only advertising allowed on windows is Event and Event sponsors.

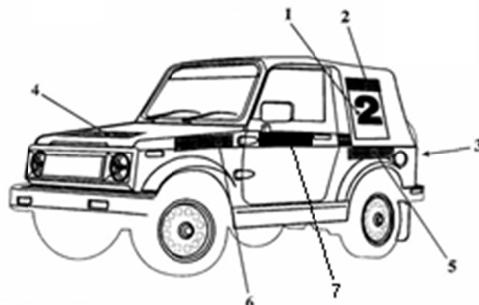
**13.3** The Clerk of the Course has final veto on any advertising.

**13.4** As this event may be televised, competitors are reminded of NCR 6.1.8.1e concerning tobacco advertising.

**13.5** Advertising proposed by the Organisers is as follows:

1. Black Competition Numbers on white background (supplied by the competitor)  
NCR 7.10, NCR 7.13 Diagram 1
2. Organisers/Sponsors Plate (supplied by Organisers)
3. Rear Rally Plate (Not supplied or required at this event)
4. Front Rally Plate (supplied by Organisers)

5/6/7. Organisers Advertising (supplied by Organisers) (12.3)



Rally plates, Organisers' and Sponsors' decals will be applied by the competitor before Noise Test. Such plates & decals must be affixed to the vehicles, in a visible position, for the entire duration of the Event. Items 5/6/7 might not be provided by the organisers.

## ARTICLE 14 CLASSES & VEHICLE ELIGIBILITY

**14.1** This event is open to Cross Country vehicles, whether designed principally for the transportation of passengers, commercial use or dual purpose. Vehicles over 3.5t are prohibited. All vehicles must comply with Motorsport UK NCRs, in particular NCR 7 and NCR 20.10 as appropriate. Any vehicle with forced induction will have the actual capacity multiplied by:

- (a) Petrol: 1.7:1
- (b) Diesel: 1.5:1

This notional capacity shall determine the class. (NCR 7.2.8.2)

Classes will be as follows (For full eligibility regulations, see Appendix A): -

Group	Class	Fuel (Pump Fuels Only)	Engine Capacity	Suspension	Drive
(A) Standard Production	1	Any	Up to, but not including, 2000cc	Any	Any
	2		2000cc and above		
(B) Modified Production	3	Any	Any	Any	Any
(C) Standard Utility Task Vehicle	4	Any	No Turbo or Super charger	Any	Any
	5		Turbo or Super charger fitted		
(D) Unlimited Utility Task Vehicle	6	Any	Any	Any	Any
(E) Prototypes	7	Petrol/LPG	Up to, but not including, 4000cc	Live Axle	4WD
	8			Independent	
	9		4000cc and above	Live Axle	
	10			Independent	
	11	Diesel	Any	Any	2WD
	12	Any			

- 14.2** Should it turn out at the time of Scrutineering that a vehicle does not correspond in its presentation to the group and/or class in which it was entered, this vehicle may, upon the recommendation of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Clerk of the Course.
- 14.3** Should it turn out at the time of scrutineering that a vehicle does not correspond in its presentation and/or eligibility to any of the classes in these regulations, then the Clerk of the Course might add a supplementary class to accommodate that vehicle. Any vehicles in these supplementary classes will not be classed as finishers in the overall results.
- 14.4** The organisers reserve the right to amalgamate classes should there be insufficient entries in any individual class.

## ARTICLE 15 ENTRIES

**15.1** The entry system opens as per the timetable in Article 7.1. To be included in the seeded entry list; entries must be made before the deadline. All entry requests must be made using the online entry system at <https://my.thats-motorsport.com/> and be accompanied by the entry fee and any additional (optional) payments.

**15.2** The entry fee is £935 for entries received and paid in full between the 12<sup>th</sup> Feb 2026 and 23:59 on the 16<sup>th</sup> Mar 2026 after which the entry fee increases to £1250.  
The method of payment is by direct bank transfer.

**15.3** The maximum number of entries is 100 plus 20 reserves, the minimum is 40.  
The Organisers reserve the right to cancel selected stages or the whole event should the minimum number of entries not be reached by 23:59 on Monday 8<sup>th</sup> Jun 2026.  
In the event of cancellation of the whole event, entry fees will be repaid in full.

**15.4** Both Driver and Co-Driver are required to produce a valid competition licence (Article 6.2), and Drivers are required to hold a valid driving licence for the class of vehicle (NCR 20.6.1.8).

**15.5** For Security reasons the Bank Account details are omitted from these SRs and are available within the entry system after you have logged in and also shown to you after you have entered the event.

**15.6** Entries will be received and accepted subject to the following:

- (a) An entry is *received* when it has been received by the Entries Secretary. No other member of the organising team assumes any responsibility for transmitting entries to the Entries Secretary, responsibility for which remains with the Entrant/Competitor;
- (b) Confirmation of receipt will be dispatched by e-mail as soon as possible;
- (c) *Acceptance* of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given.
- (d) The acceptance of entries will generally be in the order in which a FULLY completed entry including seeding information has been received by the Entries Secretary;
- (e) Confirmation of Acceptance will be dispatched to accepted applicants once they have been reviewed;
- (f) If the maximum entry is exceeded then entries will still be received, and accepted entries placed on the “accepted reserve” list.
- (g) Entrants on the accepted reserve list will be automatically moved into the main accepted entries list should an existing accepted entry withdraw from the event;
- (h) A “**completed entry**” is one where the entry form has been fully completed, and the entry fee has been paid in full. Bank Transfer payments are considered received when funds clear.
- (i) Published entry lists are binding and no discussion regarding them will be entered into (NCR 3.5.4.1).

**15.7** An entrant may claim a refund of entry fee, less an administration fee of £100.00, if they withdraw their entry in writing prior to 23:59 on Mon 8<sup>th</sup> June 2026. Entry fees, or part thereof, will only be refunded under exceptional circumstances if withdrawal is notified after 23:59 on Mon 8<sup>th</sup> June 2026.

**15.8** The order of starting will be at the Organiser's discretion, but to assist seeding, Entrants should note their previous results on the Entry Form. Once the Entry List has been published, no communication will be entered into regarding it.

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**15.9** Competitors are advised that any information they provide will be stored in a computer retrieval system and will be used for That's Motorsport Ltd event organisation purposes and distribution to accredited event media personnel and Motorsport UK only. Details will not be passed on to any other third party without permission.

**15.10** No amendment may be made to the entry forms, except in the cases provided for in the present regulations. However, the entrant may freely replace the vehicle declared on the entry form by another, up to the moment of Scrutineering, subject to the provisions of NCR 3.11.1.1l.

**15.11** Competitors are reminded of the provisions of NCR 3.11.1.1l and NCR 6.1.10 regarding amendments to entries.

## ARTICLE 16 AWARDS

**16.1** General Classification:

1 <sup>st</sup> Overall	An award to Driver and Co-Driver
2 <sup>nd</sup> Overall	An award to Driver and Co-Driver
3 <sup>rd</sup> Overall	An award to Driver and Co-Driver

**16.2** Class Awards:

1 <sup>st</sup> in each class	An award to Driver and Co-Driver
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**16.3** Special Awards:

Spirit of the Rally	An award presented at the discretion of the organisers
---------------------	--

**16.4** Additional awards may be given at the Organisers' discretion.

**16.5** No competitor may win more than one award other than those listed in Special Awards.

**16.6** All award winners **MUST** be present at the Awards Presentation. Non-appearance may result in the forfeiture of awards. All named trophies remain the property of That's Motorsport Ltd and **MUST** be returned when requested, in their original condition.

## ARTICLE 17      RESULTS

- 17.1** Interim results will be displayed on the Official Notice Board throughout the event, and at the end of legs 1 and 2 which may be used to re-seed competitors for the start of the next Leg.
- 17.2** We will endeavour to publish Provisional results within two hours of the last vehicle finishing each Leg. These results will become Final Results when the protest time has expired, or all outstanding protests and appeals have been settled.
- 17.3** Protests must be made in accordance with NCR 2.9 and Appeals in accordance with NCR 2.4.
- 17.4** Results will be declared in accordance with NCR 3.6.1.1..  
Resumé printed results will be available after the presentation of awards ceremony.  
Full results will be posted on the event website and sent to all competitors within seven days of the finish of the event by e-mail to those who supply an e-mail address.
- 17.5** The presentation of awards will take place at Rally HQ.

## ARTICLE 18 TIMING AND CONTROLS

**18.1** Timing will be done using digital clocks operated by Officials under the control of a Motorsport UK Licensed Timekeeper. All clocks will be set to GMT/BST using a GPS time signal.

**18.2** The rally will be divided into Road Sections and Special Stages, over which timing will be carried out by Target Timing (NCR 20.7.5.1a and NCR 20.7.5.2).

**18.3** Road timing will be to the previous whole minute. Each Road Section will be allotted a Target Time and competitors can calculate their Due Time of arrival at any TC by adding this Target Time to their recorded time at the preceding Time Control. At all Time Controls on Road Sections (i.e. Main Controls, Special Stage Arrivals and Service Controls), competitors who are early may wait for their due time outside the control. The time recorded at these Time Controls shall be the time on the official clock when competitors submit the timecard to the Official, provided that that vehicle and both competitors are within the control area. Once a competitor's vehicle enters the control area, competitors must submit their timecard to the Official within one minute: (i.e. a competitor's vehicle may enter the Control Area up to 59 seconds before their due time without incurring a penalty for early arrival – NCR 20.7.7.3c). If vehicular entry to the control area is blocked, a member of the crew must present the timecard on foot.

**18.4** Competitors entering a Special Stage Arrival Control must be ready to start a Special Stage when required to do so by the Start Marshal.

**18.5** Special Stage timing will be to the previous whole second. Competitors will receive penalties as follows:-

(a)	Under Bogey	Bogey Time
(b)	Over Bogey and under Target	Actual Time Taken
(c)	Over Target	Target Time

**18.6** Lateness in excess of Target Time on Road Sections and Special Stages is cumulative. Once cumulative lateness calculated between two Main Time Controls exceeds the maximum of 15 minutes a competitor will be deemed to have retired subject to Article 18.9. Lateness is reset to zero at each Main Control Out.

**18.7** Should any recorded time be not legible, or not appear authentic, the Organisers may use any means at their disposal to establish a time.

**18.8** Control and Stage Signs will conform to NCR 20.5.13.

**18.9** Competitors who retire from the event or exceed their maximum lateness can re-join the event as follows:-

- Competitors can re-join the event at any of the Main Controls or Service Out controls or at the Main Leg start control.
- To re-join at a Service Out control, competitors must be ready to re-start in their original starting order as per the start list for that Leg of the event. They must obtain a re-start time from the CLO.
- To re-join at the beginning of a main Leg, competitors are required to formally request a re-start time from the CLO prior to the publication of the re-start times on the previous evening. Competitors are advised to request a re-start time even if they are unsure whether or not they will restart the event.
- Competitors who re-join the event because of either mechanical breakdown or as the result of an incident must seek the permission of the Chief Scrutineer before re-starting. Contact can be made through the CLO.



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- (e) For competitors re-joining under Article 18.9(a), they will be given a Target Time for every stage not completed.
- (f) Competitors who re-join under these rules will have a penalty of 5 (five) minutes applied for every time control missed (NCR 20.11 Chart 3)

**18.10** Competitors retiring from the event whilst on a Special Stage must leave via the finish control where they should report their retirement and hand their timecards and Damage Declaration to the Finish officials so that no search is initiated for them unnecessarily. If, for any reason, they cannot leave by this route, they must either hand their timecards and Damage Declaration to the Sweeper Car crew or, if exiting by some other route, take their timecards and Damage Declaration to the start or finish officials of that stage or to the CLO. Competitors retiring from the event whilst not on a stage must report their retirement and hand their timecards and Damage Declaration to the CLO. Competitors who fail to return their form within 72 hours may be fined by Motorsport UK up to £100.GR NCR 20.7.3.3+4.

## ARTICLE 19 PARC FERMÉ

**19.1** The vehicles shall be subject to the Parc Fermé rules:

- (a) Post Scrutineering;
- (b) From the time they enter the starting area, a regrouping area, or any other area designated as Parc Fermé by the organisers, until they are required to leave;
- (c) From the time they enter a control area until they leave it;
- (d) From the time they reach the end of the Rally until the time for lodging protests has expired.
- (e) At the end of any Leg after any Service Time when you enter Parc Ferme (Early check in permitted).

**19.2** Repairs

- (a) While the vehicles are subject to the Parc Fermé rules; any repairs or refuelling is strictly forbidden, under pain of disqualification.
- (b) However, if the Scrutineers or Stage Commander note that a vehicle seems to be in a condition which is not compatible with normal competition use, they must immediately inform the Chief Scrutineer thereof, or if they are not available, the Clerk of the Course, either of whom may request that the vehicle be repaired.
- (c) In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of a possible disqualification. This is why the time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, disqualification shall be announced, subject to Article 18.9.
- (d) In order to prevent competitors from trying to make up lost time after the repair, a new starting time will be issued.

**19.3** By way of exception, and under the supervision of a competent marshal, competitors may, while in the Parc Fermé, at the start or regrouping zone (Article 19.1.(a):

- (a) change a puncture or damaged tyre using the equipment on board;
- (b) change the windscreen with the possibility of outside help;
- (c) if, in order to change the windscreen, it is necessary to straighten the bodywork, the penalties stated in Article 19.2.(c) will apply;
- (d) These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under Articles 19.2(c) & 19.2(d).



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**19.4** If a vehicle is unable to move under its own power to the entrance or exit of a Parc Fermé for the start time control, re-grouping halt or end of leg, it may be pushed by the relevant officials and/or any competitors. This manoeuvre will entail a penalty of 30 seconds that will not count towards disqualification.

**19.5** Competitors and/or service crew must vacate the Parc Fermé area as soon as vehicles are placed into Parc Fermé. Service crew will not be allowed to re-enter, and competitors may only re-enter 10 minutes before their due exit time.

## ARTICLE 20      INTERRUPTION OF A SPECIAL STAGE

**20.1** Should the normal running of a Special Stage be stopped, the Clerk of the Course may allocate notional times.

**20.2** It may be necessary to authorise the movement of non-competing vehicles or rescue services prior to the stage being cleared of competing cars, therefore a system of flags will be used. These will be situated at mandatory radio points and will only be displayed on the direct instruction of the Clerk of the Course or the Stage Commander. Red Flags will only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars or in the interest of safety. There will always be a red flag displayed at the point where rescue or emergency vehicles join the route of a stage.

- (a) RED Flag: (NCR 20.9.6.5) Any competitor who is shown a Red Signal on a stage where they have been notified in advance of a Red Signal system must cease competition immediately and come to a standstill at the side of the stage as soon as possible;
- (b) YELLOW Flag: When arriving at a point on the stage where a Yellow Flag is being displayed, the Competitor must not pass the Yellow Flag unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded vehicle.
- (c) Red and Yellow Flag systems will operate on all stages during the Hill Rally.

**20.3** There will be no live recovery at this event.

- (a) A competitor who leaves the stage, can, without penalty be assisted in the form of pushing by marshals, spectators and other competitors and re-join to complete the stage.
- (b) It is permitted for a competitor to re-join the stage with the aid of a tow by another competitor.
- (c) It is permitted for a competitor to "fix" their car using items carried by themselves or any other competitor and then re-join the stage.
- (d) Any time lost during the above procedures is Force Majeure.
- (e) Any other form of assistance will result in normal stage penalties as prescribed in Article 18.5.

**20.4** Recovery will be provided at the discretion of the Recovery Crew, having primary regard for the safety of all persons, and the minimum delay to other competitors.

**20.5** Where competitors lose time due to an incident that has not been flagged then Article 20.1 does not apply and time lost will be regarded as Force Majeure.

**20.6** There will be no time requirements or penalties applied to competitors receiving official recovery other than normal stage penalties as prescribed in Article 18.5.

**20.7** The principle of "Force Majeure" (NCR 20.7.2.7) will apply.



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## ARTICLE 21 PENALTIES

**21.1** Competitors will start with zero time penalties. Classification for the order of merit will be by reference to total penalties, the winner being the competitor with the least total penalties.

**21.2** In the event of a tie, the winner will be the competitor who accomplished the best time for the first Special Stage. If this is not sufficient to be able to decide between the tied competitors, the times of the second, third, fourth etc Special Stages will be taken into consideration.

**21.3** Penalties will be as described in NCR 20.11 Chart 3 unless modified elsewhere in these Supplementary Regulations.

## ARTICLE 22 MODIFICATIONS TO THE GENERAL REGULATIONS

**22.1** All other NCRs of Motorsport UK apply as written except for NCR 20.7.3.1 which is modified:  
“To be classified as finishers, crews must present themselves with their vehicle at the Main Time Control at the start of each Leg and the final Main Time Control of the final Leg within their permitted maximum lateness, with the car in which they started.”

**22.2** Vehicles should carry at least one securely fastened spare wheel and tyre capable of replacing any one of the wheels in use on the vehicle. NCR 20.10.7.2.

**22.3** Any Competitor or their service crews who, by their actions, disregard or do not comply with a reasonable instruction of an official of the Event, or by their actions bring the event, the Organisers, Motorsport UK, or the sport into disrepute, will have their credentials and passes removed and will lose the right to any Event facilities.  
Any vehicle/crew so penalised will not be substituted.  
The competitor may also be penalised and might be reported to Motorsport UK for further action under NCR 2.1.1.5, NCR 2.1.1.1, NCR 2.3.1.

## ARTICLE 23 SERVICING

**23.1** Service Park space might be limited and competitors might be allocated a defined pitch that they must remain within:

- (a) Competitors may utilise their service pitch as they wish, but must remain completely within the area;
- (b) Competitors may elect to combine service pitches in which case their areas will be combined into a larger single area;
- (c) Competitors may not change their allocated service pitch without the express permission of the Service Park Manager
- (d) A trailer-park may be provided for competitors who wish to leave their trailers outside their service pitch;
- (e) The organisers strongly discourage non-competitive vehicles repeatedly entering & leaving service pitches. Service Plates may be allocated and if so, only vehicles with a valid Service Plate will be allowed to enter the Service Park.
- (f) Competitors wishing to service together must express their preference on the booking form; the organisers will try to accommodate these requests.

**23.2** Servicing, including refuelling, will only be permitted from these vehicles in Service. Except road legal vehicles may drive to a suitable Fuel station if required.  
Whilst refuelling a suitable fire extinguisher and competent operator must be available in case of fire.  
(By available we mean, very close to vehicle, Not left in the service truck)

**23.3** The Organisers reserve the right to refuse any application and to restrict the distribution of Service Plates.

**23.4** Any Service vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the Rally, or are in breach of the Road Traffic Act, or by their actions bring the event, the Organisers, Motorsport UK, or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any Rally facilities. Any vehicle/crew so penalised may not be substituted.

**23.5** All servicing must only be carried out in the designated areas. Servicing in other locations carries a penalty of disqualification (Article 21.3). Servicing must be carried out on an impervious membrane (e.g. plastic sheet) capable of protecting the ground from contamination. Use of such a sheet is required at all service areas. Failure to comply with this Regulation will be penalised (Article 21.3). The Organisers reserve the right to require competitors failing to use a ground sheet while servicing to suspend service operations until a suitable sheet is used. The time taken to obtain such a sheet will count towards service time and may encroach upon permitted cumulative lateness.

**23.6** All waste must be contained and removed to disposal bins. The Entrant is responsible for all waste produced from their entry, including any spillage during competition. Any Hazardous (Special) Waste must be disposed of in accordance with the applicable environmental legislation. Failure to comply will be penalised (Article 21.3).

## ARTICLE 24 PACE NOTES

**24.1** Pre-event practising or testing over the Special Stages on this event is forbidden.

**24.2** If any competitor or their agent is observed on private land without the relevant permission, within the area covered by the maps referred to in these Supplementary Regulations after their publication, they will be refused a start or disqualified from the results as appropriate. The only exceptions to this regulation will be:

- (a) for persons who live on, or whose employment causes them to travel over, ground used for the event; or
- (b) For competitors who have assisted in setting up the event (10 minutes stapling a couple of arrows does not constitute "assisting" – you need to put in a full day, alongside the setup crew.), although competitors who assist with setting up the event are not allowed to drive on the stages during the set up.
- (c) Any competitor who has competed in a Motorsport UK Permitted event or acted as an official previously on these stages.

**24.3** There are no Subjective Route Notes and the possession of pace notes is not permitted. Information may only be transferred to the authorised maps from the road book, official bulletins or from information given out at the drivers' briefing. No other source of route information may be used to mark maps or be carried inside the vehicles during the competition; including any electronic downloads of stage information (unless supplied by the organisers). (NCR 20.9.6.9) The penalty for infringement of this regulation is disqualification (Article 21.3).

## ARTICLE 25 OUT OF BOUNDS

**25.1** Any competitor reversing on a special stage or driving the wrong direction on a live special stage will be disqualified.

**25.2** Any competitor who overshoots the Stop Line must not reverse; a crew member must get out and walk back to the Timing Marshal. Anyone who does reverse will be disqualified and may be reported to Motorsport UK for further penalties.

## ARTICLE 26 FINAL INSTRUCTIONS

**26.1** Final Instructions will be sent to competitors approx. seven days before the event by e-mail to those who supply an e-mail address.



## ARTICLE 27 INSURANCE

**27.1** Competitors will need to show proof of Insurance, and MOT (if appropriate) at Signing On

**27.2** Competitors who are involved in an accident may be asked to pay the excess amount of any insurance claim. Motorsport UK Insurance covers People and Land; competitors are advised to seek their own vehicle insurance.

**27.3** All competitors **MUST** either:

- Extend their own Private Motor Insurance in accordance with Motorsport UK NCR 3.4.2 OR
- Comply with the requirement of the Kingfisher Insurance Road Traffic Scheme below:

The Organisers have applied to Kingfisher for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event. The cost of this cover is £40.

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [Info@kingfishermotorsport.com](mailto:Info@kingfishermotorsport.com) and provide the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

**27.4** Damage to Third Party Property

In the event of a claim having to be made for damage caused to a third party property by a competitor, the organisers of the event reserve the right to pass on the insurance excess under the Motorsport UK Master Policy (currently £500.00) to the competitor(s) involved.



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## ARTICLE 28 DAMAGE DECLARATION

**28.1** Competitors are required to complete and sign a report that they have not been involved in any accident resulting in damage to private property or injury to persons or animals or alternatively giving details of such incident where damage or injury has occurred. Any information given will not incur a penalty but failure to hand in a duly completed form with the final timercard will be penalised by disqualification. Competitors who do not report at the finish are required to hand the report to the Closing Car crew or the Start or Finish officials at the Special Stage on which they retire, or to the CLO. Competitors who fail to comply will be reported to Motorsport UK.

## ARTICLE 29 DRIVING STANDARDS / OBSERVERS / JUDGES OF FACT

**29.1** Judges of Fact appointed by the Organisers will be on duty throughout the rally to observe and report upon any competitor considered to be in contravention of NCR 20.7.2.1 and NCR 5.21. The names of these Officials and the facts they will judge will be posted on the Official Notice Board.

**29.2** The Chief Scrutineer and Scrutineers appointed for the event are Judges of Fact in respect of Vehicle Eligibility, Noise and Driving Standards.

**29.3** The Start Officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start. (NCR 20.7.2.1c).

**29.4** The Organisers may appoint Driving Standards Observers in accordance with NCR 5B.6 and NCR 20.7.2.2.

**29.5** Any notified offence by a competitor or by their Service/Management Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of NCR 2.1.1.5 (any proceeding or act prejudicial to the interest of Motorsport UK or of motor sport generally). The competitors concerned are liable to be penalised in accordance with NCR 20.11 Chart 3(m) and/or NCR 20.11 Chart 3(p), NCR 20.7.2.3, NCR 20.9.5.21 and may be called before a Motorsport UK Disciplinary Tribunal.

**29.6** Any cases reported to Motorsport UK by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of NCR 2.1.1.5 (any proceeding, or act prejudicial to the interest of Motorsport UK or of motor sport generally) and the competitor concerned will be liable to be called before a Motorsport UK Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of NCR 2.1.1.5.

**29.7** Judges of Fact will report all incidents to the Clerk of the Course who will apply the appropriate penalty. The Clerk of the Course will have the sole responsibility for disqualification. Exceptionally, an Environmental Scrutineer may withhold time cards or route information if they judge that excessive noise is being produced.

**29.8** Video cameras and speed measurement devices may be established at various points around the event to ensure compliance with event requirements and assist the Clerk of the Course in administering penalties and may use recorded evidence.



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## ARTICLE 30 ACCOMMODATION & FERRIES

- 30.1** Information about accommodation in the area and ferry deals is available by emailing: [info@iomevents.com](mailto:info@iomevents.com) or visiting > <https://hillrally.im/accommodation/>
- 30.2** Camping facilities are available for Competitors, Officials and Marshals. There is no cost for camping.
- 30.3** No potable (drinking) water is available on site so you should ensure that you bring sufficient drinking water for your needs.
- 30.4** Catering and toilets will be provided at the Service Park.



## ARTICLE 31 ADDITIONAL INFORMATION

**31.1** The provisions of the present regulations may only be amended by the Final Instructions and by dated and numbered information bulletins, which will be an integral part of the present regulations. These bulletins will be posted on the Official Notice Board.

**31.2** The Driver and Co-Driver named on the entry form must be on board the vehicle throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If either the Driver or Co-Driver retires, or if a third party is admitted on board (except if this is to transport an injured person) the vehicle shall be disqualified from the event. The Clerk of the Course may authorise the Driver and Co-Driver to swap roles but this is at his absolute discretion, and he reserves the right to withhold permission.

**31.3** The Service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.

**31.4** Competitors should always drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations will be penalised. Competitors are required to inform the Organisers at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a police report.

**31.5** No vehicle will be allowed to enter a Special Stage to carry out service until the Stage has been declared closed by the Stage Commander, and then only under his direct supervision. Similarly, competitors are forbidden, under pain of disqualification, to deliberately block the passage of competing vehicles, or to prevent them from overtaking, or to behave in an unsporting manner.

**31.6** The use of aircraft (fixed wing or otherwise, including remotely operated or autonomous drones) for servicing is prohibited throughout the Rally.

**31.7** Radio equipment used by competitors on the event may be checked by OFCOM and must be properly licenced. Any radio equipment found to be interfering with the designated safety radio or timing system network will be impounded for the duration of the event and notification will be made to the appropriate authority.

**31.8** Any competitors retiring from an event must report such retirement to the organisers as soon as possible, save in the case of force majeure. (NCR 20.9.2.33)

**31.9** It is forbidden, under pain of disqualification, to tow, transport the vehicles, or to have them pushed, on the public road, without the express permission of the Clerk of the Course.

**31.10** By the very act of entering the event, the entrants, as well as all the crew members, submit themselves to the sporting jurisdiction specified in the International Sporting Code and the prescription of the present regulations.

**31.11** Competitors will be held responsible for their conduct and that of their service crews and visitors.



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## ARTICLE 32 SOS & OK BOARDS

**32.1** Competitors must carry SOS/OK Boards. Such boards must be a white board, A4 sized:

- (a) Letters must be a minimum of 12cm high with a minimum stroke width of 1.5cm;
- (b) The letters "SOS" must be in Red, and the letters "OK" must be Black;
- (c) The SOS/OK Board may be a single board with SOS and OK on opposite sides. However it is recommended that a double-board which can be folded to present either "OK" or "SOS" in both directions is used;
- (d) The Board must come with a means to attach the board(s) securely to the vehicle such that the primary display is towards oncoming competitors.

**32.2** In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following vehicles and to any helicopter attempting to assist.

**32.3** Competitors are reminded that they have a responsibility to respond to an SOS board (NCR 20.9.2.33)

**32.4** In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by competitors to the following vehicles and any helicopter attempting to assist. If competitors leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor failing to display an OK board and Triangle (Article 9.15) will be subject to a penalty at the Clerk of the Course's discretion.

**32.5** Competitors who misuse the "SOS" or "OK" Board will be penalised and may be reported to Motorsport UK for further penalty (NCR 20.9.2.32).

**32.6** Where a vehicle has stopped in stage and needs Official Recovery, it is recommended that at least one crew member is with the vehicle during recovery and if applicable it's journey back to the Service Park. The absence of suitable crew constitutes consent for Official Recovery to take place and movement of the vehicle to a suitable location to allow the stage to be re-used, the suitable location might not be the Service Park.

## ARTICLE 33 FUEL

**33.1** Only Pump fuel as defined in Motorsport UK GRs is to be used.

**33.2** Competitors must not remain in the vehicle during refuelling, and engines must be switched off. A suitable fire extinguisher must be readily available.

**33.3** Competitors found refuelling in areas other than at the designated Refuel areas will be disqualified, except road legal vehicles may drive to a suitable Fuel station if required.



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## ARTICLE 34 MEDIA INFORMATION

**34.1** The event is well represented in the media: local, national and international; the written word and in video.

**34.2** The event might be recorded for television and competitors are asked to:

- (a) Keep this in mind when camera crews are in the area (words and actions may be picked up);
- (b) Share with the recording team any in-car footage.

**34.3** Competitors are encouraged to complete the media information form which is attached to the entry form. This will enable the event's Press Officer to both publicise competitors taking part, and ensure that correct information is given to the Media on the day.

**34.4** Competitors and their crews are asked to interact with the media teams in a positive way as evidence shows that a good interview provides significant support for the sport

## ARTICLE 35 INTERPRETATION OF REGULATIONS

**35.1** It is not the duty of any marshals to interpret regulations or any other written instruction to the competitor or to explain the meaning and/or effect thereof. ***It is the responsibility of the competitor to read and understand the regulations and any other written instruction.***



## APPENDIX A ELIGIBILITY REQUIREMENTS

### A GROUP A (PRODUCTION)

- (a) A Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence, if required, of the vehicle's eligibility.
- (b) No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

#### A.1 ENGINE

- (a) The accelerator cable may be replaced or doubled, with or without parts from the original manufacturer.
- (b) The make and type of spark plugs are free, as are rev limiters and high-tension cables and the ignition coil, where fitted.
- (c) The capacity and origin of the cooling system radiator/tank is free, as is the type of thermostat (which may be removed). The original location and attachment points of the radiator (for that series of production) must be retained.
- (d) Those parts of a carburettor or fuel injection system, which regulate the admission of fuel to the engine, may be modified, provided that the modification has no influence on the admission of air. The original fuel injection system must be retained; the injectors may be changed for injectors that are identical except for the size of the pintel nozzle hole at the end.
- (e) The air filter, its housing and the ducting between this housing and the atmosphere are free. The air must not be taken from the cockpit, the modifications must not affect the structure of the vehicle, and the installation must be situated entirely within the engine compartment. The air filter element may be removed.
- (f) The valve springs and valve clearance are free, but the camshafts and rocker arms (including their profile) must remain as original.
- (g) The fuel pump is free, in operating principle, number and location outside of the cockpit.
- (h) The material of the engine mountings are free, but the number and location must remain as original.
- (i) The exhaust system after the first silencer is free, except that it may not be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust system must retain the original number of silencers, although additional silencers may be fitted. It shall be permissible to alter the exit point of the exhaust system either to the rear or sides of the vehicle provided that no alteration to the bodywork is made and the installation respects Construction and Use Regulations. Additional mounting points for the exhaust system may be fitted.
- (j) Where fitted the Cruising Speed Controller may be disconnected.
- (k) Sound proofing panels may be removed from the engine.



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## A.2 TRANSMISSION

- (a) The clutch disc is free, including its weight. The number of discs and their diameter must be retained.
- (b) Standard transmission ratios must be retained. Optional extras are prohibited, unless those extras were available as an approved Manufacturer's Optional Extra for new vehicles.
- (c) Locking and limited slip differentials or traction control devices are only permitted if available as a standard fitment or an approved Manufacturer's Optional Extra.
- (d) Transmission mounts are free but same number as original should be retained.

## A.3 SUSPENSION

- (a) Springs
  - (i) Coil Springs: The length, diameters (external and of the wire), the form of the spring platform and the type of spring (progressive or fixed rate) are free.
  - (ii) Leaf Springs: The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.
  - (iii) Torsion Bars: the diameter is free; however their mounting points must be original.
- (b) Shock Absorbers
  - (i) Are free, but the type (telescopic, lever etc.), and operating principles (hydraulic, friction, etc.) must be retained as original.
  - (ii) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
  - (iii) The mountings can be altered.
  - (iv) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
  - (v) The fluid tanks for the shock absorber may be attached in the wheel arches as well as to the chassis.
  - (vi) Suspension travel straps are permitted.
- (c) Rigid axle
  - (i) Where fitted, the original casing may be strengthened provided the original part can still be recognised.
- (d) Suspension
  - (i) All suspension pivot points must be retained but may be reinforced.
  - (ii) Suspension links may be replaced or reinforced but must retain original geometry.
  - (iii) Suspension uprights may be replaced or reinforced but must but must retain original geometry.

## A.4 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 9.1.
- (b) Wheels are free, but must conform to the diameter and offsets available to that make of vehicle.
- (c) Tyres must remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting.
- (d) The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for competitors.
- (e) Wheel fittings by bolts may be changed to stud and nut fittings.

## A.5 BRAKING SYSTEM

- (a) The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
- (b) Protection plates may be removed or reshaped.
- (c) In the case of a vehicle fitted with servo-assisted brakes or anti-locking devices, these devices may be disconnected.
- (d) Brake hoses may be changed for aviation type lines.

## A.6 BODYWORK

- (a) Exterior
 

The unibody and / or the chassis shell must be as fitted to the original vehicle with no modifications. The only modifications permitted are:

  - (i) The material used for all bodywork elements is free provided that it is a hard and non-transparent material and preserves the full appearance of the reference car.
  - (ii) The shape of the front and rear bumpers is free
  - (iii) An original bumper made of plastic material may be replaced by one manufactured with resin, Kevlar or aluminium, but not by steel. An original steel bumper may be replaced by one manufactured with plastic, resin or Kevlar.
  - (iv) Hubcaps must be removed.
  - (v) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the vehicle's aerodynamics.
  - (vi) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - steering, radiator, engine, suspension, gearbox, fuel tank(s), transmission and exhaust.
  - (vii) A nudge bar may be fitted, in addition to the bumper. It must be independent of, and not reinforce, the vehicle's structure. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed in order to provide protection to the headlights and provide mountings for auxiliary lights.
  - (viii) The front side and rear side windows may be replaced with a transparent material of at least 5mm in thickness. The rear and side windows behind the driver may be replaced with non-transparent material of at least 1.5 mm in thickness but should not lead to any change in the shape of the bodywork. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
  - (ix) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the vehicle and must be at least 1.5 mm in thickness.
  - (x) The locking system for the cap of the fuel tank is free.
  - (xi) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.
  - (xii) External rear view mirrors are free, but must satisfy Construction & Use Regulations.
  - (xiii) Front and rear windscreen wiper blades are free, but the wiper mechanism must be original.
  - (xiv) Only winches which require no modification to the structure of the vehicle other than to facilitate the attaching of the winch by bolts may be fitted.
  - (xv) **Reference Parts.** It must be possible to exchange at any time the following parts with original parts from the reference car: Windscreen; Front and rear doors; Tailgate or rear door and Bonnet.
  - (xvi) Bodywork may be altered to allow fitment of alternative bumpers.
  - (xvii) Door apertures must be as original, but door skins may be modified.



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- (xviii) Increasing the approach and departure angles is permitted as long as no modification/cutting away of chassis or subframe has been undertaken.
- (xix) Ancillary fixtures may be removed from the bodyshell / chassis / subframes.
- (b) Interior
  - (i) All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding. Accessories such as air conditioning and cruise control can be removed.
  - (ii) The heating system may be removed but an efficient demisting system must be present.
  - (iii) All the passenger seats, if occupied, must be fitted with head restraints to comply with NCR 7.7.4
  - (iv) Carpets are free and may be removed, along with soundproofing material.
  - (v) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
  - (vi) The following are allowed in particular:
    - (a) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
    - (b) The horn may be changed, and additional ones fitted.
    - (c) Additional controls are allowed to permit dual operation of the Wash/Wipe and horns from the passenger seat.
    - (d) The mechanism of the handbrake lever may be modified to "fly-off" operation.
    - (e) The seats occupied by competitors are free, and the seat supports may be strengthened.
    - (f) Additional storage compartments may be added to the glove compartment and front doors.
    - (g) The steering wheel is free, but must use the original steering column.
    - (h) Electric window mechanisms may be converted to manual operation.
    - (i) Head linings are free and may be removed.
    - (j) Rear door card / rear trim behind the front seats may be removed providing no sharp edges are present.
    - (k) Front doors must have door cards, or solid panels fitted. These may be the original door cards, or sheet metal panels of at least 0.5mm thickness, carbon fibre of at least 1mm thickness or from another solid and non-combustible material of at least 2mm thickness.

## A.7 REINFORCEMENTS

- (a) Strengthening of suspended parts is permitted where the strengthening material follows the shape, and is in contact with, the suspended part.
- (b) It is permitted to fit strengthening bars to the suspension points:
  - (i) Where these mounts are on a monocoque shell, the bars must be attached by bolts and be removable. It is permitted to make holes in the suspension trim to attach the bars.
  - (ii) Where these mounts are part of a separate (sub-) chassis, they may be welded in place.
- (c) When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and/or sufficient material to allow the wider wheel to be carried within the space provided.

## A.8 ELECTRICAL SYSTEM

- (a) The battery, position and associated cables are free. If the battery is repositioned in the passenger compartment it must be installed behind the front seats and must be a dry / gel battery or enclosed in a fully sealed leak-proof box ventilated externally.
- (b) The Alternator is free.
- (c) Fuses may be added to the electrical system.
- (d) A maximum of 6 forward facing lights greater than 21W (or equivalent), and their associated relays etc may be fitted. Such additional lights may not be fitted within the bodywork.
- (e) Additional reversing lights may be fitted which may only be operated when reverse gear is engaged.
- (f) Two rear high intensity lights shall be fitted as high as possible NCR 20.10.13.11.
- (g) In all other respects the lighting system must respect current legislation.

## A.9 FUEL SYSTEM

- (a) Fuel lines may be replaced with braided aviation type lines.
- (b) Where an FT3 tank is fitted fuel lines must be replaced with the aviation type.
- (c) It is further permitted to feed the original tank from the FT3 tank provided that the breather pipes pass through the FT3 tank.
- (d) In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

## A.10 JACK

- (a) The jack is free and the jacking points may be changed for others which have no other function.

## GROUP B (MODIFIED PRODUCTION)

- (b) A Modified Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.
- (c) Unless expressly authorised hereafter, no other modifications may be made to the vehicle, save those necessary to comply with safety regulations.
- (d) All modifications authorised for Production Vehicles are permitted for Modified Production Vehicles together with those contained in these specific regulations.

## B.1 GENERAL PRESCRIPTIONS

- (a) With the exception of those parts hereafter authorised for modification [or], replacement, all other parts may be machined, balanced and/or chemically treated provided that it is possible to identify those parts so modified as being originally fitted components, irrespective of the supplier.
- (b) Throughout the vehicle all nuts and bolts/screws are free, as are the type of locking device (i.e., washer, locknut etc.).

## B.2 ENGINE

- (a) The engine must originate from the manufacturer, and be available from the official dealer network. (E.g. a Range Rover Sport engine may be fitted to a 1948 Land Rover). The onus is on the competitor to prove that the engine is available through a dealer network. The engine must be in its complete and integral form, save for modifications authorised hereafter.
- (b) The nominal capacity of the engines shall be limited to:
  - (i) Petrol Engines:
    - (a) 5,000cc for normally aspirated 2 valves per cylinder engines.
    - (b) 3,500cc for engines with more than 2 valves per cylinder and/or forced induction.
  - (ii) Diesel Engines:
    - (a) 6,000cc for normally aspirated 2 valves per cylinder engines.
    - (b) 4,000cc for engines with more than 2 valves per cylinder and/or forced induction.
- (c) Cylinder block - Cylinder head
  - (i) It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
  - (ii) A re-bore is allowed provided the original cylinder block is retained, re-sleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
  - (iii) Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
  - (iv) The Compression Ratio is free.
  - (v) The Cylinder Head Gasket is free.
  - (vi) The Pistons, Piston Rings and Gudgeon Pins are free.
  - (vii) The Connecting Rods and Crankshaft: in addition to the modifications permitted in paragraph B.1 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
  - (viii) Bearings: these are free except that they must be the original type of bearings and they must be to the original dimensions.



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- (d) (ix) The Flywheel may be modified in accordance with the prescriptions of paragraph B.1 'General Prescriptions' provided that the original flywheel can still be identified.
- (d) Fuel and Air Feed
  - (i) The air filter, its housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. The pipe between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or the super charging device.
  - (ii) The air filter may be fitted with a grille.
  - (iii) Anti-pollution parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole, or holes, up to a maximum area of 780mm<sup>2</sup> in the engine cover or bonnet to provide air to the engine and to connect ducting of a maximum internal area of 780mm<sup>2</sup> at its widest point.
  - (iv) The Fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.
  - (v) It is permitted to fit a radiator in the fuel circuit.
  - (vi) Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litres and may be added to the fuel circuit.
  - (vii) The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.
  - (viii) The pipes between the supercharging device, the intercooler and the manifold are free but their only function may be to carry air.
  - (ix) Water injection, if fitted, must be as originally fitted to the engine type in all respects.
  - (x) The use of any other substance or device to reduce the temperature of the mixture is forbidden.
- (e) Carburettor
  - (i) The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted provided, in the case of a single choke carburettor, the diameter of the single choke does not exceed 2 inches or 50.80mm and, in the case of a twin choke carburettor, the diameter of each choke does not exceed 1.4145 inches or 35.93mm. If an SU carburettor is used, the size of the choke will be the size of the butterfly flap for the purpose of the above measurements.
- (f) Injection
  - (i) The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.
  - (ii) The air-measuring device is free.
  - (iii) The injectors are free, except for their number, position, assembly axis and operating principle.
  - (iv) The fuel lines feeding the injectors are free.
  - (v) The electronic box is free provided it does not incorporate more data.
  - (vi) The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.
- (g) Camshafts
  - (i) The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.



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- (h) Valves
  - (i) The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.
  - (i) Rocker Arm and Tappets, Push Rods
    - (i) Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the original parts.
- (j) Ignition
  - (i) The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice versa. Where the system is so converted only those modifications to fit the necessary components are permitted.
- (k) Cooling
  - (i) The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.
- (l) Lubrication
  - (i) Radiator, oil/water heat exchanger, lines, thermostat, sump, oil pump and filter are free. The oil radiators must be located within the original parameters of the vehicle, including the underneath of the vehicle. Fitting of an oil radiator does not allow the fitting of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.
  - (ii) Oil pressure may be increased.
  - (iii) If the lubrication system includes an open type breather then it must be equipped with an oil catch tank into which the oil will flow. This catch tank shall be at least 2 litres for vehicles up to 2,000cc, and at least 3 litres for vehicles of 2,000cc and above.
- (m) Engine Mountings
  - (i) Mountings are free provided that the position of the engine respects the original layout (longitudinal, transverse), and that the engine remains in its original half of the wheelbase. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the original engine and the permitted alternative engine. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free. It is permitted to modify the bulkhead for the installation of one or more air filters or for the admission of air provided that this arrangement is totally isolated from the admission of air into the cockpit.
- (n) Exhaust
  - (i) Downstream of the original exhaust exit the system is free except that the exit must remain inside the vehicle's perimeter. For vehicles with turbochargers the exhaust can only be modified after the turbocharger. In the case of rotary engines, provided the inlet ports of the exhaust manifold are respected, the dimensions of the ducts are free.
  - (ii) Thermal screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.
- (o) Driving pulleys and belts for ancillaries situated outside the engine:
  - (i) The material, dimensions and type of pulleys are free, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.



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- (p) Gaskets
  - (i) Gaskets are free.
- (q) Engine Springs
  - (i) Engine Springs are not subject to any restrictions other than that they must retain their original operating principle.
- (r) Starter Motor
  - (i) The Starter Motor must be retained, but its make and type are free.
- (s) Supercharging Pressure
  - (i) The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

### B.3 TRANSMISSION

- (a) Clutch:
  - (i) The Clutch is free.
- (b) Gearbox, transfer box, final drives, differentials and their casings
  - (i) These are free. An additional lubrication and cooling device is allowed (circulation pump, radiator, and air intakes situated under the vehicle) in accordance with the prescriptions listed under Lubrication above.
  - (ii) The gearbox supports and drive shafts are free.

### B.4 SUSPENSION

- (a) The suspension is free.
- (b) The axles are free and may be substituted. Reinforcement bars may be fitted to the suspension mounting points.
- (c) The distance between the fixing point of the suspension and the anchorage point of the reinforcement bar must not be more than 100mm, unless the bar is a transversal strut with a roll bar as originally fitted, and unless there is an upper bar fixed to a MacPherson suspension or similar. In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150mm.
- (d) Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts. One and the same bar may only be fixed to 2 of these points situated on the original chassis (bodyshell).



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## B.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 9.1
- (b) Wheels are free except for the following:
  - (i) The wheels may be increased or decreased in diameter by 2 inches from the original specification.
  - (ii) The wheel offset may not exceed 8 inches.
  - (iii) The wheels do not have to be of the same diameter.
  - (iv) Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted dayglo red and these safety springs must be changed every time the wheel is changed.

## B.6 BRAKES

- (a) Brakes are free except for the following:
  - (i) Cooling of brakes. Only one flexible pipe to bring air to the brakes of each wheel is allowed, but it's inside section must be able to fit within a circle with a 100mm diameter.
  - (ii) The air pipes must not extend beyond the parameters of the vehicle when viewed from above.

## B.7 STEERING

- (a) The steering is free, including the housing; however the original operating principle must be retained.

## B.8 BODYWORK AND CHASSIS

- (a) Modifications to the bodyshell and chassis made necessary to allow for modifications authorised above are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their ability to prevent the passage of liquids and flame.
- (b) Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed irrespective of thickness.
- (c) Insulation material may be removed from the bodyshell and chassis.
- (d) Unused supports (i.e. spare wheel carrier) may be removed.

## B.9 EXTERIOR

- (a) The external contours and shapes of the vehicle must be conserved in their entirety, except as permitted below:
  - (i) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.
  - (ii) External decorative/rubbing strips may be removed.
  - (iii) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
  - (iv) Additional safety fastenings for the windscreens and other windows may be fitted provided that they do not improve the aerodynamics of the vehicle.
  - (v) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 50mm wide and 10mm tall in section. It is permitted to fit plastic



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protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.

- (vi) Removable pneumatic jacks are permitted.
- (vii) Skirts are prohibited. No parts may be fitted between the sprung part of the vehicle and the ground whose function is to fill this space.
- (viii) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
- (ix) The materials of the doors, bonnets and boot lids, handles and hinges are free, provided that their external appearance and operation is retained.
- (x) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.

## B.10 COCKPIT

- (a) Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free.
- (c) All padding and insulation material may be removed from the underside of the roof.
- (d) Insulating and padding may be removed from the floor; the carpets are free and may be removed. All other padding and insulation may be removed from the vehicle.
- (e) The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- (f) The steering wheel is free and the steering lock may be removed.
- (g) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
  - (i) Maximum height 100mm.
  - (ii) Displacement within front third of roof area.
  - (iii) Hinges on the rear edge.
  - (iv) Maximum width of 500mm.

## B.11 SEATS

- (a) The front seats are free and may be replaced, they may be relocated rearwards but the seat back shall not be behind a vertical line defined by the leading edge of the rear seat as originally fitted. Rear seats and parcel shelves/load area covers may be removed.

## B.12 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All controls must retain their intended function and may be adapted for ease of use and accessibility.
- (c) All gauges and measuring devices are free and may be added or deleted.
- (d) A speedometer must be fitted.
- (e) Circuit breakers are free as to number and location.
- (f) The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted.
- (g) Additional insulation to protect the competitors from fire may be added to the bulkheads.
- (h) The joints in the gear linkages may be changed.



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## B.13 ELECTRICAL SYSTEM

- (a) The nominal voltage of the original system must be retained.
- (b) The wiring harness & fuses are free as are the routing and location of the same.
- (c) The battery(s) are free but must be securely fitted and covered to avoid leaks and short circuits.
  - (i) The original number of batteries must be retained, although more may be added.
  - (ii) Where a battery is not in an original manufacturer's housing it must be attached to the body using a metal sheet and two metal clamps fixed to the structure by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 200mm<sup>2</sup>.
  - (iii) A leak proof box must cover the battery and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- (d) The generator is free but must retain the original drive system. Its location is free and may only be located inside the cockpit if that was the original location.

## B.14 LIGHTING

- (a) The vehicle's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified.
- (b) Where this is done the original orifices must be sealed.
- (c) The maximum number of forward facing lights is governed by A.8(d)

## C GROUP C (STANDARD UTILITY TASK VEHICLES)

- (a) A Standard Sports Utility Task vehicle is defined as a two seater all-terrain vehicle on general catalogued sale, of which 100 vehicles are produced in a 12 consecutive month period, of less than 2100cc uncorrected capacity.
- (b) No modifications, save those necessary to comply with safety regulations, may be made to the vehicle.



## GROUP D (UNLIMITED UTILITY TASK VEHICLES)

- (c) An Unlimited Sports Utility Task Vehicle is defined as a two seater all-terrain vehicle on general catalogued sale, of which 100 vehicles are produced in a 12 consecutive month period, of less than 2100cc uncorrected capacity.
- (d) Unless expressly authorised hereafter, no other modifications may be made to the vehicle, save those necessary to comply with safety regulations.

### D.1 ENGINE

- (a) The Engine / Induction system is free as to its type.

### D.2 TRANSMISSION

- (a) The transmission is free as to its type and location.

### D.3 SUSPENSION

- (a) The suspension is free as to scale and location.

### D.4 BRAKES

- (a) The brakes are free, but a parking brake must be fitted.

### D.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 9.1
- (b) Wheels are free
- (c) Wheels may be fitted with approved hub adapter / wheel spacers up to a maximum of 30mm in depth.

### D.6 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted.
- (c) At least one horn must be fitted and must be operable by both occupants.
- (d) Circuit breakers are free as to number and location and must be clearly marked with a Motorsport UK approved sticker (NCR 7.5.5).
- (e) Spare wheels must be securely fitted and must not intrude on the space reserved for competitors.
- (f) Insulation to protect competitors from fire may be added to the bulkheads.

### D.7 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free, but must conform to B.13 in all other respects.
- (b) The generator is free but it may not be located within the cockpit.



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## D.8 LIGHTING

- (a) The vehicle's lighting is free. Where un-used, original orifices must be sealed.
- (b) The maximum number of forward facing lights is governed by A.8(d)
- (c) Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.
- (d) Two rear high intensity lights shall be fitted as high as possible (NCR 20.10.13.11)



## E GROUP E (PROTOTYPES)

- (a) Prototype vehicles are defined as vehicles which are free as to origin and design. They shall be capable of seating a driver and co-driver side by side.

### E.1 ENGINE

- (a) The engine is free as to its type and its location.

### E.2 TRANSMISSION

- (a) The Transmission is free including the gearbox, transfer box, differentials and axles, as to the type and location.

### E.3 SUSPENSION

- (a) The suspension is free as to its type and location.

### E.4 BRAKES

- (a) The brakes are free, but a parking brake must be fitted.

### E.5 STEERING

- (a) The Steering is free but must be a mechanical system - power assistance is permitted.

### E.6 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 9.1
- (b) Wheels are free
- (c) Where a central nut secures the wheel, this must be fitted with a safety spring painted Day-Glo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.

### E.7 CHASSIS

- (a) The chassis is free. Jacking points may be added as necessary and their type is free.

### E.8 BODYWORK

- (a) The materials and design of the bodywork are free but must respect the general prescriptions of Motorsport UK.
- (b) A laminated windscreen with an integral defrosting system may be fitted.
- (c) If a windscreen is fitted, a demisting system and a windscreen wiper/ washer system must also be fitted.
- (d) Where front lateral windows are fitted they shall be of a transparent material not less than 4mm thick.
- (e) A roof-bar of tubular construction may be fitted to the chassis provided its only function is the protection and mounting of auxiliary lights.



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## E.9 COCKPIT

- (a) No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free but must not have any protruding parts.
- (c) The heating system is free.
- (d) The steering wheel must comply with (NCR 7.2.11) and the steering lock may be removed.
- (e) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
  - (i) Maximum height 100mm
  - (ii) Displacement within front third of roof area
  - (iii) Hinges on the rear edge
  - (iv) Maximum width of 500mm

## E.10 ADDITIONAL ACCESSORIES

- (a) All those which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted.
- (c) At least one horn must be fitted.
- (d) Circuit breakers are free as to number and location.
- (e) A fly-off handbrake mechanism may be fitted.
- (f) Spare wheels must be securely fitted and must not intrude on the space reserved for competitors.
- (g) Insulation to protect competitors from fire may be added to the bulkheads.

## E.11 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free, but must conform to B.13 in all other respects.
- (b) The generator is free but it may not be located within the cockpit.

## E.12 LIGHTING

- (a) The vehicle's lighting is free. Where un-used, original orifices must be sealed.
- (b) The maximum number of forward facing lights is governed by A. 8(d)
- (c) Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.
- (d) Two rear high intensity lights shall be fitted as high as possible (NCR 20.10.13.11)



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# APPENDIX 1

## INTERCLUB HILL RALLY

### REGULATIONS

The Regulations of the "Clubman" Hill Rally shall apply except as modified below.

#### ARTICLE 3 AUTHORISATION

Motorsport UK Permit Number: 205214

#### ARTICLE 6 ELIGIBILITY

This event is a round of the following championships:

Bowler Owners Rally Championship 2026

Permit No: CH2026/RALLYxxx (C)

Bowler Owners Cross Country Rally Championship 2026

Permit No: CH2026/RALLYxxx (C)

All competitors (including co-drivers) must hold an ASN "Interclub" (or higher grade) competition licence.

Club membership cards and Competitors' Licences will be inspected at Signing-on.

This event is open to:

members of the following clubs:-

- 4 W D C of Northern Ireland Ltd
- All Wheel Drive Club
- Association of Land Rover Clubs (and any of its member clubs)
- British Army Motorsports Association
- Lincs Off Road Club
- Midland Off Road Club
- Northern Ireland 4 Wheel Drive Club
- Northern Off Road Club
- Scottish Hill Rally Club
- Scottish Off Road Club Ltd
- Southern Counties Off Road Club
- That's Motorsport Ltd
- The Hill Rally Club

And registered competitors of the following championships:-

Bowler Owners Rally Championship 2026.

Bowler Owners Cross Country Rally Championship 2026.

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## ARTICLE 14 CLASSES

**Class 663:** Defender 90 663 Variant (2020 or newer model year) converted by Bowler and identified by its unique dash mounted serial number.

**Class 30:** Any vehicle entered in the Interclub event that does not fit into class 663.

## ARTICLE 16 AWARDS

General Classification:-

1st Overall      An award to Driver and Co-Driver

Additional awards may be given at the Organisers' discretion.

No competitor may win more than one award (except additional awards).



## APPENDIX 2

# NATIONAL HILL RALLY

## REGULATIONS

The Regulations of the "Clubman" Hill Rally shall apply except as modified below.

### ARTICLE 3 AUTHORISATION

Motorsport UK Permit Number: 205215

### ARTICLE 6 ELIGIBILITY

This event is a round of the British Cross Country Championship 2026.

Motorsport UK Championship Permit No: CH2026/CC001 (A)

All competitors (including co-drivers) must hold an ASN "National" (or higher grade) competition licence.

Club membership cards and Competitors' Licences will be inspected at Signing-on.

This event is open to members of any Motorsport UK Recognised Club.

And registered competitors of the following championships:-

British Cross Country Championship 2026

