



Regulations

1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

- 1.1.1 The Classic Marques Speed Challenge is organized and administered by the Classic Marques Sports Car Club in accordance with the National Competition Rules (NCR) of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. **CH2026/SO25 (D)**

Status: **Interclub**

- 1.1.2 This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times. The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.

1.2 Officials:

- 1.2.1 Championship Coordinator: Stephen Akers, Greenacres, The Vale, Chesham, Bucks, HP6 3NT.
Tel: 07793 058370 Email: stephen.akers@btinternet.com
- 1.2.2 Eligibility Scrutineer: Mr. Tony Freeman, Coniston, Watery Lane, Weymouth, Dorset, DT3 5QD
Tel: 01305 520829 scrutineerchampionships@gmail.com
- 1.2.3 Championship Stewards (contact via the Championship Coordinator):
Mr. Barry Guess, Mr. John Riseley, Mr. Norman Redhead
- 1.2.4 Safeguarding Officer: Emma Ali, The Pleck, British Camp Road, Malvern WR13 6HR
Tel: 07748 396971 emmajali@yahoo.co.uk
- 1.2.5 NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.
- #### 1.3 Competitor Eligibility:
- 1.3.1 Entrants must be fully paid-up members of Classic Marques Sports Car Club and in possession of a valid, current Motorsport UK Entrants Licence.
- 1.3.2 Competitors must be fully paid-up membership card holder members of Classic Marques Sports Car Club, be registered for the Championship and in possession of a valid Motorsport UK Competition License (minimum RS InterClub)

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

- 1.3.3 All necessary documentation must be presented for checking either physically or electronically as directed by the organizing club's entries secretary when signing-on for each event.

1.4 Registration:

- 1.4.1 Competitors register for the Classic Marques Speed Challenge by first joining the Classic Marques Sports Car Club (www.cmscc.co.uk), and then returning the completed Championship Registration Form to the Championship Coordinator. Registration is complete when written acceptance, in the form of a Registration Card has been issued by the Membership Secretary. The registration card does not imply acceptance of an entry in any event.
- 1.4.2 Classic Marques Sports Car Club membership fee is £20. Championship registration costs £40 for each car / driver combination.
- 1.4.3 There is no closing date for entry to Classic Marques Speed Challenge, although entries received after the completion of the official Power Weigh sessions will be accepted on a discretionary basis.
- 1.4.4 Membership to Classic Marques Speed Challenge is limited to 110 entrants.
- 1.4.5 The information provided on the registration forms is used to calculate a timing algorithm for competitors' cars. If, during the year, a competitor changes cars or makes any modification to the entered car which affects the car's timing algorithm, the changes must be notified to the Championship Coordinator before the competitor's next event so that future points scoring can be based on the correct timing algorithm.

Once a BHP value for a car is established at the Classic Marques approved rolling road provider(s) the engine, ecu and any forced induction pressures will be regarded as "sealed". Any remedial work or engine upgrade must be advised to the Championship Coordinator who may require a new engine power assessment to be submitted.

Any engine power assessment must be in the form of an original document provided by an approved Classic Marques rolling road provider. Current providers are listed below, others may be added to after assessment by the Technical Committee:

Northampton Motorsport (NN4 8JD), Chipwizards (BB4 7NY) Interpro Automotive (BS35 3US) and Harding Auto Services (GU21 2LX)

- 1.4.6 Failure to notify the Championship Coordinator as specified by section 1.4.5 will result in points gained on an incorrect timing algorithm being null and void.

1.5 Championship Rounds:

- 1.5.1 The Classic Marques Speed Challenge will run at InterClub status and will be contested over 35 rounds. Dates and events will also be published separately via the club's electronic media channels.
- 1.5.2 If a championship round is cancelled for any reason, there shall be no substitute round and no change to the number of rounds which qualify for each contender's championship total.

2026 CMSCC - Classic Marques Speed Challenge

Rd	Day	Date	Event	Organising Club	Rd	Day	Date	Event	Organising Club
1	Saturday	28th March 2026	Cadwell Park	BARC Midlands	19	Saturday	25th July 2026	Castle Combe	Bristol MC
2	Saturday	11th April 2026	Shelsley Walsh	MAC	20	Sunday	26th July 2026	Scammonden Dam	Mid-Cheshire MC
3	Sunday	12th April 2026	Shelsley Walsh	MAC	21	Saturday	1st August 2026	Gurston Down	BARC SW
4	Saturday	25th April 2026	Wiscombe	Woolbridge MC	22	Sunday	2nd August 2026	Gurston Down	BARC SW
5	Sunday	26th April 2026	Wiscombe	Woolbridge MC	23	Saturday	15th August 2026	Curborough	Scimfest/RSSOC
6	Thurs/Fri/Sat	23rd - 25th April 2026	Manx Classic	Longton & District MC	24	Sunday	16th August 2026	Curborough	Scimfest/RSSOC
7	Saturday	2nd May 2026	Goodwood	Brighton & Hove MC	25	Saturday	5th September 2026	Pembrey	BARC Wales
8	Saturday	16th May 2026	Loton Park	Hagley & District LCC	26	Sunday	6th September 2026	Pembrey	BARC Wales
9	Sunday	17th May 2026	Loton Park	Hagley & District LCC	27	Saturday	12th September 2026	Wiscombe	MGCC
10	Saturday	30th May 2026	Aintree	Liverpool MC	28	Sunday	13th September 2026	Hethel	B19
11	Saturday	30th May 2026	Llandow	Bristol MC	29	Saturday	19th September 2026	Blyton Park	NSCC
12	Saturday	6th June 2026	Abingdon	Sutton & Cheam MC	30	Sunday	20th September 2026	Blyton Park	NSCC
13	Saturday	6th June 2026	Harewood	BARC Yorks	31	Saturday	26th September 2026	Goodwood	TWMC/S&DMC
14	Sunday	7th June 2026	Harewood	BARC Yorks	32	Saturday	26th September 2026	Loton Park	Hagley & District LCC
15	Sunday	14th June 2026	Three Sisters	Longton & District MC	33	Sunday	27th September 2026	Loton Park	Hagley & District LCC
16	Saturday	11th July 2026	Barbon Manor	Liverpool MC	34	Saturday	3rd October 2026	Anglesey	Longton & District MC
17	Saturday	11th July 2026	Lydden Hill	B19	35	Sunday	4th October 2026	Anglesey	Longton & District MC
18	Sunday	19th July 2026	Prescott	Bugatti Owners Club					

All events are subject to a valid track licence

1.6 Scoring:

1.6.1 The scoring system is based on the (algorithm adjusted) performance of championship entrants by multiplying their competition times by the percentage timing algorithm allocated to each car.

The timing algorithm values for each car are calculated from the power/weight/tyre/technology information provided by each entrant for each car they have entered to the championship.

1.6.2 The Timing algorithm

The timing algorithm car is calculated from each entered car's power/weight ratio, based on BHP at the flywheel (BHP) and Race weight* (kg). The Technical Committee will appoint one or more approved rolling road providers and opportunities will be provided for contenders to have power runs on such rolling road(s) at organised Power Weigh sessions. No other rolling road data will be admissible except under the approval of the Chair of the Technical Committee in writing. Should other rolling road data be accepted with a "BHP at the wheels" value provided by an alternative rolling road, the figure will be converted to a "BHP at the flywheel" equivalent by using the calculation BHP at the wheels +15% +10 BHP.

It is a mandatory requirement that all competitors will attend the Power Weigh sessions at the Classic Marques approved rolling road provider every three years to ensure power and weight data remains up to date.

Should a competitor experience a technical issue at a Power Weigh session that means that their data is invalid or incorrect, then they are expected to return to a Classic Marques approved rolling road provider once the issue is resolved.

Race weight will be validated for all entered cars once per season. *Race weight is defined as the weight of the car, including driver (in race overalls, helmet, shoes and gloves), in the condition it is presented to the start-line ready for competitive timed runs. It is assumed the car will be carrying 15 litres of fuel.

If a competitor is new to the championship or an existing competitor enters an eligible replacement car and has missed the Power Weigh Sessions, a weighbridge ticket (consisting of car weight and car plus driver weight) will be taken as evidence of for the remainder of that season. However, the car will need to be tested the following season at an official Power Weigh day. The Technical Committee reserve the right to reject the submitted weighbridge value if it does not tally with the expected weight of the vehicle, or the weighbridge is not publicly accessible.

The base timing algorithm is defined by the following formula:

$$\text{LOG}(350 * \text{BHP-per-tonne}) / \text{LOG}(350 * 500)$$

The handicap derived from the algorithm will be limited to 2 decimal places prior to use in calculations as the source data accuracy means it is illogical to use further decimal places to separate competitors.

1.6.3 Tyres:

Each competitor must nominate a tyre category on their entry form when registering with Classic Marques Speed Challenge. The tyre category determines the types of tyre the competitor is permitted to run during the year. The timing algorithm is adjusted to reflect the tyre category as follows:

Standard Cars 'NCR Ch.14 App.4 Art.13'

List 1A tyres +0%

Road Cars 'NCR Ch.14 App.4 Art.14'

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Modified Cars 'NCR Ch.14 App.4 Art.15'

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Category 3: 1C: Option to run any List 1A and List 1B and in addition 1C tyres. +2.5% of base timing algorithm.

Category 4: Race: Option to run any List 1A, List 1B, and List 1C in addition to slicks and race wets. +3.0% of base timing algorithm.

1.6.4 Sports Libre Cars 'NCR Ch.14 App.4 Art.16'

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Category 3: 1C: Option to run any List 1A, List 1B in addition to 1C tyres. +2.5% of base timing algorithm.

Category 4: Race: Option to run any List 1A, List 1B and 1C, in addition to slicks and race wets. +3.0% of base timing algorithm.

1.6.5 NOTE 1: For Standard 'NCR Ch.14 App.4 Art.13' & Road Cars 'NCR Ch.14 App.4 Art.14' List 1A and List 1B tyres are as defined in the current Motorsport UK NCR. Road legal tyres, which do not appear in List 1A and List 1B in the current Motorsport UK NCR are not permitted.

1.6.6 NOTE 2: For Modified Cars 'NCR Ch.14 App.4 Art.15' Tyres that do not appear in Motorsport UK lists 1A, 1B or 1C shall be classified as "Race" for Classic Marques algorithm purposes.

1.6.7 NOTE 3: For Modified Cars wishing to use 1C or race tyres must ensure that their car complies with current 'NCR Ch.14 App.4 Art.15' for Modified Cars Series or Specialist Production.

1.6.8 NOTE 4: For Sports Libre Cars wishing to use 1C or race tyres must ensure that their car complies with current 'NCR Ch.14 App.4 Art.16' for Sports Libre Cars.

NOTE 5: Tyres from List L4 and L6, are not permitted.

NOTE 6: Tyres listed as 1B as valid for cars first homologated pre 1/10/1990 are valid in 1C were fitted to cars first homologated after 1/10/1990. Such tyres will receive a 1B tyre handicap penalty when fitted to the older car and 1C tyre handicap when fitted to later cars.

NOTE 7. Period Defined vehicles, registered with Motorsport UK using either Motorsport UK Period Defined Vehicle Identity Form, an FIA Historic Technical Passport, or an approved Vehicle Identity Form issued by a Motorsport UK Registered Club can run tyres from Lists 1A, 1B or 1C tyres with +2.5% of base timing algorithm. An approved Vehicle Identity application form can be submitted to Classic Marques at the beginning of the season for processing.

The percentage change for tyres other than 1A is factored by the baseline handicap, so only competitors with a handicap of 100% would receive the full 1B or 1C tyre additional weighting. The same logic applies to the 3.0% assigned to drivers running slick tyres.

Competitors are allowed **one upward** tyre category change per season.

Competitors wishing to change to a higher tyre category mid-season must notify the Championship Coordinator in advance as specified in section 1.4.5.

If competitors change to a lower tyre category than the one, they used at their first event of the season, their tyre handicap shall not be reduced.

- 1.6.9 Entry to the Classic Marques Speed Challenge will be refused if information tendered in an application form (regarding power, race weight, tyres or technology) is inaccurate.

Membership of the Classic Marques Speed Challenge will be rescinded if it is discovered that information relating to power, race weight, tyres or technology has been misrepresented.

For the purpose of allocating championship points, the classes at each event shall be regarded as combined and points will be awarded based upon timing algorithm results taking all registered contenders at the event into consideration.

- 1.6.10 Motor clubs organizing events that are qualifying rounds of the Classic Marques Speed Challenge are requested but not required to offer a separate class for our cars – all data will be extracted from official event results (irrespective of the classes in which contenders run) in order to calculate points from the event.

Points awarded to contenders listed as classified finishers in the Final Results of each event as follows:

Drivers with equal times to 2 decimal places will receive equal points and a shared finishing position. A shared first place with 25 points each will be possible.

At events where the winner's adjusted algorithm time is under 50 seconds there will be no adjustment for course length and the calculation of points shall be: The Contender with the lowest algorithm time at each event will be awarded 25 points. All other Contenders will be awarded 25 points minus their adjusted algorithm time difference from the winner. Contenders whose adjusted time difference is equal to (or greater than) 15 seconds will be awarded 10 points.

- 1.6.11 Classic Marques uses a normalized 50 second lap in order to calculate event points i.e., at those events where the event winner's algorithm time is equal to or over 50 seconds, the difference between each contender's algorithm time and the winning car's algorithm time will be adjusted to take the length of the course into consideration. The adjusted algorithm time is as follows: (Contender's algorithm time minus Winner's algorithm time) * (50 / Winner's algorithm time). The Contender with the lowest algorithm time at each event will be awarded 25 points. All other Contenders will be awarded 25 points minus their adjusted algorithm time difference from the winner. Contenders whose adjusted time difference is equal to (or greater than) 15 seconds will be awarded 10 points.

Example of adjusted algorithm times and associated points scoring:

Note 1:

Place	Time	Timing Algorithm %	Algorithm time	Algorithm Time Difference	Adjusted Algorithm Time Difference	Points	Points calculation
Win	97.95	91.41%	89.54	-	-	25.00	25 points for win
2nd	95.05	96.50%	91.72	2.19	1.22	23.78	$25 - ((91.72 - 89.54) * 50 / 89.54) = 23.78$ points
3rd	105.00	96.79%	101.63	9.91	5.53	19.47	$25 - ((101.63 - 89.54) * 50 / 89.54) = 19.47$ points
4th	135.00	98.50%	132.98	31.35	17.50	10.00	$25 - ((132.98 - 89.54) * 50 / 89.54) = 7.50$. Score min 10 points
* For the purpose of calculation, the track length is deemed to be equal to the winning car's algorithm time.							

For the purpose of calculating points, scoring is based on the results of registered championship contenders only.

Note 2: Points scoring is based on the results of all registered Classic Marques Speed Challenge contenders at an event, regardless of the class entered.

Note 3: A contender's best time achieved from the first **five** qualifying timed runs offered by the event organizing club will count for championship points, irrespective of the number of practice runs.

Note 4: if two separate courses constitute a single event, the algorithm times for both courses shall be aggregated prior to the computation of adjusted algorithm times and calculation of points for that event.

1.6.12 The eight highest event scores will be aggregated to produce each entrant's championship score. Each competitor's eight highest scores must include points from at least one sprint and one hillclimb. If a competitor fails to complete at least one sprint and one hillclimb for any reason, their highest seven scores will be aggregated to produce their championship score.

Competitors wishing to run more than one car in the series may do so on the following terms:

- Points for each car / driver combination will be maintained separately.
- Each car entered is subject to the annual £40 subscription fee per driver.

The Championship scores will be maintained by the Championship Coordinator.

Notification of intermediate and final results will be by email or other appropriate electronic media channels.

The publication of event regulations shall be via email or other appropriate electronic media channels. The Championship Coordinator will advise contenders of the location of regulations for each event.

1.6.13 In the event of a points tie for Overall Championship Winner, the tie will be resolved in favour of the contender whose points total was achieved **last**.

1.6.14 Championship Points Appeal

Resolved in accordance with 'NCR Ch.2 App.5 Art.2' in the current Motorsport UK NCRs and through the Championship Coordinator.

1.7 Awards:

- 1.7.1 All “end of season” championship awards will be provided by the Classic Marques Sports Car Club.
- 1.7.2 At the conclusion of the season, Championship award Trophies will be presented as follows:
To the Overall Championship Winner and Runner Up
- Individual British Sports Car and Sports Saloon Car Class awards will be presented “Per Marque” where 5 drivers or more scored points in cars of the same marque during the season. Where less than 5 British cars of the same marque scored points, trophies will be presented to entrants in the combined Britsports Class.
- Individual International Sports and Sports Saloon Marque Class awards will be presented “Per Marque” where 5 drivers or more scored points in cars of the same marque during the season. Where less than 5 non-British cars per marque scored points, trophies will be presented to entrants in the combined Intersports Class.
- There will also be awards for the top three drivers in the Historic Classic and Modern Classic groups, which are described in 4.2.3.
- 1.7.3 Note 1: The Overall Championship Winner does NOT qualify for any other class winner’s award or the Historic and Modern Classic awards.
- 1.7.4 The location, date and time of the awards presentation will be notified to all award winners by personal invitation and to all contenders via electronic media channels. Entertainment Tax Liability: CMSCC accepts no responsibility for any taxes payable.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

- 2.1.1 In accordance with ‘NCR Ch.2’ and the Supplementary Regulations for the event.

2.2 Championship:

- 2.2.1 In accordance ‘NCR Ch.2’ and the Classic Marques Speed Challenge Regulations.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK’s Respect Code which is appended to these regulations (Appendix 1).
- 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.2 Due to both safety and environmental concerns, vehicles must not be left unattended under any circumstances when the engine is running.

4. TECHNICAL REGULATIONS

Eligible Vehicles:

- 4.1.1 Petrol powered rear wheel drive – sports cars and sports saloon cars.
- 4.1.2 Vehicles must comply with Motorsport UK general technical and safety regulations as per current Motorsport UK NCRs as appropriate.
- 4.1.3 The Classic Marques Speed Challenge requires Standard Cars 'NCR Ch.14 App.4 Art.13' and Road Cars 'NCR Ch.14 App.4 Art.14' to have proof of Registration, Insurance, MOT, & Tax in line 'NCR Ch.14 App.1 Art.4.2'
- 4.1.4 Modified Cars 'NCR Ch. 14 App.4 Art.15' and Sports Libre Cars 'NCR Ch.14 App.4 Art 16' must have a valid Motorsport UK vehicle passport unless completing in a roadgoing condition in which case proof of Registration, Insurance, MOT & Tax in line with 'NCR Ch.14 App.4 Art 12.1'.
- 4.1.5 **ALGORITHM ADJUSTMENTS FOR TECHNOLOGY and CHASSIS**

Cars which utilize automatic systems for controlling engine, transmission and/or brakes are eligible for Classic Marques but are subject to additional algorithm loading of up to 4% (max) depending upon software fitted.

Older cars with chassis limitations and engines with less than 150bhp can gain an algorithm assistance of up to 4% (max) depending upon vehicle specifics.

Table of adjustments below:

Adjustments for Technology*					
	OEM Fitted double clutch gearbox (e.g. PDK)		4.00%	Y/N	
	Non-OEM sequential box		4.00%	Y/N	
	OEM fitted 8HP 8 speed ZF gearbox		4.00%	Y/N	
	Dogbox race gearbox		3.00%	Y/N	
	Traction control fitted (If fitted - applies whether switched on or off)		0.50%	Y/N	
	Stability control fitted (If fitted - applies whether switched on or off)		0.50%	Y/N	
	Less than 150bhp at flywheel		-0.50%	Y/N	
	Less than 140bhp at flywheel		-0.60%	Y/N	
	Less than 130bhp at flywheel		-0.70%	Y/N	
	Less than 120bhp at flywheel		-0.80%	Y/N	
	Less than 110bhp at flywheel		-0.90%	Y/N	
	Less than 100bhp at flywheel		-1.00%	Y/N	
	Live (solid) axle with coils springs		-1.00%	Y/N	
	Live (solid) axle with leaf springs		-1.50%	Y/N	
	Single transverse leaf spring (Triumph etc)		-2.00%	Y/N	
	Live (solid) axle with two quarter elliptical leaf springs		-2.50%	Y/N	

4.1.6 EXCLUSIONS

Front wheel drive vehicles
 Four wheel / All-wheel drive
 Motorcycle engines
 Caterham, Westfield, Locust type cars (except original Lotus 7)
 Space frame replicas of sports or sports saloon cars
 Sports Libre cars – may be eligible by arrangement where engine has been changed in a production sports car

Hybrid and electric vehicles are not eligible at this time owing to absence of data required for timing algorithm calculation.

Cars manufactured after 1st January 2020 will be individually reviewed by the Technical Committee for eligibility and the Technical Committee's decision is final.

Cars fitted with 'any other types of automatic gearbox' will be individually reviewed by the Technical Committee for eligibility and potential adjustment for technology in line with 4.1.4. The Technical Committee's decision is final.

Irrespective of event class entered, the categories of Classic Marques Speed Challenge entrants' cars must comply with the Motorsport UK class requirements specified in the regulations issued by the organising clubs throughout the season.

4.2 Classes

4.2.1 British Sports and Sports Saloon Cars

Comprising cars manufactured by AC, Allard, Aston Martin, Austin, Austin Healey, Clan, Elva, Ford, Gilbern, Ginetta, Jaguar, Lotus, Marcos, MG, Morgan, Proteus, Reliant, Sunbeam, Triumph, TVR and Vauxhall. Note this list is a guide and there are some smaller manufacturers not listed.

Single Marque Classes will be allocated where five drivers (or greater) in cars of the same marque score points during the current season.

Where insufficient British sports and sports saloon cars of a single marque have entered to form a single marque class, they will be combined into the mixed Britsports Class.

4.2.2 International Sports and Sports Saloon Cars

Comprising sports and sports saloon cars manufactured by Alfa Romeo, Alpine Renault, BMW, Ferrari, Fiat, (non-UK) Ford, Honda, Lancia, Mazda, Nissan, Porsche, Renault, Toyota and Volvo. Note this list is a guide and there are some smaller manufacturers not listed.

Single Marque Classes will be allocated where five drivers (or greater) in cars of the same marque score points during the current season.

Where insufficient international sports and sports saloon cars of a single marque have entered to form a single marque class, they will be combined into the mixed Intersports Class

4.2.3 Historic Classics and Modern Classics

Historic Classics are defined as cars that use separate analogue systems to control the fuel delivery and the ignition systems and do not use a single programmable digital Electronic Control Unit (ECU) to control both ignition and fuelling in a single unit.

This means that cars with a distributor retro fitted with an electronic distributor ignition system to replace a points and condenser using a single ignition coil remain as historic classics. Cars with carburettors and older analogue fuel injection systems such as the Lucas or Bosch Jetronic systems are classed as historic classics.

For clarity, if an older car has been fitted with a programmable ECU of any type in place of the original ignition and fuelling systems then this will not be eligible to compete in Historic Classics and will be a Modern Classic.

All vehicles that are not Historic Classics will fall into the Modern Classics class. This is additional to any other classes stated in 4.2.

4.2.4 Capping Mechanism

Each model within the classes defined in 4.2.1 and 4.2.2 will be subject to a cap of 25 cars per model. As an example, an MX5 is a model within the Mazda class and therefore is subject to a cap of 25 cars. Dual driven vehicles will be classed as one car. If we are below our maximum overall entry numbers,

the Committee have the discretion to allow additional entries above the cap level for individual models. Classic Marques Academy drivers are exempt for the capping mechanism for both their Academy season and their first season as a non-Academy driver.

4.3 Temporary Car Substitution

- 4.3.1 If a competitor is not able to drive their own Classic Marques Speed Challenge registered car at an event owing to mechanical failure, breakdown or damage, or, if a competitor brings a car to an event and it breaks down before or during practice, it is permissible to temporarily drive another car which also complies with the Classic Marques technical regulations and has a current, valid timing algorithm as per 1.6.2 to complete the event. The Championship Coordinator will calculate an algorithm for the competitor and will add points won at the event to the competitor's total for the year. The algorithm will be calculated as described in 1.6.1. The originally entered car must be reinstated at the earliest opportunity. Only 1 vehicle substitution is permitted in a season.
- 4.3.2 If a competitor's car is out of commission for an extended period of time owing to failure or damage, the competitor may substitute another championship compliant car until the registered competition car is repaired. If the car does not have a current, valid timing algorithm as per 1.6.2 then no points will be awarded until the car has undergone power and weight testing at an approved rolling road provider. If the substitute car is of the same class as the original CM registered car, the points will be aggregated. If the car is of a different class, the points will accrue separately. The originally entered car must be reinstated at the earliest opportunity.
- 4.3.3 If a competitor is unable to compete in a substitute car under 4.3.1 or 4.3.2 they may, at the discretion of the Organiser, be a non-scoring guest at events. However, the vehicle used in this situation must be aligned with the ethos of Classic Marques and therefore comply with 4.1.1, 4.1.2, 4.1.3 and 4.1.5.

4.4 Changing Classes

If a competitor changes car mid-season and, as a result, moves to a different class, the points earned in the initial class are not carried over to the new class. There is no penalty for changing car or class but totals for both cars will be shown separately in the leaderboard until end of season. The points will not be aggregated for the purposes of "place in class" or awarding trophies.

5. ENVIRONMENTAL CONCERNS

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

The use of these plastic wraps is prohibited in accordance with NCR Ch.14 App.3 Art.1.3.



17th January 2026
Stephen Akers
Classic Marques Sports Car Club



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.