



2026 Championship Regulations

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Welcome to the Racing Hondas Championship

Designed to provide the perfect racing environment for drivers of any Honda model, the Racing Hondas Championship is administered by Club Time Attack, an organisation with a reputation for its forward-thinking ideas, transparent operating methods and a proven track record to develop and deliver successful motorsport campaigns. **For 2026 a brand new class has been introduced using a one make type-specific car with strict control for close racing which was developed by the championship for this purpose. The car is named S2000R and it will run within the newly named class ' S2000 Cup '.**

The 2026 calendar features 16 rounds spread across eight days and six different circuits.

The competition is split into three classes, as follows:

Class A: for cars with a power-to weight ratio of 240 bhp/ton
Class B: for cars with a power-to-weight ratio of up to 195
bhp/ton
Class C: for cars with a power-to-weight ratio of up to 176
bhp/ton
**S2000 CUP: for the S2000R specification one-make car 180
bhp/ton**

These Championship Regulations are set out in accordance with the Motorsport UK National Competition Rules (NCRs). In addition, the following Championship Regulations have been compiled taking into account the knowledge gained from running high profile motorsport programmes across a range of disciplines since 2006.

It is imperative that you read the following information thoroughly, even if you have competed before, in order to ensure you are fully conversant with the contents and aware of any items that are unique to these regulations and the Racing Hondas Championship.

We wish you a safe, exciting and successful season.

1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2026 Racing Hondas Championship is organised and administered by Club Time Attack, in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship permit number: **TBC**

1.2 Championship Officials

1.2.1 Championship Co-ordinator

Carl McKellar

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Mob: +44 (0)7786 138905 / Email: carl@timeattack.co.uk

1.2.2 Championship Eligibility Scrutineer

Ian Billett

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)7342 286755 / Email: ibillett@aol.com

1.2.3 Championship Clerk of the Course

Luke Caudle (or an appointed Deputy)

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: caudleluke@gmail.com

1.2.4 Championship Stewards

Eric Cowcill / Nigel Drayton / Brian Hemmings / David Walton

Three Stewards will constitute a quorum. In the event of any Championship Stewards listed being unavailable or being unable to consider any particular matter due to a perceived conflict of interests, the Organisers reserve the right to appoint one or more alternative Championship Stewards. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with Motorsport UK NCRs Chapter 2, Appendix 2, Section 1 (subject to the rights of appeal provided for in NCRs Chapter 2, Appendix 4, Appendix 6 and Appendix 7).

1.2.5 Championship Secretary

Mark Baulch

Club Time Attack, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: secretary@timeattack.co.uk

1.2.6 Judges of fact

Refer to Chapter 12 Appendix 3 Section 2 in the current Motorsport UK NCRs.

1.2.7 Changes of officials

Any changes to Championship Officials during the season will be notified in an official bulletin.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- (a) be paid up members of Club Time Attack and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be members of Club Time Attack and
- (b) be registered for the Championship and
- (c) be in possession of valid Competition (Racing) 'Race Club' status Licence - or higher grade.
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, **including confirmation of a valid medical certification**, together with their ASN's written consent as per Motorsport UK NCRs Chapter 6, Appendix 3, 1.6-1.8
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure their entered vehicle complies with the conditions of eligibility and safety throughout the meeting.

1.3.5 Guest Competitors for the purpose of publicity and promotion may be permitted on an individual round basis and will:

- (a) not score points and for the purpose of points scoring will be ignored
- (b) qualify for Event awards
- (c) comply with the eligibility criteria as prescribed in Article 1.3.2 above, with the exception of 1.3.2. (b).

1.3.6 Whether signing on is carried out electronically in advance or in person on the day of the event, all documentation must be available for checking at each round **at all times upon the demand of the Officials**.

1.4 Registration

1.4.1 Drivers are invited to register by joining Club Time Attack and paying the annual membership fee of £80 ~~£100~~ plus Championship Registration fee of £290 ~~£270~~. Club registration does not guarantee entry. Championship registration will commence from the publication of these regulations.

1.4.2 ~~9~~ prize winning drivers ~~The first 3 drivers to build a new S2000R Cup car~~ will have their entry fee sponsored by Tegiwa and subsequently, these drivers will be invited to register for the Championship, subject to the commercial terms and conditions as set out in the Tegiwa sponsorship application form and these championship regulations. These drivers shall pay the £80 ~~£100~~ membership fee and £270 ~~£290~~ championship registration fee.

1.4.3 Sponsored drivers will be expected to take part in every round of the 2026 Racing Hondas Championship. The entries are for the sole use of prize sponsored drivers and may not be substituted or gifted to another driver at any point before or during the season. Should a Tegiwa sponsored driver be unable to participate in the Championship or one or more events, the entry will be forfeited. The Championship reserves the right to replace the entry into one or more events with another driver should the sponsored driver not compete

1.4.4 All drivers must be paid-up members of Club Time Attack (~~£80~~ inc. VAT) and must complete the official online Racing Hondas Championship entry form.

1.4.5 Reserve drivers may be invited to take part in rounds where track limits allow for more than 34 cars (see regulation 1.5.1). In these cases, drivers must be paid up members of Club Time Attack, pay the event entry fee (~~£80~~ inc. VAT) and complete the official online Racing Hondas Championship entry form. Reserve Drivers who wish to score championship points must pay an additional £290 registration fee.

1.4.6 Registrations and fees must be received in accordance with the deadlines detailed in Appendix C.

1.4.7 Incorrect or incomplete entry applications that are not accompanied by the correct fee, are to be held in abeyance until all details and payments are complete and correct.

1.4.8 Organisers reserve the right to refuse entry without giving a reason, in which case any fees will be refunded. Motorsport UK NCRs Chapter 6, Appendix 1, 10.3c applies.

1.4.9 Competition numbers will be issued to each driver. Where possible, the number can be chosen by the entrant. These will be the permanent competition numbers for the season and will be allocated on a first-come, first-serve basis, unless a number has been held during the previous year in which case it will be reserved until the entry closing date. Number 1 will be reserved for the reigning Overall Champion only

1.4.10 Any paid entry fees will not be refunded unless any rounds are cancelled. In this case, competitors who have paid will be eligible for a refund/credit of applicable value.

1.4.11 Paid up Round by round Entries may be substituted to another driver, only twice per season, round by round subject to an admin fee of £80+VAT each time subject to final approval by Time Attack.

1.4.12 No entries maybe be substituted after the soft entry cut-off date for each round and no refunds will be made.

1.4.13 Any driver wishing to delay their paid up entry to a later round in the same year may do so as long as it was paid and advised prior to the ~~hard~~ cut-off date for the original round entered and subject to an £80+VAT admin fee and for the same class. Should this not be the case the entry may not be moved and no refund or entry substitution may take place.

1.4.14 ~~Substitutions~~ **Substitute drivers** will not be eligible to score points when taking substituted rounds unless the registration fee of £270 is paid

1.4.15 Existing declared full season entrants may not be substitutions for another competitors entry.

1.4.16 A full season paid up entrant under extraordinary circumstances may apply for a refund of any remaining rounds and only with final approval by Club Time Attack only to the value of 70% of the remaining fee appropriate to the remaining rounds excluding VAT.

1.4.17 Full season entrants may not substitute entries at any time.

1.4.18 Round by round payment point scoring drivers may apply for approval to exit the Championship only prior to the soft deadline due to unforeseen circumstances subject to approval by Club but will still be responsible for 30% of the remaining unpaid balance for the season.

1.4.19 It is the drivers responsibility to make each round and or make provisions for appropriate substitutions or delays in entry by advising Club Time Attack of the same. Under no circumstances may a refund be given once paid up, it may only be substituted or delayed in the same competition year.

1.4.20 Any entry not used, delayed or substituted within the appropriate timeframe will be forfeited.

1.5 Championship Rounds

1.5.1 The 2026 Racing Hondas Championship will be contested over 16 rounds as follows:

Rounds 1 & 2	Sunday 5 th April	Silverstone
Round 3 & 4	Monday 4 th May	Cadwell Park
Round 5 & 6	Monday 25 th May	Donington Park
Round 7 & 8	Sunday 14 th June	Brands Hatch
Round 9 & 10	Saturday 4 th July	Oulton Park
Round 11 & 12	Sunday 2 nd August	Snetterton
Round 13 & 14	Monday 31 st August	Brands Hatch
Round 15 & 16	Sunday 20 th September	Cadwell Park

1.5.2 All events will be organised by Club Time Attack **except Rounds 1 & 2 which are hosted by MSVR**.

1.5.3 The main contact for entries is the Championship Coordinator. See regulation 1.2.1

1.5.4 Organisers reserve the right to amend the calendar at any time during the season. Motorsport UK NCRs **Chapter 12 Appendix 2 Article 4** will apply. Details will be notified in an official bulletin.

1.6 Points

1.6.1 Drivers must be registered for the Championship and appointed as Championship contenders in order to score points. Guest drivers are not eligible to score points.

1.6.2 Points will be awarded per class and overall as follows:

Position	Qualifying	Races	Fastest Lap of the Race
1	5	15	1
2	4	12	-
3	3	10	-
4	2	8	-
5	1	6	-
6	-	5	-
7	-	4	-
8	-	3	-
9	-	2	-
10	-	1	-

1.6.3 Classified finishers will be declared as per Motorsport UK NCRs Chapter 14, Appendix 3, 3.3. For the avoidance of doubt, a race shall also be known as a round. Also, the overall Champion shall be the driver whose end of season total (after dropped scores) is the highest, regardless of their class. Should two drivers from either the same class or different classes have the same scores, see 1.6.7.

1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round **unless these Championship regulations set out a different criteria**.

1.6.5 Championship points appeals are to be made in accordance with Motorsport UK NCRs Chapter 2, Appendix 5, Section 2.

1.6.6 The season's 16 rounds are point-scoring competitions of the 2026 Racing Hondas Championship. Competitors will subtract the points from their two lowest scoring rounds towards their final total. This may include non-attended rounds. However, a driver may NOT count the season's final two rounds (**at Cadwell Park 20th September**) as dropped scores.
For the avoidance of doubt, points scored in qualifying are not 'dropped'—only points achieved in races (rounds) including any bonus point for fastest lap in class can be 'dropped'.
Points allocated in qualifying are awarded to drivers only after qualifying's results have been declared official (i.e. as drivers will line up on the grid for Race 1)
No points are allocated for starting Race 2 in the top 5 positions on the grid in class

1.6.7 Points for races will only be 5-4-3-2-1 points in any class should, for any reason, fewer than 6 competitors take part in that class in those rounds/at that event. **The number of competitors will be taken from the grid produced by the Timekeepers and published on the Virtual Notice Board.**

1.6.8 Drivers disqualified from the results for sporting/technical infringements may not use that (those) event(s) as non-scoring round(s) for the purpose of the overall championship placings.

1.6.9 Ties will be resolved in accordance with Motorsport UK NCRs Chapter 4, Appendix 3, Section 4, 4.1, as follows:

- By considering in the best scoring events of the competitors concerned, the number of first places or class wins.
- By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.
- By considering the placings (both point-scoring and non-points-scoring) in all Championship events.

1.6.10 Where the race distance has been reduced and results are declared, it shall still count as a full-point scoring round.

1.7 Awards

1.7.1 All awards are to be provided by Time Attack Limited.

1.7.2 Awards for each round: Trophies will be awarded for first, second and third place in each class.

1.7.3 End of season Championship awards: A trophy will be awarded for first, second and third place in each class and first, second and third place overall. Additional awards: The organisers reserve the right to introduce or cancel awards due to an insufficient number of entries at any point before or during the season. These changes will be notified to competitors via an official bulletin.

1.7.4 Presentations: Trophies will be presented after each round at a prizegiving podium ceremony. The winning drivers must attend these ceremonies unless given specific permission by the organisers not to do so. Failure to observe this regulation may result in a penalty being applied. Race suits must be worn (correctly) by drivers collecting an award.

1.7.5 Entertainment Tax Liability (prizes):
In accordance with current Government Legislation, the organisers of every round are is legally obliged to withhold income tax at the current basic rate (currently 20%) on all payments to non-UK resident sportsmen/sportswomen sportspersons and entertainers That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. **and to account for this to HMRC using form FEU1, the quarterly return**

of payments made to non-resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the [****] is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing at least 30 days before the payment is due.

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 Title to All Trophies: Time Attack Limited holds the rights of title to all of the trophies. Therefore, in the event of Provisional Results or Championship tables being revised after the awards have been presented, if a driver's position has changed, any previously allocated trophies must be returned in good condition within seven days **of them being requested to allow them to be reallocated.**

1.8 Documentation

1.8.1 These Championship Regulations, together with the 2026 Motorsport UK National Competition Rules, set out the rules for the 2026 Racing Hondas Championship and all of its rounds.

1.8.2 Competitors will receive a set of Event Supplementary Regulations and Final Instructions before every round. These are to be regarded as an official bulletin and will carry the same force as these Championship Regulations.

1.8.3 Further official bulletins may be issued to competitors prior to each round.

1.8.4 Competitors will be notified of any changes, additions or deletions to these Championship Regulations due to exceptional circumstances via an official bulletin, taking into account that Championship Regulations may not be amended after publication of the Championship Permit, subject to the agreement of Motorsport UK. Such amendments will be circulated to all Registered Competitors, Championship Stewards, Permanent Clerk of the Course, Eligibility Scrutineer, Secretary and Motorsport UK NCRs Chapter 4, 1.19.

2 CHAMPIONSHIP EVENTS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors who have registered for the full season will be automatically included on the entry list for each round. Competitors unable to enter a round must inform the organisers prior to the hard deadline in advance of the event, or a penalty may be applied.
- 2.1.2 Competitors entering for an individual round must join Club Time Attack and submit a completed entry application form together with the correct fee (see regulations 1.4.3) in accordance with Appendix C for the event they wish to enter. Submission of this form does not guarantee entry.
- 2.1.3 Championship Organisers reserve the right to refuse entries in accordance with Motorsport UK NCRs Chapter 6, Appendix 1, Article 10.3c.
- 2.1.4 Incorrect or incomplete entry application forms (including driver to be nominated entries) and for forms that are not accompanied by the correct fee, are to be held in abeyance until all details are complete and correct.
- 2.1.5 Withdrawal of entry or driver/vehicles changes must be made in accordance with Motorsport UK NCRs Chapter 6, Appendix 1, Article 10.4f.
- 2.1.6 Competitors may change cars during the season. The Championship Coordinator must be informed when the change takes place and before entries for the forthcoming event are finalised. Competitors may only enter and drive one car at each meeting, unless agreed by the championship organisers. Only one driver per car per round is allowed, unless agreed by the Championship Organisers.
- 2.1.7 The driver must compete in the same car that was presented at scrutineering.
- 2.1.8 Drivers that change Class during a season may score in each class but may not combine scores across classes to achieve their end-of-season total. Instead, their end-of-season will be the highest total from any of the classes in which they have competed.

2.2 Briefings

- 2.2.1 The Organisers **must** notify competitors of the times and locations for briefings in the Final Instructions for that **the events** meeting. Competitors must attend all briefings. A check list/signing sheet will be used to ensure all drivers are present. **Any Written briefing is an Official Document.**

- 2.2.2 Failure to attend briefings may result in a penalty being applied and/or a fine of up to **£290**, in accordance with Motorsport UK NCRs Chapter 6, Appendix 1, Article 2.3 and Chapter 1, Appendix 2, Article 11.6.

2.2.3 Scrutineering

Unless otherwise notified, scrutineering will take place at the event. All vehicles must report to scrutineering and receive a 'passed' sticker before being allowed to take part in the event. Vehicles failing to pass the requirements must have the remedial work carried out and be re-submitted for scrutineering before being allowed to compete.

- 2.2.4 In the case of pre-event self-declaration, drivers must complete and submit the appropriate form to confirm that it complies with the requirements set out by Motorsport UK and these Championship regulations. Vehicles will be checked at the event at the frequency and discretion of the scrutineers. Competitors must co-operate and comply with all requests.

- 2.2.5 All vehicles must pass a noise test before being allowed to take part. Noise tests may also be carried out during the event. If the vehicle exceeds the maximum noise levels it will be withdrawn from the event until effective remedial work rectifies the issue.

- 2.2.6 If a competitor is reported to be involved in contact incidents during any session, they will be required to re-present the vehicle to the scrutineers before continuing.

- 2.2.7 **From Round 5 onwards**, The organisers may choose to Scrutineer as per Motorsport NCRs Chapter 12, Appendix 4, Section 4. This will be notified in an Official Bulletin and the Competitors required will be notified in the Final Instructions.

2.2.8 Signing on

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

2.3 Practice & Qualifying

- 2.3.1 Should any Practice or Qualifying session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall **must** complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Chapter 12 Appendix 6 Article 3.2).
- 2.3.3 Practice and qualifying sessions will be 15 minutes in duration, unless specified in the Final Instructions or via an official bulletin. Should any Practice or Qualifying session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.
- 2.3.4 Race 1 grid positions will be determined by a competitor's fastest lap time in qualifying.
- 2.3.5 Race 2 grid positions will be based on finishing positions from Race 1 but with a reversed grid element to the starting order **and with cars 'pooled' according to class – Class A will start towards the front of the grid, followed by Class B and then S2000 cars.**

Numbers representing the cars that finished from 4th to 8th 1st to 5th position in Race 1 are put into a bowl, and one number is drawn at random. The corresponding car will start on pole, with the cars that finished ahead of it reversed. For example, if number 6 5 is chosen, the car that finished 65th in Race 1 (regardless of class) will start Race 2 from pole ahead of the car that finished 54th, 4th, 3rd etc. The remainder of the grid follows as per the finishing order of Race 1.

Retirements will be placed at the back of the grid (**their respective Class**) in reverse order of retirement.

Once the grids have been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed. Where a grid penalty is to be applied the penalty will be applied after the grid has been reversed.

Where a time penalty is applied, if, after the grid is reversed this results in a competitor being placed in a higher grid position than before the grid was reversed they will be demoted to the grid position that would have applied prior to the application of the time penalty. For the avoidance of doubt, where a competitor receives any penalty they shall never benefit from a higher grid position due to the reversal of the grid, than they would have had prior to the penalty. Organisers reserve the right to change the criteria for the race two grid formation. Details will be communicated to drivers via an official bulletin.

- 2.3.6 If mechanical means are used by the marshals to remove a vehicle to a safe position, the car concerned cannot re-join the session.
- 2.3.7 At the end of each session, drivers must cross the Finish Line once only.

2.4 Races

All races will be 15 minutes in duration with the chequered flag being shown to the leading driver once that time has elapsed.

Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run it as per NCRs Chapter 12, Appendix 6, Section 9.

2.5 Starts

All cars will be released to form-up on the grid prior to the start in the order as specified on the grid sheet. Grids will be staggered in a 1x1 format or as specified in the Final Instructions.

Races will commence with a standing start.

- 2.5.1 The minimum countdown procedures, audible/visible warnings sequence shall be:

1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid

30-seconds: Visible and audible warning for start of Green Flag

A five-second board will be used to indicate that the grid is complete after the Green Flag lap

The red lights will be switched on five seconds after the board is withdrawn

The race will start when the red lights go out. In the event of any starting lights failure, the Starter will revert to the use of the National flag

- 2.5.2 Any car removed from the grid after the 1-minute warning or driven into the pits on the Green Flag lap, shall be held in the pitlane and may start the race after the last car **to take the start from the grid** has passed the pitlane exit. Any driver unable to start the Green Flag lap or start the race must indicate their situation as per Motorsport UK NCRs Chapter 12, Appendix 6, Section 6.11. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain behind the last row of the grid but ahead of any cars subject to a time delay.

- 2.5.3 Excessive weaving/weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and perform practice starts is prohibited.

- 2.5.4 **At the instruction of marshals, one team member per competitor shall be permitted on to the grid to create a 'starting position marker' for that competitor when the competitor pulls up on the dummy grid following release from the collecting area (See 2.5). That team member must then be well clear of the grid prior to the commencement of the Green Flag Lap (See 2.5.1). Nor must they touch their driver's car or pass any equipment to that driver. Failure to follow these instructions may result in a penalty being applied to that competitor.**

2.6 Session Red Signal

- 2.6.1 Should the need arise to stop any practice session, qualifying session or race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane during a practice or qualifying session and to return to the starting grid area during a race, which will automatically become a parc fermé area unless otherwise directed by officials. **Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.**

- 2.6.2 Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

- 2.6.3 If, in the opinion of the Clerk of the Course, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner not compatible with general safety, then the driver(s) concerned may have all their times from that session cancelled.

- 2.6.4 If the race is stopped prematurely, the following criteria will apply:

Scenario A – Less than two race laps completed by the race leader:

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

Scenario B – More than two race laps completed by the race leader but less than 75% of the scheduled distance:

The Race will restart from a grid set out by the finishing order of part one: Motorsport UK NCRs Chapter 12, Appendix 6, Section 9. The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the

Clerk of the Course.

Scenario C – More than 75% of race completed:

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with Motorsport UK NCRs Chapter 12, Appendix 6, Section 9, unless the Clerk of the Course, in consultation with the Stewards, deems it appropriate to restart the race.

2.6.5 In the interval between stopping and restarting the race, cars may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other cars have started. Non-runners at the time of stopping must return to the pit lane and are not permitted to rejoin the restarted race. No work may be carried out on the grid unless on grounds of safety and with the approval of a Motorsport UK licenced Scrutineer (Motorsport UK NCRs Chapter 12, Appendix 6, 9.2b).

2.7 Pits, Paddock and Pit Lane Safety

2.7.1 Competitors must ensure that Motorsport UK, Circuit and Organising Club Safety Regulations are complied with at all times.

2.7.2 The outer Pit lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on drivers to take due care and respect the pit lane speed limit.

2.7.3 Refuelling is prohibited in the pit lane. Refuelling may only be carried out in accordance with the Motorsport UK NCRs, the Organising Club Regulations, Circuit Regulations and the SRs or Final Instructions issued for each **event meeting**.

2.7.4 Pit Lane Speed Limit will be 60kph, or less as advised in the Final Instructions. The Pit Lane speed limit will be as per the displayed Pit Lane boards at the venue.

2.7.5 No car may reverse in the pit lane under its own power.

2.7.6 Four pit lane wristbands will be issued to each team. These will allow four team members to work on a competing car whilst it is in session. Only two nominated team members may cross to the pit wall for the purpose of signalling to the driver. It is the driver's responsibility to comply with these regulations. Failure to comply with these measures will result in a penalty being applied to the relevant driver.

2.8 Race Finishes

2.8.1 After taking the Chequered Flag drivers are required to:

- a) Cross the Finish Line once only
- b) Progressively and safely slow down
- c) Remain behind any competitors ahead of them
- d) Return to the Pit Lane/Paddock Entrance as instructed
- e) Comply with directions given by Marshals or Officials
- f) Keep their helmets and all race wear on and harnesses done up while on the circuit or moving in the pit lane
- g) Enter the Park Fermé area as instructed. Only the driver and their team members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted to enter the Parc Ferme area.

Parc Fermé

2.8.2 At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will fall under Parc Fermé rules.

It is prohibited to work on a competing car after the chequered flag has been shown. This includes tyre pressure checking, changing wheels or changes of driver, unless authorised by the Eligibility Scrutineer or their deputy.

2.8.3 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy. No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé, unless authorised by the Eligibility Scrutineer or their deputy.

2.8.4 Parc Fermé is a secure area. Therefore, supporters, family or members of the public are not permitted to enter, unless authorised by the Eligibility Scrutineer or their deputy.

2.9 Results

All timings, grid sheets and race results are to be deemed provisional until all vehicles are released by the Scrutineers following post session and/or race scrutineering and/or after completion of any Judicial or Technical Procedures and signed as 'final' by the Clerk of the Course as per NCRs Chapter 3, Appendix 6.

2.10 Timing

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purpose of accurate timing. The Modules must be in place and functioning correctly for practice/qualifying sessions and races. The setting and servicing of these items must only be carried out by authorised Motorsport UK licensed Timekeepers. If required, transponders can be hired at the event from TSL Timing. It is the responsibility of the competitor to fit the module to the car correctly. Competitors will be charged for lost or damaged modules.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any time while sessions or races are in progress. Any infringement will see equipment placed within these zones removed by the organisers.

2.11 Event timetable

Organisers reserve the right to change the programme outlined in the final instructions to correspond with operational requirements, or due to unseen circumstances. These changes are subject to the approval of the Stewards of the meeting and

will be notified via an Official Bulletin or drivers briefing.

2.12 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Motorsport UK NCRs Chapter 12, Appendix 8, Section 2.

2.13 Track regulations

2.13.1 Refer to Motorsport UK NCRs Chapter 12, Appendix 7, covering:

- Leaving the track due to entering the pits or being unable to maintain racing speed
- Stopping during the session and rejoining the track
- Overtaking and track positioning
- Track limits, use of kerbs and white lines
- Causing a collision and driving standards
- Direction of travel and taking evasive action

2.14 Onboard Cameras

2.14.1 All cars must have a camera fitted in a place and position that will give a 'driver's eye' view to include, where possible, the steering wheel, dashboard mounted number board, the track ahead of the vehicle with a field vision of approx. 100 degrees and a proportion of the view out of the nearside passenger window.

2.14.2 The mounting must be of a mechanical means of attachment, sufficiently robust to withstand anticipated stresses and vibration. The mounting must not present any sharp edges or projections in the vicinity of the driver's body or helmet and must be approved by the eligibility scrutineer. Motorsport UK NCRs Chapter 7, Appendix 9 applies. **Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.**

2.14.3 The unit must be operating at all times when the car is on track for the full duration of any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit's battery is charged and the camera is switched on to record during these sessions.

2.14.4 The memory card/method of video storage belonging to the competitor may be removed by the championship organisers at any time during the meeting and marked with an appropriate seal and/or number. The recorded footage may be copied for use in broadcast or any other area deemed appropriate by the championship organisers. Failure to make the recorded session video on the memory card/method of video storage available when requested will be deemed an obstruction to the facts and the action reported to the Clerk of the Course.

2.14.5 It is the driver's responsibility to ensure that prior to official qualifying, all previous camera footage is deleted. Footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organisers or Clerk of the Course immediately when requested.

2.14.6 Should a competitor fail to make the memory card or video footage available, the Clerk of the Course will impose a penalty under Motorsport UK NCRs Chapter 2, Annexe A, 1.7, a 10 grid place penalty may be applied for a driver's future race in this Championship.

2.14.7 Cameras must be capable of producing full video format for television usage and have the date and time set correctly.

2.14.8 Memory cards of not less than 32Gb capacity shall be used. The camera and/or memory card shall be easily removable and playback of the footage must be possible at events using regular means, such as a laptop computer. Each memory card shall be clearly marked with the allocated competitor number. This will aid identifying the relevant competitor for the return of the card. Competitors must provide a spare card for use if the original card has been removed and retained by the organisers.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Championship

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

- 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4 SPECIFIC CHAMPIONSHIP PENALTIES

4.1 Infringement of Technical Regulations

4.1.1 Arising from post session Scrutineering or Judicial Action:

Minimum Penalty: Any vehicle found ineligible will have all its times from that session disallowed.

4.1.2 Arising from post event Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK NCRs Chapter 2, Appendix 8 apply.

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Motorsport UK NCRs Chapter 2, Appendix 8, 2.5.

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

As per current Motorsport UK Judicial Procedure Regulations.

4.2.1 For offences under Motorsport UK NCRs Chapter 2, Appendix 1, 1.13, 1.14 and Chapter 12, Appendix 7, 1.5c, the Clerk of the Course, at their discretion, may additionally impose a championship penalty based on the prevailing circumstances, in the form of the following:

- Drivers contravening Track Limits NCRs Chapter 12, Appendix 7, 1.6 in Qualifying will be penalised in accordance with Motorsport UK NCRs Chapter 12, Appendix 7, 1.1a.
- Drivers contravening Track Limits NCRs Chapter 12, Appendix 7, 1.6 in a Race will be penalised in accordance with Motorsport UK NCRs Chapter 12, Appendix 7, 1.1b – 1.1i
- For an offence in Qualifying; a grid penalty of up to ten places.
- For an offence in a race; a time penalty in accordance with NCRs Chapter 2, Annex A, 1.7.
- For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.
- For an offence in a session where the offending driver is not classified: Loss of up to 10 Championship points for each offence.
- For a driver who has already been allocated a penalty during the course of a season, any subsequent penalty will have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased. Otherwise, as per Motorsport UK Judicial Procedure Regulations and the provisions of these championship regulations.

4.2.2 The Clerk of the Course shall have the right to disqualify a competitor whose driving is considered unsatisfactory as per Motorsport UK NCRs Chapter 5, Part A, Appendix 5, 2.3a.

4.2.3 In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

4.2.4 In order to emphasise the importance of driving standards, if a competitor receives a penalty that includes an allocation of penalty points on their race licence, then a championship points penalty will also be incurred. The number of licence penalty points applied will be multiplied by three (3) and that number of championship points will be deducted from the total after drop scores have been removed at the end of the season. This deduction will be applied even if the total results in a negative score.

4.2.5 Any Competitor who is penalised under the Championship Regulations or Motorsport UK General Regulations during a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a grid place penalty at the next round in which they compete, equal to the number of penalty points that were allocated. Double headers will be considered as two separate rounds. However, if the decision to allocate penalty points is delayed such that further round(s) of the Championship have taken place since the offence, the grid place penalty will be implemented at the next round in which they compete, following the allocation of the penalty points.

4.2.6 The penalty will mean that a competitor will be moved back grid places from their grid position (e.g. if a competitor with a three grid place penalty had a qualifying time that was good enough for pole position then the competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pit

lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the competitor's race time.

4.2.7 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They may consider a request from the Championship Co-ordinator regarding a breach of Championship Regulations and, after holding a formal hearing, may impose a penalty in accordance with NCRs Chapter 2, Appendix 5 (subject to the rights of appeal provided in NCRs Chapter 2, Appendix 6 and Appendix 7).

4.2.8 One or more of the following may be imposed by the Championship Stewards as appropriate:

- Reprimand
- Fine: This may be applied in the case of a driver receiving three reprimands from the Championship Stewards in one season
- Time or Grid Penalties
- Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

4.2.9 Drugs and alcohol: See Motorsport UK Anti-Doping regulations: NCRs Chapter 2, Section 2 and Chapter 3, Section 17 and Chapter 3, Appendix 4, 4.4 and 4.5 and Chapter 5, Part A, Appendix 11, 1.6.

4.2.10 Protests must be submitted in accordance with Motorsport UK NCRs Chapter 2, Appendix 9.

4.2.11 Appeals must be submitted in accordance with Motorsport UK NCRs Chapter 2, Appendix 4.

4.3 Table of Penalties

Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✗
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.

(Between the signal & the incident)			
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
Exceeding pit lane speed limit	Ch.12 App.11 Art.3.6a)	Qualifying: Fine Race: Drive through penalty	✗
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	✗
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	✗
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	✗
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	✗

Safety/Technical Offence	NCR Reference	Minimum Penalty
Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine
Fuel or tyres do not conform to regulations	Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		Disqualification

4.4 Social Media and Competitor Behaviour

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

4.5 Race with Respect

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

5 TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the specified format of the Motorsport UK and it should be clearly understood that if the following regulations do not clearly specify that you can do it, you should work on the principle that you cannot. If no class is specified, then the regulation shall apply to all competing vehicles.

5.2 General Description

- 5.2.1 The Racing Hondas Championship is open to any car manufactured by Honda and fitted with a Honda engine. Any other make of car fitted with a Honda engine is not permitted.
- 5.2.2 Single-seaters and open-wheeled vehicles are not permitted to take part.
- 5.2.3 All cars must retain the original chassis/bodyshell. Any modifications to the chassis/body not covered in these regulations must be submitted for pre-approval of the Championship Scrutineer.
- 5.2.4 All relevant parts of the current Motorsport UK NCR's Chapter 7 and Chapter 12 will apply. Where an item is listed as 'free', these sections still apply.
- 5.2.5 Throughout the event, cars must be presented in a manner that represents the class and championship. Organisers reserve the right to refuse entry if a car does not comply or, if in their opinion, the standard of preparation is not to an acceptable standard.
- 5.2.6 Soft Top/Convertible cars are only permitted if fitted with a full safety cage. The cage must be in accordance with Motorsport UK NCR's Chapter 7 Appendix 3 Article 20 minimum specification as per NCR's Chapter 7 Appendix 13 Diagram 14 or 15 and CR 5.5.2

5.3 Safety Requirements

ALL CLASSES

5.3.1 General

All Motorsport UK NCRs Chapters 7 and 12

5.3.2 Roll cage:

All cars must use a Roll cage with a minimum of six points of attachment, roll cages must comply with Motorsport UK NCRs Appendix 13 Diagram 14 or 15 with at least one compulsory 'side-entry' bar on both the driver and passenger side of the car. Roll cages must be installed with compulsory diagonal strut upper joints on driver's side. Roll cages may have multiple points of contact with the bodyshell. Bolt-in roll cages are permitted.

S2000 CUP

Must use SW Motorsport cage part number SW -S2000R with SW Serial plate in place

Driver door window net must be used

5.3.3 Driver's equipment:

Must comply with NCRs Chapter 9 and 12

S2000 CUP

Must wear arm restraints

5.3.4 Fire extinguishers:

Equipment must comply with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with FIA Technical Lists no 16 or no 52. Motorsport UK NCRs Chapter 7 Appendix 6 apply. The bottle should be mounted in such a way that the pressure gauge and FIA homologation labels are clearly visible. The internal activation switch must be operable by the Driver when normally seated with safety harnesses fastened.

5.3.5 Seats & belts:

Seats must comply with NCRs Chapter 7 Appendix 7 Sections 1, 2 and 4

S2000 CUP

Must use a SW Motorsports super low bucket seat base mount, part number SW-S2000R.

Seat belts must be FIA homologated in date and comply with Motorsport UK National Competition Regulations Chapter 7 Appendix 7 Section 5 item 7 with Minimum of Four fixing points. Seat belts with 5 or 6 points are permitted but must comply with Section 7, items 8 or 9 respectively. -subject to any additional Motorsport UK extensions for national events only.

5.3.6 Cut off switch:

A battery cut-off master switch must be installed. The circuit breaker operated must isolate all electrical circuits except for those that operate the fire extinguishers (Motorsport UK NCR's Chapter 7 Appendix 5 Item 5. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the passenger's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle (Minimum 12cm Base) and the ON and OFF positions are to be clearly marked.

The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated with safety harnesses fastened.

5.4 General Technical Requirements & Exceptions

Categories & Classes

5.4.1 There will be three categories of classification, as follows:

Class A:

Power to weight: 240 bhp/ton reduced to 235 bhp/ton if using supercharger/turbocharger

Class B:

Power to weight: 195 bhp/ton

Class S2000 CUP:

Power to weight: 180 bhp/ton

5.4.2 Organisers reserve the right to cancel, add, amend, adapt or amalgamate classes and power-to-weight ratios to correspond with the number, type and specifications of vehicles entered. Any changes will be notified in an official bulletin.

5.4.3 Sub-classes may be introduced to correspond with entries received.

5.4.4 Competitors are responsible for declaring their car is of the correct specification to comply with the eligibility requirements of the class entered.

5.4.5 Organisers reserve the right to provide dispensation to a competitor to enter a class if their car falls outside certain technical regulations for that class but has parity of performance with other cars in that class. In these cases, competitors may apply for a dispensation that must be approved by the Championship Scrutineer before the start of the season or the meeting entered. A list of approved dispensations will be published. Dispensations cannot be carried over from a previous event or season, unless agreed by the organisers. The organisers' decision will be final.

Examination of Vehicles

5.4.6 During the meeting, organisers reserve the right to designate any of the competing cars for special eligibility scrutineering. On doing so, the competitor shall immediately place the car under the control of the organisers to permit scrutineering, examination and testing procedures as the organisers may responsibly require to perform. The organisers have the right to:

- Examine the car at the circuit for such period as they may reasonably require and/or;
- Seal the car and its components in such a manner as they may choose and require the competitor, at their own expense, to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be responsible for all costs incurred for the inspection and expenses for eligibility scrutineers and/or other officials. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

5.4.7 Seals must not be broken from the time they are fitted until the time of the inspection. If a seal is found to be broken without the scrutineer being present, a penalty will be applied as set out in section 4 of these regulations.

5.4.8 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

5.4.9 Organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

5.4.10 Competitors will be personally and solely responsible for ensuring their cars comply with their registration details and these regulations for each event entered. Failure to comply in either respect will be in breach of these regulations and the car will be deemed ineligible. Queries concerning eligibility should be referred in writing to the series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of the meeting at which it is intended to compete.

5.4.11 Tests to establish the power output and max rpm of a car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using the Championship's nominated facility (Appendix A). Any collection, delivery or running costs incurred during the testing procedure will be the responsibility of the competitor.

5.4.12 The Championship reserves the right throughout the season to undertake detailed analysis of electronic devices used by competitors to ensure these contain no elements capable of use in a manner that may breach the Regulations. The competitor will supply on demand electronic devices, source codes, programs, machine codes and all or any material and equipment necessary to ensure full and proper checking and analysis to the Eligibility Scrutineer in order for such scrutiny to take place by a recognised analyst. Failure to permit or facilitate inspection of any electronic devices will render the vehicle ineligible under championship regulations.

5.4.13 Championship organisers reserve the right to fit a data logging device to a competitor's car at any time during the event.

5.4.14 Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK NCRs Chapter 7 Appendix 12.1.5).

5.5 Chassis**ALL CLASSES**

5.5.1 The standard silhouette of the car must be maintained other than for those parts specified in the permitted modifications. Aerodynamic modifications may be carried out in accordance with Motorsport UK Regulations.

5.5.2 Towing eyes must be fitted to the front and rear of the car and must have a minimum internal diameter of 60mm manufactured from a suitable rigid or flexible material securely bolted to the chassis. Motorsport UK NCR's Chapter 12 Appendix 13 Item 1.3 applies. It is permitted to remove a minimum of material from the bumpers to install the towing eyes.

5.5.3 An internal mirror and both external door mirrors must be fitted.

5.5.4 Central locking and manual interior door lock switches must be disabled.

5.5.5 Airbags must be removed

5.5.6 Removal of the standard heating, air conditioning and ventilation system is permitted. If the standard heating system is removed, then a windscreens demisting solution must be installed.

5.6 Bodywork**ALL CLASSES**

5.6.1 The standard engine bay cover locking mechanism must be disabled. Bonnet pins are used to secure the engine bay cover in the closed position.

5.6.3 Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.

5.6.4 Weather strips/channels may be removed.

5.6.5 CLASS A

As per NCR Chapter 7 Appendix 2 Article 6.9 complete front wing must be retained, it is not permitted to cut and remove the lower rear section below the axle centre line.

Front inner wings may be modified for clearance of tyres only.

The boot floor and spare wheel well may be modified by the addition and removal of material.

CLASS B

5.6.6 Aero modifications: Manufacturer or Mugen spoilers and/or wings only may be fitted. A roof scoop may be fitted.

5.6.7 Replacement bonnet, doors and boot panels manufactured from a different material and thickness may be fitted but must be of original shape and profile.

5.6.8 Single skinning of body panels, rear quarters, doors, boot and bonnet, as well as bumpers is permitted but must be of original shape and profile.

5.6.9 It is prohibited to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Rolling-in of wheel arches is permitted.

5.6.10 The bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of the edges.

5.6.11 S2000 CUP

Only Honda S2000 with chassis number AP1, may compete. All body panels must be of the original OE shape.

All cars in class must only have the spoiler / air dam and rear wing and kit below fitted:

Tegiwa front splitter and air dam kit Honda S2000, part number UAC-FULLKIT-S2K, no other splitters or air dams are permitted.

Tegiwa 1580mm rear wing spoiler & mount kit Honda S2000 part number TEG-S2KREARWINGKIT, no other rear wings are permitted.

Tegiwa bumper scoops may be fitted as an option, Tegiwa FRP bumper scoops Honda S2000 99-03, part number S2000-SCOOFS

The rear wing, front splitter or scoops must not be modified in any way from original specification

Hardtop must not be used

All protruding fasteners associated with original soft roof and interior panels must be removed

5.7 Engines

ALL CLASSES

5.7.1 The engine fitted must be manufactured by Honda.

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

5.7.3 All cars must have a cam cover nut and an inlet manifold bolt drilled to accept Motorsport UK seals.

5.7.4 The top 3 points finishers in the class championships (at which point they are confirmed) will have engines sealed and dyno measured at Tegiwa to confirm compliance at the expense of the driver. If it is deemed by the eligibility scrutineers that there is cause for further investigation following the dyno sessions, we will request the competitor to strip down the engine in the presence of the Championship eligibility scrutineer (only then seals may be broken) within 30 days of the at the sole expense of the competitor to check engine for compliance.

5.7.5 Any car may be selected for spot check dyno testing at Tegiwa by the eligibility scrutineer. In which case engines will be sealed, ecu's removed and cars checked in the presence of an eligibility scrutineer at the expense of the driver prior to the car participating at the next event.

CLASS A

5.7.6 Mechanical Superchargers and turbochargers may be used and will be subject to a different power to weight ratio. See 5.4.1.

CLASS B

5.7.7 Engines must be of a type originally fitted to the car.

5.7.8 Hardened or solid mounts may be used.

5.7.9 Engine dimensions and specifications must comply with FIA homologation document N-5646 for EP3 and FIA N-5710 for FN2 models.

5.7.10 All K20 engines fitted in EP3/FN2 chassis must run OEM standard components or pattern parts to the same dimensions / weight and material as the OEM. Over bore size of 0.25mm is permitted as repair size and in such cases only this piston may be used <https://www.tegiwa.com/products/wossner-forged-piston-set-honda-k-series-k20a-0-25-oversize>

S2000 CUP

5.7.11 Only standard OE Honda F20C engines can be used / fitted and must have standard OEM Honda internals with no modifications. An RPC lightweight chromoly flywheel 4.8kg Honda F20 F20C S2000 VTEC, part number 4022FL may be fitted

Engine may be mounted with the engine mountings listed in the kit: Hardrace HR 6612 S

Induction and Exhaust System

CLASSES A & B

5.7.12 Exhaust systems are free, subject to venue noise limits and the following regulations.

5.7.13 Exhaust systems must exit at the rear of the vehicle.

Screamer pipes are not permitted.

5.7.14 Cars that were manufactured from 2000 onwards must be fitted with a catalytic converter.

5.7.15 Airboxes and filters are free.

S2000 CUP

5.7.16 The only air filter and intake system to be used is Tegiwa S2000 intake pipe and filter. This must be fitted.

5.7.17 The exhaust system must use HKS Hi Power single exit part number 32701-BH001 and Tegiwa stainless steel 70mm decat part number TI4040011.

Fuel and Fuel System**ALL CLASSES**

5.7.18 A fireproof bulkhead or sealed section must separate the tank from the passenger compartment.

5.7.19 If fuel lines are routed inside the passenger compartment, then braided hoses must be used.

5.7.20 Commercially available race fuels complying with Motorsport UK NCR's Chapter 8 Appendix 1 can be used.

5.7.21 Additives, Nitrous Oxide or Methanol are not permitted.

5.7.22 Competitors may be asked for fuel samples. These must be provided.

5.7.23 At the end of practice or race there must be at least 3 litres of fuel available from the competing car for analysis if required. Compliance with minimum weight for the car will be taken before the fuel is removed.

5.7.24 Competitors must have a method for sampling to be carried out safely and efficiently complying with Motorsport UK NCR's Chapter 7 Appendix 4 Item 6.

CLASSES B & S2000 CUP

5.7.25 Only commercially available petrol complying with 'Pump Fuel' as defined in Motorsport UK NCR's Chapter 8 Appendix 1 Item 1.7.

5.7.26 Cars must retain the original manufacturers' fuel system and tank. A non-return valve must be incorporated in the vent system.

5.8 Suspension**ALL CLASSES**

5.8.1 There must be a minimum clearance of 50mm under the car with driver seated. This includes any part of the bodywork or of the suspended part of the car, including the exhaust system. Cars must not have 'skirts or intermediary devices bridging the gap between the underside of the chassis/body of the vehicle and the road/track.

CLASS B

5.8.2 Yellow Speed Premium Competition or BC RM coil overs should be used. Competitors wishing to use coil overs of another make or type must submit an application to championship organisers for approval, in advance of the first meeting entered.

5.8.3 Modification of coil overs and dampers is prohibited. Top mounts may be changed.

5.8.4 Standard suspension/chassis mounting points must be retained and used.

5.8.5 Class B cars may be fitted with spherical bearings for suspension components **and FN2 Civic may modify the front lower suspension damper to hub bolt holes in order to gain camber. This is done by elongating the upper hub bolt hole.**

ALL CLASSES

5.8.6 Modifications to the suspension pick-up points are prohibited. This includes the 'slotting' of strut mounting points. The only exception is the removal of material to allow access to the top of the damper.

5.8.7 Custom non-off-the-shelf performance suspension parts are prohibited.

5.8.8 Anti-roll bars must not be adjustable by the driver when seated.

5.8.9 The wheelbase must be standard except for small changes directly arising from the fitment of castor increasing bushes and mounts.

5.9 Transmission**CLASS A**

5.9.1 Sequential gearboxes cannot be used.

CLASS B

5.9.2 The OE gearbox must be used. Ratios may be changed. An LSD may be fitted.

S2000 CUP

5.9.3 The OE gearbox must be used. OE gear and differential ratios must be used. The transmission and differential units must be located in its original position in relation to the vehicle and the engine. The OE AP1 Honda differential must be fitted and gears used.

5.9.4 Drive shaft spacers must be fitted, Tegiwa part number TGW-104.

Gearbox and differential mounts may be replaced and mounted with the mountings listed in the kit : Hardrace HR 6612 S and Hardrace HR 7195 .

5.10 Electrical System**ALL CLASSES**

5.10.1 There is no restriction on type or location of the battery, subject to Motorsport UK NCR's Chapter 7 Appendix 5 Item 1.

5.10.2 No external (slave) or secondary batteries may be used.

5.10.3 An electric starter motor must be fitted and be capable of repetitive starts.

5.10.4 Modifications to the wiring harness are free. A separate harness will be required for the use of the data logging system.

5.10.5 A red warning light as detailed in Motorsport UK NCR's Section 5 Appendix 5, Item 6 must be fitted for use in poor visibility. Any other rear fog lamps must be removed or rendered inoperative.

5.10.6 A fully working original unmodified standard alternator and standard pulley must be fitted and operational at all times whilst the engine is running. Battery charging voltage must be within the limits specified by the manufacturer.

5.10.7 Windscreen wipers (or wipers) must be in working order and operate effectively.

5.10.8 LIGHTS:

Civic EP3 and FN2 models: OE lights must be retained in accordance with Motorsport UK NCRs. Class A only: a headlight incorporating an air intake duct may be fitted, subject to approval by the championship scrutineer.

Other models: OE headlamps may be replaced with a blanking plate. The modification must be carried out in a neat and tidy manner and follow the design and profile of the OE items. LED lamps may be fitted, subject to approval by the championship scrutineer. Glass headlamps must be protected against breakage by tape or film.

S2000 CUP

Must have OE standard headlights fitted and working, lamps may be coloured with transparent yellow film or paint

Ignition System

CLASSES A & B

5.10.9 Ignition systems are free

5.10.10 ECUs make and type are free. There must be no Bluetooth or any form of wireless connection. All ECUs with wireless communication must have that connection disabled. All ECU wired communications ports will be sealed. All ECU's must be readily removable for testing or examination.

CLASS B

5.10.11 All traction control and launch devices must be disabled.

S2000 CUP

5.10.12 Standard OE Honda AP1 ECU must be used with no modifications.

Cooling Systems

ALL CLASSES CLASSES A & B

5.10.13 Cooling systems for water and oil, radiators and pumps are free.

S2000 CUP

5.10.14 May replace the coolant radiator and fan, but only with parts listed, if not must use Honda OEM. Parts permitted: Tegiwa T 4077021 / Tegiwa T 4020015

5.11 Brakes

ALL CLASSES

5.11.1 Braking systems are free, subject to Motorsport UK NCR's Chapter 12 Appendix 13 Item 5 and Chapter 7 Appendix 2 Item 10

5.11.2 A dual circuit operation must be retained on the grounds of safety.

5.11.3 Only Honda factory OEM ABS systems may be used is permitted.

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

S2000 CUP

5.11.5 Probite brake pads and discs must be as listed below; no other manufacturer or compound can be used, calipers must be Honda OEM:

PFPD0053S8 Probite S8 Performance Brake Discs - Front

PRPD0054S8 Probite S8 Performance Brake Discs - Rear

PFTP0366 Probite PRO-800 Brake Pads - Front

PRTP0012 Probite PRO-800 Brake Pads - Rear

PRPP0012 Probite PRO-550 Brake Pads - Rear

5.11.6 Brake flex hose must be as listed below, no other manufacture to be fitted.

HON 4-129 HEL

5.12 Wheels & Steering

ALL CLASSES

5.12.1 Steering is free. Steering locks may be removed.

5.12.2 Wheels are free and must be suitable for the vehicle to which they are attached.

5.12.3 Steel wheel bolts/nuts must be used.

5.12.4 Wheel spacers may be used but must not exceed 15mm in width and must be one-piece.

CLASS A

5.12.5 The maximum rim size is 9J

CLASS B

5.12.6 Maximum wheel width is 8.5".

ALL CLASSES

5.12.7 Only alloy or steel wheels may be used.

S2000 CUP

5.12.8 Wheels must be Motegi MR162 ZENTOKU alloy wheel 17x8.5 ET45 5x114 burnt bronze part number 4X MR162ZX17851245

5.12.9 Wheel nuts fitted must be Tegiwa JN4 forged steel wheel nuts, part number JN4-1215BK

5.12.10 Aftermarket front and rear anti-rollbars (including drop links) may be used, only non-blade type.

5.12.11 Compulsory suspension components list:

Hardrace : HR 6441, HR6773, HR6426-S, HR7269, HR8512, HR6621

Yellowspeed : YS01-HD-PC025

Optional parts that may be used but if used, must be :

Hardrace : HR 6580, HRQ0800

5.13 Tyres**ALL CLASSES**

5.13.1 Yokohama A052 tyres must be used in dry conditions and in wet conditions either A052 or any Motorsport UK 1A tyre. Yokohama tyres will be supplied by Tegiwa at special pricing to teams. Tyres must be purchased in advance of the event. Trackside fitting and support may be provided by the Championship's technical partner.

5.13.2 No tyre warmers or TPMS may be used in any session.

5.13.3 Tyres may be stamped, marked and identified as correctly supplied by Tegiwa and a technical bulletin may be used to clarify this process.

CLASS B

5.13.4 Maximum tyre section width of 225

S2000 CUP

5.13.5 Only tyre size to be used is 245/40/17 on all wheels

5.14 Windows

5.14.1 Glass windscreens must be of laminated type.

5.14.2 Clear Polycarbonate that is no less than 4mm thick may be used to replace the windscreens, side and rear windows. An opening hatch large enough to accommodate an extended arm must be located in the driver's window.³

5.14.3 Windscreen areas must be kept clear, other than for championship decals and driver's name.

5.14.4 The application of colourless safety film to the glass is permitted.

5.14.5 Tinted windows are allowed subject to Motorsport UK NCR's Chapter 7 Appendix 2 Item 6.17

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

5.14.7 S2000 CUP Side windows and motors / regulators may be removed, but side impact bars must still be fitted.

5.15 Interior**ALL CLASSES**

5.15.1 Interior trim is free. All modifications must be neatly finished. Any sharp edges must be protected.

5.15.2 Any information device (including but not limited to: data loggers, displays, instrumentation, communication systems, trip computers etc.) mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stress and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.

CLASS B

5.15.3 The dashboard should be retained and located in the standard position.

5.15.4 Dials, gauges and controls may be changed and moved.

S2000 CUP

5.15.5 The Honda OEM Dash must be retained, and only Honda OEM gauges may be used

5.15.6 Door cards may be replaced

5.16 Power to Weight Measurement

Class A: 240 bhp/ton reduced to 235 bhp/ton if using supercharger/turbocharger

Class B: 195 bhp/ton

Class S2000Cup:180bhp/ton

5.16.1 Turbo chargers are not permitted in any class unless the car and engine were originally manufactured with one as OEM equipment by Honda. In such cases the engine must retain its original turbocharger unit and standard engine parts and be installed in its original chassis code chassis. Mechanically driven Superchargers are permitted in class A only with a power to weight limit of 235 bhp/ton as specified in 5.4.1.

5.16.2 Power, weight checks and component sealing will be carried out at the start of the season or before the first event entered and all cars must be tested before first use on track.

5.16.3 ECUs will have an adhesive seal placed over access points, including the input port. There must be no Bluetooth or any form of wireless connection. All ECUs with wireless communication must have that connection disabled. All ECU wired communications ports will be sealed. All ECU's must be readily removable for testing or examination.

5.16.4 Further checks will be carried out at various times during the season at the organisers/scrutineer's discretion.

5.16.5 All weight checks will include the driver, race overalls, helmet, fuel etc.

5.16.6 Power will be measured at the flywheel, using DIN Standard BHP figures and Tegiwa's dyno results are final and used as datum.

5.16.7 The organisers will nominate the scales to be used at each venue.

5.16.8 Power testing will only be carried out on a MAHA Dyno at Tegiwa Imports (Appendix A) for initial testing and any compliance decisions through the season.

5.16.9 Power output and weight records will be held by the organisers as a point of reference.

5.16.10 A sticker displaying the power and weight figures will be affixed to the car and must remain in place throughout the season.

5.16.11 When required and in the case of late confirmation of entry, a competitor will be asked to self-declare their car's power and weight. Components will be sealed pending confirmation checks that must be carried out within one-month or before the next round entered. Until confirmed as compliant, any points scored will remain provisional.

5.16.12 Weight figures will be rounded up to the nearest 5kg. This will not affect the appropriate classing of the vehicle.

5.17 Balance of Performance

Organisers and/or the eligibility scrutineer may, at their sole discretion, make an adjustment for the purpose of balance of performance of individual cars by - but not limited to - making adjustments to the ride height and weight in advance of a session or a race.

A competitor may be asked to fit the championship data logger at any round or session. A wiring harness to facilitate the logger must be pre-installed and a technical wiring diagram bulletin will be issued for this purpose. The data from this will remain the intellectual property rights of the championship and be classed as the property of the championship.

6 COMMERCIAL REGULATIONS

The terms of the Commercial Regulations are designed to form a contract between the Championship Promoters (Time Attack Ltd.) and the entrant. Registration and entry into the Championship is conditional upon the entrant meeting these conditions. Any breach of the Commercial Regulations may render the entrant ineligible for competition, points, awards and/or participation in the Championship. The onus to ensure that all team personnel are aware of and comply with the requirements of these Commercial Regulations, is that of the entrant.

6.1 Registration and Entry

- 6.1.1 Registration must be made by the due dates. Paid entries will not be accepted until full payment is made (Championship Regulation 1.4).
- 6.1.2 Entries will be accepted from 1st January 2026 and/or the publication of these regulations.
- 6.1.3 The entrant is responsible for advising the Championship Co-ordinator of any changes to their entry in writing at least ten days before the meeting, unless unforeseen circumstances prevail.
- 6.1.4 If an entrant wishes to withdraw from one or more of the meetings, they must inform the Championship Co-ordinator in writing at the first opportunity and at least seven days before the event, unless unforeseen circumstances prevail. Failure to do so may result in a penalty being applied.
- 6.1.5 If a full-season entrant wishes to substitute another driver for the driver nominated on the entry application, they must apply in writing to the Championship Coordinator (subject to Championship Regulation 1.4.4).
- 6.1.6 If a full season entrant wishes to change classes, they must apply in writing to the Championship Co-ordinator.

6.2 Commercial Rights & Obligations

6.2.1 Intellectual Property Rights

The Intellectual, Commercial, Merchandising and Sponsorship rights of the Racing Hondas Championship and the Time Attack brand are the property of Time Attack Limited. Time Attack Limited owns the rights to the championship logos and the words 'Time Attack', when used in connection with motorsport activities. Competitors and associated parties must acknowledge this intellectual property belongs to Time Attack Limited and must not use the brand in any way or form whatsoever - including the use of logos - without written consent of Time Attack Limited. Failure to observe this requirement will result in legal action being taken.

6.2.2 Sporting and Organisational Rights

The Sporting and Organisational Rights of the Racing Hondas Championship are the property of Time Attack Limited. These rights may not be assigned to any other party or person without their written agreement.

6.2.3 Television Coverage

All on-board cameras must be under the control of the film production company appointed by Time Attack Limited. The physical installation of the equipment must be safety checked and signed off by the Safety Scrutineers. All footage recorded by a competitor using their own installation should be made available to Time Attack Limited and the nominated film production company if requested to do so immediately after the conclusion of the event.

The footage collected from personal on-board cameras may only be used by the team and driver with the Championship's approval. Requests for event footage required for commercial usage by a team, driver or sponsor will be reviewed on a case-by-case basis by the Time Attack Limited, where an appropriate rights fee may be applied.

No strategically placed advertising that is visible to an on-board camera – on the car or driver – will be allowed.

6.2.4 Television Rights

If television or streaming broadcasts are produced, through their nominated film production company, Time Attack Limited hold the exclusive broadcast, recording, cable, satellite, digital, video, internet, mobile and interactive rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor and any other team member(s) in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters, which may then be used at the discretion of the Championship Promoters.

6.2.5 Press / Media Interviews

Everyone connected with the Championship is expected to promote the highest ideals at all times. No person connected with the Championship shall bring it and Time Attack into disrepute by means of a statement or communication to the press, media or social media, which may be considered negative or demeaning. Competitors are obliged to assist in promotion of the Championship by granting interviews when requested and are expected to comply with any other reasonable requests regarding promotion. The Social Media guidelines issued by Motorsport UK shall apply (see Appendix B).

6.2.6 Autograph Sessions

From time-to-time, autograph sessions for the public to meet the drivers may be arranged. It is a Championship requirement that drivers attend wearing race overalls in the proper manner – ie: not with sleeves tied around the waist.

6.2.7 Public walkabouts

From time to time grid, pitlane and paddock walkabouts for the public may take place. It is a Championship requirement that during these periods competing cars are on show, working areas are presented in a neat and tidy manner and drivers should be in attendance, wearing race overalls in the proper manner.

6.2.8 Driver Attire

Organisers reserve the right to specify reasonable clothing requirements for drivers at awards ceremonies and other promotional

occasions. For podium presentations, drivers must wear their racing overalls, zipped up and with belts (where applicable) fastened.

6.2.9 Team Clothing

Teams are to ensure that their representatives are dressed and presented in a smart and professional manner and in such a way as to not cause offence. Consideration should be made to the family nature of the events and a breach of this regulation in the opinion of the Organisers may result in the removal of the offending person(s) from the venue.

6.2.10 Working Areas

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

6.3 Paddock parking

6.3.1 Due to every event hosting a show, all space around the venue is at a premium. Therefore, it is important that teams comply with the parking requirements set out herewith. Any team found breaching these requirements will be asked to move their vehicle(s). Failure to do so will result in a fine and a penalty applied against the driver of the competing car.

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

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

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

6.3.5 One support vehicle will be allowed within each team's allocated space. Trailers and private vehicles must be parked in the designated areas.

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

6.3.7 Competitors may be issued with specific times to arrive, park and have their competing vehicle scrutineered. Arrival outside the set periods is allowed only with the specific approval of the Championship Coordinator.

6.4 Pit and Paddock Responsibilities

6.4.1 A maximum speed limit of 10 mph will be imposed in the Paddock at each venue. The only permitted movement of race cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé - unless specifically requested by the Organisers or Eligibility Scrutineer. At all times the car must be under the control of a licenced driver correctly seated. Mobile phones must not be used whilst driving in the paddock.

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

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

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

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

6.4.6 Barbecues and naked flames must not be used in the pit garages or working areas. If used outside of these areas, extreme care must be taken and fire extinguishers must be in place and easily accessible.

6.4.7 Any team not adhering to the paddock responsibilities set out in these regulations and the final instructions will be penalised accordingly.

6.5 Hospitality

6.5.1 Hospitality and entertaining by the team for the provision of food and drink to anyone other than team personnel is strictly prohibited. All requirements that fall into this category must be arranged in advance with the Championship Organisers. Any team that does not apply for permission will be fined accordingly.

6.5.2 Any external catering companies will need to apply for accreditation and permission in advance from the Organisers.

6.6 Infringements of Commercial Regulations

6.6.1 Time Attack Limited reserves the right to impose an appropriate penalty on either a team and/or a driver should there be an infringement of these commercial regulations or an infringement relating to the visual representation of the team, its race vehicles, support vehicles, associated persons, including items issued by the Championship Organisers.

6.6.2 The Championship Promoters may also issue financial penalties at a rate of £250 +VAT per instance for infringements relating to:

- Television, filming and intellectual property
- Adverse press, social media and broadcasting activity
- Livery and championship decals (see Championship Regulation 7.4)
- Presentation of car driver and team
- Podium and promotional presentations
- Personal conduct - in person and online
- Bringing the championship into disrepute
- Parking vehicles and trailers in the paddock in an unauthorised location

7 CHAMPIONSHIP DECALS AND COMPETITION NUMBERS

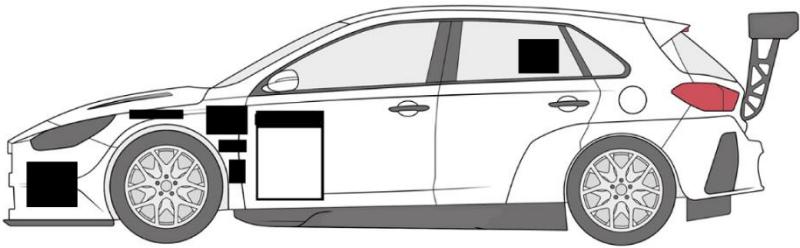
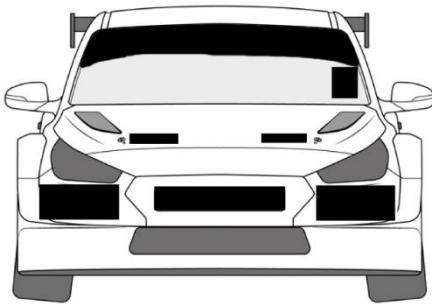
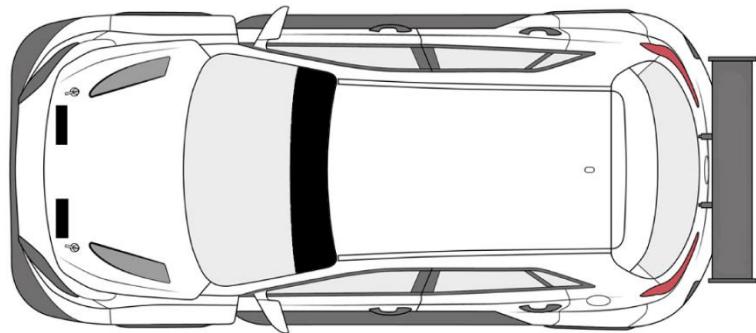
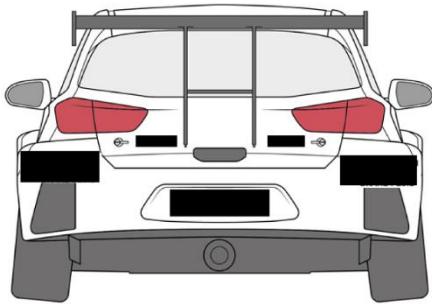
7.1 Race numbers (Motorsport UK NCRs Chapter 7, Appendix 10 and Appendix 13, Diagram 1):
Colour: Reflective Yellow
Side windows: 200mm high/20mm stroke
Windscreen: 150mm high – positioned on the passenger side no closer than 50mm beneath the screen header and 50mm from the screen pillar.
Rear window: 150mm high – **Excludes S2000 Cup**

7.2 Driver name (white):
Colour: White
Height: Sides, front & rear screen x 80mm
Length: 450mm (max)
Position: Below competition number on front windscreen, rear side windows and rear window (centre).
S2000 CUP race number to be displayed on side door or quarter panel
Style: Initial / stop / space / surname (eg: R. Hondas)

7.3 Decal positioning
Decals must be positioned as close as possible to the diagram below. Exceptions will be considered if the bodywork of the car does not allow accurate placement and not because other decals or graphics occupy the same areas. Applying these decals correctly is a feature of the technical regulations and consequently, their compliance will be checked as part of the scrutineering process.
Decals associated with other racing championships cannot be displayed and must not be displayed on cars or on the driver's racewear.

7.4 Supply of decals
Championship decals **and competition numbers** will be provided by the organisers after a competitor has registered and paid for championship entry as part of the registration fee.
Competitors are to provide the decals for their name **and race numbers**
Replacement decals can be purchased **obtained** from the organisers in advance and at the event.

2026 OFFICIAL DECAL POSITIONS



NUMBER PLATE DECALS

These must be located in the traditional positions ONLY and not on bonnets or splitters. If necessary, brackets must be used to mount them correctly, even in the case of air intakes to radiators and intercoolers.

APPENDICES

APPENDIX A

Nominated Rolling Road

TEGIWA IMPORTS LTD
Tegiwa House, Sutherland Road, Stoke-on-Trent ST3 1HZ
01782 33 44 40
websales@tegiwaimports.com
www.tegiwaimports.com
Working Hours: Mon - Fri, 9:00am - 5:00pm



APPENDIX B

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:

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport

UK Any breach of these obligations may result in disciplinary action.

Motorsportuk.org/racewithrespect
#RaceWithRespect

APPENDIX C

Entry fees

Full season: Paid in full prior to 24th 1st March 2026 £3520 INC VAT. Includes £290 registration fee within total price.

Round by round Championship point scoring £410 £440 INC VAT per round, plus £270 £290 registration fee
In this case, entrants must pay the registration fee before 24th 1st March 2026 for Round 1 and with any entry fee for future events.

Round by round, non-point scoring £450 £440 INC VAT

Any entry and payments received between the soft and hard deadlines shall be subject to an additional £50 late payment fee which shall be donated to the Clubs chosen registered charity at the end of the season.

<u>ROUND</u>	<u>SOFT PAYMENT</u>	<u>HARD PAYMENT</u>
Silverstone	22.03.26 23.59	27.03.26 23.59
Cadwell	19.04.26 23.59	24.04.26 23.59
Donington	10.05.26 23.59	15.05.26 23.59
Brands	31.05.26 23.59	05.06.26 23.59
Oulton	21.06.26 23.59	26.06.26 23.59
Snetterton	19.07.26 23.59	24.07.26 23.59
Brands	16.08.26 23.59	21.08.26 23.59
Cadwell	06.09.26 23.59	11.09.26 23.59