



motorsport UK

# British Cross Country Championship

# 2025

# CHAMPIONSHIP REGULATIONS



Paul Rowlands & Neil Lloyd  
BXCC British Champions 2024



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<p><a href="https://www.roodsafe.com/">https://www.roodsafe.com/</a></p> 	<p>Roodsafe was founded in the year 2000 by the companies Managing Director, Simon Rood. The company continues to be a market leader in the height safety solutions industry by offering a range turnkey solutions, products and services including bespoke works designed to cater to our client's requirements. Based in Nottingham and with offices in both Saudi Arabia and Dubai, Roodsafe operate throughout the UK and worldwide with existing clientele in New Zealand, Dubai, Saudi Arabia, South Africa and Canada amongst others. Our global distribution network means that Roodsafe has you covered for all your height safety requirements across the world. With our upper management staff having more than 20 years experience within the industry and dealing with the entire process from the design stage through to the manufacture and installation, our clients can be sure of receiving the best solution and most suitable product available that will be provided in a polite, efficient and transparent manner from the start of the process to completion.</p>
<p><a href="https://roadflash.co.uk/">https://roadflash.co.uk/</a></p> 	<p>Roadflash is dedicated to road safety, in particular, your road safety. Based in Nottingham in the heart of the UK, we're committed to innovating how motorists are kept safe on the country's roads through a number of early warning systems that prevent vehicle collisions – especially when one of those vehicles is stationary. By thinking bigger and broader, we have developed two exciting products which will transform how motorists and their vehicles are kept safe at the side of busy motorways and highways, with plans for further new product launches in early 2022. For us, there's nothing more important than <b>hazard awareness</b>, and accident prevention.</p>



<p><a href="http://www.gregg-motorsport.com/">http://www.gregg-motorsport.com/</a></p>	<p>Gregg Motorsport - The race company. Gregg Motorsport, located near Nottingham is your dealer for Polaris RZR. In addition we offer you the complete service to get your RZR race ready. We also sell the full range of Polaris Sport &amp; Leisure vehicles.</p>
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<p><a href="https://www.fairviewfarmholidayaccommodation.co.uk/">https://www.fairviewfarmholidayaccommodation.co.uk/</a></p>	<p>Enjoy a peaceful break in rural Nottinghamshire, in the heart of glorious Robin Hood country. Fairview Farm is situated near Sherwood Forest and provides a great base for couples or families to enjoy the countryside and local attractions. We cater for both long and short breaks. Also perfect for wedding guest accommodation.</p>



<p><a href="https://www.nickygrist.com/">https://www.nickygrist.com/</a></p> 	<p>Nicky Grist Motorsports are UK importers of Stilo helmets and intercoms and are the UK experts in FHR and HANS Devices. We might be on location at some of the events this year to demonstrate, discuss and sell FHR devices and Helmets.</p>
<p><a href="https://PDExtinguishers.co.uk/">https://PDExtinguishers.co.uk/</a></p> 	<p>PD Extinguishers will give you a 25% discount so whether you are building a new car or refreshing the kit in an existing car they are worth a look. They also provide a Haylo (Halon Replacement) Extinguisher as well as AFFF in Handheld and plumbed in version which can be electrically or mechanically operated. Please direct any questions at PD themselves by calling/emailing Chris on 07973 830695 or <a href="mailto:chris@pdextinguishers.co.uk">chris@pdextinguishers.co.uk</a>.</p>
<p><a href="https://www.facebook.com/profile.php?id=100057106493990">https://www.facebook.com/profile.php?id=100057106493990</a></p> 	<p>As a British Champion Dan Lofthouse probably needs no introduction, but for those who don't know Dan and his father Alec build the Lofthouse Freelanders a vehicle which has also won the British Championship. As well as building cars Dan also sells off road tyres of various types and was instrumental in the development of various MRF tyres, these tyres were fitted to the top 3 BXCC 2019 championship winning cars! So if you need some winning tyres, a winning car or just a brew and a chat, contact Dan whose workshop is based near Preston, Lancs.</p>



APPENDIX 1



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

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

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



## ACKNOWLEDGEMENTS

The Organisers wish to thank:

- All Landowners and Agents without whose kind co-operation this championship and associated events could not take place;
- All members of That's Motorsport Ltd for their invaluable efforts, and,
  - Paul Rowlands (PAR Homes)
  - Jon Aston (Voxcloud)
  - Simon Rood (Roodsafe)
  - Simon Rood (RoadFlash)
  - Ian Gregg (Gregg Motorsport)
  - Ian Gregg (Fairview Farm Machinery)
  - Debbie Cox (Fairview Farm Log Cabins & Holiday Accommodation)
  - Nicky Grist (Nicky Grist Motorsports)
  - Chris Woodcock (PD Extinguishers)
  - Dan Lofthouse (OR Tyres UK)
  - for their support that helps make the events happen.
- All clubs and individuals involved in building, dismantling and running the stages,
- All Doctors, Paramedics, Rescue and Recovery crews
- All volunteer Officials, Marshals and Radio crews, without whom these events cannot run.



# British Cross Country Championship 2025

There will be five rounds this year:-

	<u>Month</u>	<u>Date</u>	<u>Venue</u>	<u>Type</u>
Round 1	April	5 & 6	Forrest Estate	Safari+
Round 2	May	10 & 11	Pickering	Safari+
Round 3	July	26 & 27	Penybont	Safari+
Round 4	September	20	Ceri Plus	Safari+
Round 5	September	21	Ceri Plus	Safari+

The **British Cross Country Championship 2025** is a National Championship and will consist of the above events.

There will be 1 drop round with the best 4 scores counting towards final championship positions.

All competitors will require a Motorsport UK "National" or higher Competition Licence.

This Championship is NOT open to anyone who does not hold a competition licence issued by Motorsport UK.

This Championship and Trophy is limited to 55 Entrants plus 10 reserves.

Please read these Regulations very carefully, and if you have any queries, refer them to the appropriate official. We wish you well with your preparations and look forward to seeing you all soon.





# REGULATIONS

## 1. TITLE and JURISDICTION

**THE BRITISH CROSS COUNTRY CHAMPIONSHIP 2025** is organised and administered by That's Motorsport Ltd in accordance with the Motorsport UK National Competition Rules (NCRs) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship Registration No: CH2025/CC001 (A)

## 2. COMPETITORS

Competitors must be fully paid up members of a Motorsport UK recognised Club and holders of a Motorsport UK "National" Competition Licence or higher to be eligible for this championship.

Any query as to requirements/applications for such licences can be made to  
Licencing Dept, Motorsport UK, 01753 765000

They will also have to comply with all the criteria specified in Article 3 - Registration.

Intending competitors are reminded that when an entry is made in the name of a firm or sponsor, that firm or sponsor must hold a Motorsport UK Entrant's Licence and that licence must be produced at documentation. Motorsport UK competition licences will be inspected at signing on. Where the entrant is a legal entity, or in any case, not part of the crew, the first driver named on the entry form shall be held responsible for all liabilities and obligations of the entrant and his/her team throughout the whole competition.

So far as may be reasonable that the winner of this Championship (or their authorised representative) together with one guest to attend the Motorsport UK Night of Champions British Championship Awards Ceremony. This is a condition of entry into this Championship.

## 3. REGISTRATION

**3.1** The Championship entry system will open on Monday 27th January 2025 at 19:00.

**3.2** The registration fee for the championship will be £1950 if paid in full prior to 23:59 on 24<sup>th</sup> February 2025 after that date it increases to £2400.

These fees include entry into each of the Safari+ rounds of the Championship.

Passengers must be at least 16 years old and must produce a valid Club Membership card from a Motorsport UK registered club, complete an entry form and hold a Motorsport UK "National" or higher competition licence.

**3.3** All entries must be made using the online entry system at <https://my.thats-motorsport.com/> all registrations must be accompanied by the correct fee.

The preferred method of payment is by direct bank transfer.

For Security reasons the Bank Account details are omitted from these SRs but are available after you log into the entry system.



- 3.4 In order to be eligible for points, competitors must register prior to the start of the first event, and to be eligible for overall awards must start at least 3 of the rounds. Subject to that competitors may register up to the conclusion of signing on at the first round and they will still be eligible for awards.  
**Competitors MUST BE registered prior to the scoring of points for those points to be valid to count towards the Championship. NO points may be claimed retrospectively.**
- 3.5 Once a competitor has registered for the championship it is not possible to de-register. I.e. even if they remove the decals and therefore disqualify themselves from points scoring, when championship points are calculated they will still be counted as a "live" competitor even though they are not being allocated points.
- 3.6 Drivers who change class during the championship season cannot transfer / amalgamate class points although they will count towards overall championship points
- 3.7 An entry confirms that a named driver will drive the vehicle identified on the entry form and displays the competition number allocated.  
During a round a driver may drive two vehicles only if they have entered for a second time, with the second car identified on that entry form and displays the competition number allocated for that second vehicle.  
The full entry fee must be paid for the second vehicle.  
During a round two drivers may drive one vehicle. Both drivers must make separate entries and both pay the full entry fee. The competition number displayed must be the one allocated to that driver.  
Championship and round points cannot be transferred between drivers or vehicles.  
The driver can carry different passengers for each run, no additional fees are incurred, however, the passengers must hold a valid Club Membership Card from a Motorsport UK registered club, and complete the appropriate form with the Entries Secretary and hold a Motorsport UK "National" or higher competition licence.
- 3.8 Double Drive (if allowed in event SRs), 2 drivers may drive the same vehicle and carry different passengers on each run.  
One entry fee is payable for the 2 drivers who for the purpose of point scoring will be deemed as one driver and listed in the results in a format similar to "Fred Bloggs and Jim Smith".

#### 4. DECALS

Championship decals must be carried whilst competing otherwise points will not be allocated for that event.

#### 5. ENTRIES

- 5.1 It is the competitor's responsibility to enter the Championship in adequate time.
- 5.2 No entry will be accepted without a fully completed Entry (as per 3.3) and the correct Fee.
- 5.3 Entries in This Championship and Trophy are limited to 55 Entrants plus 10 reserves.  
Preference will be given to previous full BCCC/BXCC entrants.
- 5.4 The organisers reserve the right, in their absolute discretion to not accept any entry without any reason being given.



## 6. CHAMPIONSHIP COMMITTEE

- 6.1 The Committee will comprise: - Jon Aston, Moira Aston and Dave Brodie.  
The Committee will be responsible for the administration of the championship rules.
- 6.2 The Panel of Stewards for the championship will be Jonathan Lord (who will act as Chairman), David Mitchell and Pete Weall. Any appeal against any decision of the Organising Committee must be made to the Panel of Stewards in accordance with NCR 2.5 and will be heard by the panel.

## 7. CHAMPIONSHIP CONTACTS

Championship Secretary:

**JON ASTON** contact details at <https://thats-motorsport.com/whoswho>

Eligibility Scrutineers:

**JOHN COOPER, DAVID NEWTON AND RENNY THOMSON**

Official Photographer and Media Officer:

**GARY SIMPSON**

## 8. TIES

In the event of ties the following will be used in order:

- 8.1 greater number of wins overall  
8.2 greater number of class wins.  
8.3 highest position overall at the last event.

## 9. CHAMPIONSHIP EVENTS

The championship will consist of the events detailed at the beginning of these Regulations. Should any event be cancelled or changed, as much notice as possible will be given of a replacement event. Should it not be possible to find an alternative event the championship will continue with fewer rounds.

Refunds for any reduction of the number of rounds will be entirely at the discretion of That's Motorsport Ltd.

The number of rounds eligible to qualify for championship points might also be reduced.

- 9.1 Unless amended in the event specific SRs, tyres must be of an "All-Terrain" type as defined in NCR 20.10.7 (Please contact the Event Chief Scrutineer with any queries).  
The penalty for infringement is Disqualification.  
No cutting is allowed.
- 9.2 Running Number  
Each competitor will be issued with a running number at the beginning of the year and must display this number in accordance with NCR 7.10 and NCR 20.9.2.5 on the vehicle at each round of the championship and as Per Diagram 1 in NCR 7.13.



### 9.3 Filming of Events

Motorsport UK and That's Motorsport Ltd own the Television Broadcast, Commercial Still Photography, Film and Video rights to all and any aspects of the British Cross Country Championship and Trophy Rounds. Only those companies and individuals who have made written application to and have been authorised in writing by That's Motorsport Ltd prior to the event are permitted to undertake any of the above. Motorsport UK and That's Motorsport Ltd will take any measures necessary to protect their rights in respect of the above.

The Chief Scrutineer must be notified of cameras fitted to vehicles by film crews and or competitors who must request a permission letter from the Championship Secretary in advance.

## 10. IDENTIFICATION

**10.1** Each vehicle must have a clear space above and below the identification numbers for any advertising material to be displayed (these will be provided by the organisers).

Each area available must measure at least **450 x 125** mm high. (Article 11.5 (2) + (5))

**10.2** In addition to above, each vehicle must make available an area **450 x 125** mm high (Article 11.5 (6))

And another A4 size on either side of the car in a prominent position for publicising the championship and its sponsors.

## 11 ADVERTISING

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

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

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

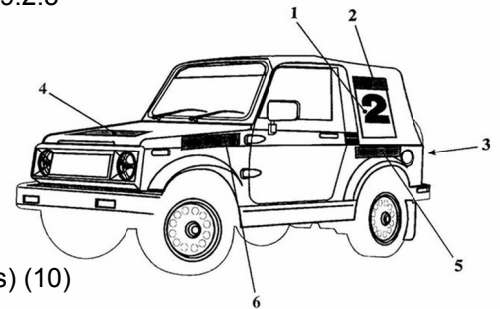
**11.3** The Championship Secretary has final veto on any advertising.

**11.4** As it is possible that this event may be televised, competitors are reminded of NCR 6.1.8 concerning tobacco advertising.



11.5 Advertising proposed by the Organisers is as follows:

1. Black Competition Numbers on white background (Supplied by the competitor) NCR 7.10 and NCR 20.9.2.5
2. Organisers/Sponsors Plate (supplied by Organisers)
3. Rear Rally Plate (If supplied)
4. Front Rally Plate (supplied by Organisers)
- 5/6. Organisers/Sponsors Advertising (supplied by Organisers) (10)



Rally plates, Organisers' and Sponsors' decals will be applied by the competitor before Noise Test. Such plates & decals must be affixed to the vehicles, in a visible position, for the entire duration of each Event. Items 5/6 will be provided at the Organisers discretion.

## 12. POINTS

12.1 These will be allocated in respect of (a) overall positions and (b) class positions and will be allocated on an individual basis to driver based on finish positions. Drivers who change class during the championship season cannot transfer / amalgamate class points although they will count towards overall championship points

12.2 The number of points which will be awarded is as follows:-

<b>1<sup>st</sup></b> Overall	<b>75</b>
<b>2<sup>nd</sup></b>	<b>70</b>
<b>3<sup>rd</sup></b>	<b>65</b>
<b>4<sup>th</sup></b>	<b>60</b>
<b>5<sup>th</sup></b>	<b>59</b>
<b>6<sup>th</sup></b>	<b>58 and so on.</b>

This will be based on the registered contenders listed in the final results. These will be called "Overall points".

1st registered contender receives	<b>75</b> points,
10th registered contender receives	<b>54</b> points,
20th registered contender receives	<b>44</b> points.
63rd registered contender receives	<b>1</b> points.

12.3 The number of points which will be awarded to the first placed contender in each class is **10** and the next highest placed will receive **9** and so on. This will be based on the registered contenders listed in the final results. These will be called "Class points".

1st registered contender receives	10 points,
10th registered contender receives	1 point.

Class points are not transferable.



- 12.4 In addition all crews receive 1 point for starting the event ("Starting points").
- 12.5 To ascertain final placings in the Championship a contender will add together:-
- 12.5.1 Overall points
  - 12.5.2 Class points
  - 12.5.3 Starting points

e.g. A contender who is 1st overall & 1st in class has the following points in the first round:

Overall points	75
Class points	10
Starting points	<u>01</u>
Total	86

A contender who is 5th overall and 3rd in class has the following points in the first round:

Overall points	59
Class points	08
Starting points	<u>01</u>
Total	68

- 12.6 It is the competitor's responsibility to protest (if necessary) the championship points within 7 days of publication of the championship results after each event and the final championship points at the close of the season, within 7 days of the date of posting such results to all competitors, as defined by the Championship Secretaries' records.

### 13. AWARDS

- 13.1 Championship awards will be presented after the final Round; details will be released later in the year.

- 13.2 The following awards will be presented:

**OVERALL – BRITISH CROSS COUNTRY CHAMPIONSHIP 2025**

- 1st driver
- 2nd driver
- 3rd driver

**In order to be eligible for the above awards competitors will need to have started at least 3 of the rounds.** The above competitors will not be eligible for class awards.

**CLASS**

- 1st in class - driver
- 2nd in class - driver (subject to 5 registered contenders)
- 3rd in class – driver (subject to 8 registered contenders)

- 13.3 **In order to be eligible for class awards competitors must have started at least 3 of the rounds.**
- 13.4 Additional awards may be presented at the Organisers' discretion.
- 13.5 No person can win more than one award (except additional awards).
- 13.6 No classes will be amalgamated in this Championship.



**NOTE:** All award winners **MUST** be present at the Awards Presentation.  
Non-appearance may result in the forfeiture of awards.  
All Named Trophies remain the property of the organising club and **MUST** be returned when requested, in their original condition.



## 14. ELIGIBLE CARS

**14.1** This championship is open to vehicles, whether designed principally for the transportation of passengers, commercial use or dual purpose. Vehicles over 3.5t are prohibited. All vehicles must comply with Motorsport UK National Competition Rules, in particular NCR 7.2 and NCR 20.10.1-13 as appropriate.

Any vehicle with forced induction will have the actual capacity multiplied by:

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

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

**14.2** Competitors will be required to vouch that the vehicle entered complies with the Regulations in all aspects; this declaration will be on the initial registration form and on a registration form at each event.

**14.3** Eligibility scrutineer(s) will be appointed to the Championship. Any vehicle which has been / is being used in the Championship, could at any time, for reasons of eligibility, be stripped or sealed for examination. All costs of stripping and rebuilding will be borne by the competitor. Failure to agree to stripping / sealing or breaking a seal will result in the loss of points throughout the year, or a penalty decided by the Stewards of the Championship.

### 14.4 SOUND LEVEL REQUIREMENTS

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

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

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





15. CLASSES will be as follows:-

Group	Class	Fuel (Pump Fuels Only)	Engine Capacity	Suspension	Drive	
(A) Standard Production	1	Any	Up to, but not including, 2000cc	Any	Any	
	2		2000cc and above			
(B) Modified Production	3	Any	Any	Any	Any	
(C) Standard Utility Task Vehicle	4	Any	No Turbo or Super charger	Any	Any	
	5		Turbo or Super charger fitted			
(D) Unlimited Utility Task Vehicle	6	Any	Any	Any	Any	
(E) Prototypes	7	Petrol/LPG	Up to, but not including, 4000cc	Live Axle	4WD	
	8			Independent		
	9		4000cc and above	Live Axle		
	10			Independent		
	11	Diesel	Any	Any		2WD
	12	Any				
(F) Standard Utility Task Vehicle – Single Seater	13	Any	Any	Any	Any	



## 16. SPECIFIC CHAMPIONSHIP REGULATIONS

16.1) 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).

16.1.1) 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.

16.1.2) 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](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.



## APPENDIX A ELIGIBILITY REQUIREMENTS

### A GROUP A (PRODUCTION)

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

#### A.1 ENGINE

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



## A.2 TRANSMISSION

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

## A.3 SUSPENSION

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

## A.4 WHEELS AND TYRES

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

## A.5 BRAKING SYSTEM

- (a) The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
- (b) Protection plates may be removed or reshaped.



- (c) In the case of a vehicle fitted with servo-assisted brakes or anti-locking devices, these devices may be disconnected.
- (d) Brake hoses may be changed for aviation type lines.

## A.6 BODYWORK

- (a) Exterior

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

  - (i) The material used for all bodywork elements is free provided that it is a hard and non-transparent material and preserves the full appearance of the reference car.
  - (ii) The shape of the front and rear bumpers is free
  - (iii) An original bumper made of plastic material may be replaced by one manufactured with resin or Kevlar, but not by steel. An original steel bumper may be replaced by one manufactured with plastic, resin or Kevlar.
  - (iv) Hubcaps must be removed.
  - (v) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the vehicle's aerodynamics.
  - (vi) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - steering, radiator, engine, suspension, gearbox, fuel tank(s), transmission and exhaust.
  - (vii) A nudge bar may be fitted, in addition to the bumper. It must be independent of, and not reinforce, the vehicle's structure. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed in order to provide protection to the headlights and provide mountings for auxiliary lights.
  - (viii) The front side and rear side windows may be replaced with a transparent material of at least 5mm in thickness. The rear and side windows behind the driver may be replaced with non-transparent material of at least 1.5 mm in thickness but should not lead to any change in the shape of the bodywork. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
  - (ix) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the vehicle and must be at least 1.5 mm in thickness.
  - (x) The locking system for the cap of the fuel tank is free.
  - (xi) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.
  - (xii) External rear view mirrors are free, but must satisfy Construction & Use Regulations.
  - (xiii) Front and rear windscreen wiper blades are free, but the wiper mechanism must be original.
  - (xiv) Only winches which require no modification to the structure of the vehicle other than to facilitate the attaching of the winch by bolts may be fitted.
  - (xv) **Reference Parts.** It must be possible to exchange at any time the following parts with original parts from the reference car: Windscreen; Front and rear doors; Tailgate or rear door; Bonnet.
- (b) Interior
  - (i) All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.) on the express condition that they do not influence, even in a secondary manner, the



- efficiency of the engine, steering, strength, transmission, braking or road holding. Accessories such as air conditioning and cruise control can be removed.
- (ii) The heating system may be removed but an efficient demisting system must be present.
  - (iii) All the passenger seats, if occupied, must be fitted with head restraints to comply with NCR 7.7.4
  - (iv) Carpets are free and may be removed, along with soundproofing material.
  - (v) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
  - (vi) The following are allowed in particular:
    - (a) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
    - (b) The horn may be changed, and additional ones fitted.
    - (c) Additional controls are allowed to permit dual operation of the Wash/Wipe and horns from the passenger seat.
    - (d) The mechanism of the handbrake lever may be modified to "fly-off" operation.
    - (e) The seats occupied by competitors are free, and the seat supports may be strengthened.
    - (f) Additional storage compartments may be added to the glove compartment and front doors.
    - (g) The steering wheel is free, but must use the original steering column.
    - (h) Electric window mechanisms may be converted to manual operation.
    - (i) Head linings are free and may be removed.
    - (j) Rear door card / rear trim behind the front seats may be removed providing no sharp edges are present.
    - (k) Front doors must have door cards, or solid panels fitted. These may be the original door cards, or sheet metal panels of at least 0.5mm thickness, carbon fibre of at least 1mm thickness or from another solid and non-combustible material of at least 2mm thickness.

## A.7 REINFORCEMENTS

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

## A.8 ELECTRICAL SYSTEM

- (a) The battery, position and associated cables are free. If the battery is repositioned in the passenger compartment it must be installed behind the front seats and must be a dry / gel battery or enclosed in a fully sealed leak-proof box ventilated externally.
- (b) The Alternator is free.
- (c) Fuses may be added to the electrical system.



- (d) A maximum of 6 forward facing lights greater than 21W (or equivalent), and their associated relays etc may be fitted. Such additional lights may not be fitted within the bodywork.
- (e) Additional reversing lights may be fitted which may only be operated when reverse gear is engaged.
- (f) Two rear high intensity lights shall be fitted as high as possible NCR 20.10.13.11.
- (g) In all other respects the lighting system must respect current legislation.

## A.9 FUEL SYSTEM

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

## A.10 JACK

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



## GROUP B (MODIFIED PRODUCTION)

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

### B.1 GENERAL PRESCRIPTIONS

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

### B.2 ENGINE

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





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



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



- modified after the turbocharger. In the case of rotary engines, provided the inlet ports of the exhaust manifold are respected, the dimensions of the ducts are free.
- (ii) Thermal screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.
  - (o) Driving pulleys and belts for ancillaries situated outside the engine:
    - (i) The material, dimensions and type of pulleys are free, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.
  - (p) Gaskets
    - (i) Gaskets are free.
  - (q) Engine Springs
    - (i) Engine Springs are not subject to any restrictions other than that they must retain their original operating principle.
  - (r) Starter Motor
    - (i) The Starter Motor must be retained, but its make and type are free.
  - (s) Supercharging Pressure
    - (i) The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

### B.3 TRANSMISSION

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

### B.4 SUSPENSION

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



## B.5 WHEELS AND TYRES

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

## B.6 BRAKES

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

## B.7 STEERING

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

## B.8 BODYWORK AND CHASSIS

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

## B.9 EXTERIOR

- (a) The external contours and shapes of the vehicle must be conserved in their entirety, except as permitted below:
  - (i) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.
  - (ii) External decorative/rubbing strips may be removed.
  - (iii) The location and type of registration plates are free provided that they comply with Construction and Use requirements.



- (iv) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the vehicle.
- (v) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 50mm wide and 10mm tall in section. It is permitted to fit plastic protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.
- (vi) Removable pneumatic jacks are permitted.
- (vii) Skirts are prohibited. No parts may be fitted between the sprung part of the vehicle and the ground whose function is to fill this space.
- (viii) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
- (ix) The materials of the doors, bonnets and boot lids, handles and hinges are free, provided that their external appearance and operation is retained.
- (x) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.

## B.10 COCKPIT

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

## B.11 SEATS

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

## B.12 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All controls must retain their intended function and may be adapted for ease of use and accessibility.
- (c) All gauges and measuring devices are free and may be added or deleted.
- (d) A speedometer must be fitted.
- (e) Circuit breakers are free as to number and location.



- (f) The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted.
- (g) Additional insulation to protect the competitors from fire may be added to the bulkheads.
- (h) The joints in the gear linkages may be changed.

### B.13 ELECTRICAL SYSTEM

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

### B.14 LIGHTING

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



**C GROUP C (STANDARD UTILITY TASK VEHICLES)**

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



## GROUP D (UNLIMITED UTILITY TASK VEHICLES)

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

### D.1 ENGINE

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

### D.2 TRANSMISSION

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

### D.3 SUSPENSION

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

### D.4 BRAKES

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

### D.5 WHEELS AND TYRES

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

### D.6 ADDITIONAL ACCESSORIES

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

### D.7 ELECTRICAL SYSTEM

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





## D.8 LIGHTING

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



## E GROUP E (PROTOTYPES)

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

### E.1 ENGINE

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

### E.2 TRANSMISSION

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

### E.3 SUSPENSION

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

### E.4 BRAKES

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

### E.5 STEERING

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

### E.6 WHEELS AND TYRES

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

### E.7 CHASSIS

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

### E.8 BODYWORK

- (a) The materials and design of the bodywork are free but must respect the general prescriptions of Motorsport UK.  
(b) A laminated windscreen with an integral defrosting system may be fitted.  
(c) If a windscreen is fitted, a demisting system and a windscreen wiper/ washer system must also be fitted.  
(d) Where front lateral windows are fitted they shall be of a transparent material not less than 4mm thick.



- (e) A roo-bar of tubular construction may be fitted to the chassis provided its only function is the protection and mounting of auxiliary lights.

## E.9 COCKPIT

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

## E.10 ADDITIONAL ACCESSORIES

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

## E.11 ELECTRICAL SYSTEM

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

## E.12 LIGHTING

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



**F GROUP F (STANDARD UTILITY TASK VEHICLES – SINGLE SEATER)**

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



# BRITISH CROSS COUNTRY TROPHY 2025

## REGULATIONS

The Regulations of the **BRITISH CROSS COUNTRY CHAMPIONSHIP 2025** shall apply except as modified below.

### 1. TITLE and JURISDICTION

**THE BRITISH CROSS COUNTRY TROPHY 2025** is organised and administered by That's Motorsport Ltd in accordance with the Motorsport UK National Competition Rules (NCRs) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship Registration No: CH2025/CC001 (A)

### 2. COMPETITORS

Competitors must be fully paid up members of a Motorsport UK recognised Club and holders of a Motorsport UK "RS Clubman" Licence or higher to be eligible for this championship.

Any query as to requirements/applications for such licences can be made to Licencing Dept, Motorsport UK, 01753 765000

Drivers must never have competed in a competitive safari at greater than Interclub (or National B) status.

Drivers can only compete in this championship for 2 years (be it consecutive or not) after that they are encouraged to enter the BXCC National Championship.

Intending competitors are reminded that when an entry is made in the name of a firm or sponsor, that firm or sponsor must hold a Motorsport UK Entrant's Licence and that licence must be produced at documentation. Motorsport UK competition licences will be inspected at signing on. Where the entrant is a legal entity, or in any case, not part of the crew, the first driver named on the entry form shall be held responsible for all liabilities and obligations of the entrant and his/her team throughout the whole competition.

The championship is open to:

Members of the following clubs:-

4 W D C of Northern Ireland Ltd  
All Wheel Drive Club  
Association of Land Rover Clubs (and any of its member clubs)  
East Midlands Off Road Club  
Lincs Off Road Club  
Midland Off Road Club  
Northern Ireland 4 Wheel Drive Club  
Northern Off Road Club  
Scotia Cross Country Motorsport Club



Scotland West All Terrain Club  
Scottish Hill Rally Club  
Scottish Off Road Club Ltd  
Southern Counties Off Road Club  
That's Motorsport Ltd  
The Hill Rally Club

### 3. EVENTS

The ethos behind the 2025 Trophy Championship is to partake in full events but fewer of them at a lower cost than the main BXCC.

The "Trophy" Championship will run alongside the same 5 Safari+ events as the BXCC National Championship, but you will only compete in 4 of the Safari+ events not 5.

You must nominate the 4 events you wish to compete in when you submit your initial entry these must be re-confirmed no less than 2 weeks before each event otherwise your place at the event might be allocated to a non-championship entry.

Your 4 nominated events can be changed during the year if your circumstances change by notifying the Championship Secretary no less than 2 weeks before each event.

You will compete in the full event with exactly the same number of runs as the BXCC National Event.

Competitors can enter any of the other BXCC events as a private entry and pay for that event entry. Results from these events will not count towards the BXCC Trophy.

Results from the 4 nominated BXCC Trophy events cannot be "topped up" or amended by entering any of the other BXCC events.

Entries in the Trophy Championship are limited to 5 Entrants plus 5 reserves.

### 4. REGISTRATION

4.1 The Championship entry system will open on Monday 27th January 2025 at 19:00.

4.2 The registration fee for the "Trophy" championship will be £1460 if paid in full prior to 23:59 on 24<sup>th</sup> February 2025 after that it increases to £1860.00.  
All payments must be paid by BACS.  
These fees include entry into any 4 of the 5 Safari+ rounds of the Championship.

Passengers must be at least 16 years old and must produce a valid Club Membership card from a Motorsport UK registered club, complete an entry form and hold a Motorsport UK "RS Clubman" or higher competition licence.

4.3 All entries must be made using the online entry system at <https://my.thats-motorsport.com/>  
All registrations must be accompanied by the correct fee.  
For Security reasons the Bank Account details are omitted from these SRs but are available after you log into the entry system.



- 4.4 In order to be eligible for points, competitors must register prior to the start of the first event, and to be eligible for overall awards must start at least 3 of the 4 nominated rounds.

Subject to that competitors may register up to the conclusion of signing on at the first round and they will still be eligible for awards.

**Competitors MUST BE registered prior to the scoring of points for those points to be valid to count towards the Championship. NO points may be claimed retrospectively.**

- 4.5 Once a competitor has registered for the championship it is not possible to de-register. i.e. even if they remove the decals and therefore disqualify themselves from points scoring, when championship

## 5. POINTS

The overall and class points will be awarded as for the

### **BRITISH CROSS COUNTRY CHAMPIONSHIP 2025**

Except the top 3 highest scoring rounds will be counted towards the overall championship

## 6. AWARDS

- 6.1 Championship awards will be presented after the final Round, details will be released later in the year.

- 6.2 The following awards will be presented:

### **OVERALL –BRITISH CROSS COUNTRY CHAMPIONSHIP TROPHY 2025**

1st driver

2nd driver (subject to 5 registered contenders)

3rd driver (subject to 8 registered contenders)

**In order to be eligible for the above awards competitors will need to have started at least 3 of the rounds.** The above competitors will not be eligible for class awards.

### **CLASS –BRITISH CROSS COUNTRY CHAMPIONSHIP TROPHY 2025**

1st in class - driver

- 6.3 **In order to be eligible for class awards competitors must have started at least 3 of the rounds.**

- 6.4 Additional awards may be presented at the Organisers' discretion.

- 6.5 No person can win more than one award (except additional awards).

- 6.6 No classes will be amalgamated in this Championship.



**NOTE:** All award winners **MUST** be present at the Awards Presentation.  
 Non-appearance may result in the forfeiture of awards.  
 All Named Trophies remain the property of the organising club and **MUST** be returned when requested, in their original condition.

**7. CLASSES**

Group	Class	Fuel (Pump Fuels Only)	Engine Capacity	Suspension	Drive
(A) Standard Production	14	Any	Any	Any	Any
(B) Modified Production	15	Any	Any	Any	Any
(C) Standard Utility Task Vehicle	16	Any	Any	Any	Any
(D) Unlimited Utility Task Vehicle	17	Any	Any	Any	Any
(E) Prototypes	18	Any	Any	Any	Any
(F) Standard Utility Task Vehicle - Single Seater	19	Any	Any	Any	Any

