

1. Sporting Regulations – General

1.1 Title & Jurisdiction

The BMTR with Hoosier Racing Tires Midland Hill Climb Championship 2025 is organised and administered by the Midland Hill Climb Championship Club (2017) Ltd. in accordance with the 2025 National Competition Rules [NCRs] of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2025/ SO50

Status: National

Motorsport UK Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Bill Pardoe

15, The Hawthorns, Kidderminster, Worcestershire, DY10 3DH

Bill.pardoe@midlandhillclimb.org.uk

Tel: 07939 922519

<https://midlandhillclimb.org.uk>

1.2.2 Eligibility Scrutineer: Adrian Longstaff Deputy: Martin Ford

1.2.3 Championship Stewards: any three of the following -

John Arnold, Eric Cowcill, John Trevethick and Kevin Witton

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid-up valid membership card holding members of at least one of the three promoting clubs, as follows.

Bugatti Owners' Club

Hagley and District Light Car Club

Midland Automobile Club

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of at least one of the three promoting clubs as 1.3.1 above, be registered for the Championship and be in possession of a current RS National Speed status Licence as a minimum.

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 school 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 at all rounds when signing on.

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1.4 Registration:

1.4.1 The official Championship Registration Form will be available from the Championship Co-ordinator and from the Championship website – www.midlandhillclimb.org.uk
Competitors will receive a Registration Card as confirmation of their entry in the Championship. This does not imply nor secure an entry to a nominated event.
Entry into the Championship commences from the date of registration and points will not be awarded retrospectively.
Competitors must register in the appropriate championship class at least seven days before the first event in which they intend to compete.

1.4.2 The Registration fee for the Championship is £ 99.00, which also includes registration for 'The Wynn Developments Top Ten Challenge'

In the unfortunate situation of the cancellation of the Championship as a result of circumstances beyond our control, eg. Force majeure, foot and mouth disease, viral pandemic, dictates from Government and/ or Motorsport UK, etc. we will propose returning Championship Entry Fees less actual costs, up to a maximum of £ 15.00. However, there will also again be the option to forward the entry fee towards the next season.

1.5 Championship Rounds

The following events include the qualifying rounds for the 2025 Championship

Date	Venue	Promoters
April 19/20	Loton Park	Hagley & DLCC
April 26/27	Prescott *	Bugatti Owners' Club
May 03/04	Shelsley Walsh	Midland Automobile Club
June 07/08	Shelsley Walsh *	Midland Automobile Club
June 14/15	Loton Park	Hagley & DLCC
July 20	Prescott	Bugatti Owners' Club
August 09/10	Shelsley Walsh *	Midland Automobile Club
September 06/07	Prescott *	Bugatti Owners' Club
September 27/28	Loton Park *	Hagley & DLCC

*Indicates weekends alongside The British Hillclimb Championship.

Each qualifying event will run under its own Supplementary Regulations and Championship entrants will be bound by the event Supplementary Regulations, the NCRs of Motorsport UK and these Championship Regulations.

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1.6 Scoring

1.6.1 Competitors in the individual qualifying events will take part in their appropriate class for the awards at that event.

Each of the events, listed in paragraph 1.5 will comprise two qualifying rounds of the championship. i.e. the first two competitive class runs will be the qualifying rounds at each event.

To be eligible for scoring points in the Championship all competing vehicles must carry the Championship Decals in accordance with Motorsport UK National Competition Rules.

The awarding of points will apply to each individual class and registered contenders will be awarded points in this Championship relative to their overall finishing position in class on each round. The points awarded for each competitive run in each Championship class will be :

1 st	9 points
2 nd	6 points
3 rd	4 points
4 th	3 points
5 th	2 points
6 th	1 point.

Should there be less than 6 starters in any class then points will be reduced accordingly, viz:

5 starters, scores will be 1st - 9 points, 2nd - 6 points, 3rd - 4 points, 4th - 3 points, 5th - 2 points.

4 starters, scores will be 1st - 9 points, 2nd - 6 points, 3rd - 4 points, 4th - 2 points.

3 starters, scores will be 1st - 6 points, 2nd - 4 points, 3rd - 2 points.

2 starters, scores will be 1st - 4 points, 2nd - 2 points.

1 class starter and finisher will score 1 point.

For the purpose of points scoring, a starter is defined as a driver actually starting one practice run.

One additional point will be awarded to each registered contender who improves on the appropriate class record standing at the commencement of the event.

Competitors will be allowed to accumulate points gained in different cars within the same Championship class but will not be able to score points in more than one Championship class at an event, which must be nominated prior to that event. By prior arrangement with the Championship organisers a competitor may change their class during the season and their overall points scored up to that date transferred in the overall points table. However, points scored in one class will not be transferred to the new class.

Only one marking per round will count.

1.6.2 In the case of a tie between two or more competitors at the completion of the Championship, the following tie break procedure will be adopted in the sequence shown until a result is obtained:

- (a) The highest number of class records.
- (b) The highest number of best places in class.

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- (c) The next result(s) will be counted back one at a time, including dropped scores.
- (d) The competitor who scored his Championship points first.
- (e) At the discretion of the Championship Committee.

1.6.3 Appeals against the Championship points will be dealt with in accordance with Motorsport UK NCRs - Ch. 2, App. 5. Art 2

1.6.4 Points gained in any 14 of the 18 qualifying rounds will count towards the Championship scoring, plus end of season placings and Championship awards.

Should a event or scoring round(s) be cancelled, then the counting number will be as follows:

17 rounds - 14 to count, 16 rounds - 14 to count, 15 rounds - 13 to count, 14 rounds - 12 to count, 13 rounds - 11 to count, 12 rounds - 10 to count, 11 rounds – 9 to count, 10 rounds - 9 to count, if less than 10 rounds take place – at the discretion of the Championship Committee.

1.7 Awards:

At the conclusion of the Championship, the awards will be presented as follows:

Overall positions: 1st- The Midland Hill Climb Championship Trophy
(To be held for 12 months) plus souvenir award.
2nd to 10th places – souvenir awards

To the Highest placed Lady Competitors – Awards to 1st, 2nd and 3rd in the Overall points table.

Overall positions in each class:

1st - souvenir award

2nd - souvenir award, subject to 5 entries in class

3rd - souvenir award, subject to 10 entries in class.

'MHCC Competitor of the Event' - souvenir award

'MHCC Competitor of the Season' - souvenir award

Highest placed competitor under 25 on 1st January, 2025:

The Doug Pound Trophy (To be held for 12 months)
plus, souvenir award and 1 free entry to Loton Park, Prescott and Shelsley Walsh in 2026.
2nd and 3rd - souvenir award

Over 65 Challenge: for competitors aged over 65 on 1st. January 2025:

Scoring will be the improvement on a target time for each championship class, which will be the class record at the start of the event plus 8 seconds.

Highest placed competitor overall: The Over 65 Trophy (To be held for 12 months) plus souvenir award
2nd and 3rd. – souvenir awards

2. Sporting Regulations – Judicial Procedures

2.1 Rounds: In accordance with NCR Chapter 2

2.2 Championship: In accordance with NCR Chapter 2

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 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 the Event Safeguarding Officer who will also relay the report to Motorsport UK. Details of Motorsport UK Policies and Guidelines are available at <https://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

3.2 Due to safety and environmental concerns vehicles **must not** be left unattended under any circumstances when the engine is running.

4. Technical Regulations:

4.1 All cars must comply with Motorsport UK Technical Regulations in accordance with NCR Ch.14 App. 4 and these championship regulations.

The use of Advanced Sustainable (AS) Fuel, complying with FIA Appendix J Article 252, Art 9.3 has been approved by Motorsport UK for use in the Championship.

The Championship Organisers, in conjunction with the event organisers, may undertake fuel testing of any competitor at any championship round using the method defined in the Motorsport UK NCR's.

Approved Fuels - We refer all competitors to Motorsport UK 2025 NCRs – Ch. 14, App. 4, Art. 6 – Fuel, Fuel, Catalytic Converters and any other Eligibility matters may be tested at any time during competitions.

Motorsport UK are very keen to promote the use of Sustainable Fuels and are encouraging our competitors to consider their use.

4.2 For the purposes of Championship marking, competing vehicles will be divided into the following Classes and Categories, Technical Regulations – NCR Ch.14 App. 4

A(i) Road Cars - Series Production Cars up to and including 2000cc. - 2 Wheel Drive

A(ii) Road Cars - Series Production Cars over 2000cc. - 2 Wheel Drive

A(iii) Road Cars - Series Production Cars - 4 Wheel Drive of any engine capacity

A(iv) Road Cars - Series Production Electric Vehicles – any capacity – See Note 4.

B Road Cars - Specialist Production Cars – See Note 3.

C(i) Modified Cars - Series Production Cars up to and including 1400 cc – 2-wheel drive

C(ii) Modified Cars - Series Production Cars over and including 1400cc. up to 2000cc. - 2 Wheel Drive

C(iii) Modified Cars - Series Production Cars over 2000cc. - 2 Wheel Drive

C(iv) Modified Cars - Series Production Cars - 4 Wheel Drive of any engine capacity

D Modified Cars - Specialist Production Cars - See Note 3.

E Sports Libre - Saloon and Sports Cars – models originally built with a minimum 4 or 2 seats respectively, either 2- or 4-wheel drive, any engine capacity – See Note 5.

F Sports Libre Cars up to 2000cc. and Sports Racing Cars.

G Sports Libre Cars over 2000cc. and Sports Racing Cars.

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- H Racing Cars up to 600cc.
- I Racing Cars over 600cc. up to 1100cc.
- J(i) Formula Ford Racing Cars up to 1600cc. manufactured before 1994 (see Note 1).
- J(ii) Racing Cars over 1100cc. up to 1600cc.
- K(i) Racing Cars over 1600cc. up to and including 2000cc. - Normally aspirated engines.
- K(ii) Racing Cars over 1600cc. up to and including 2000cc. - Forced induction engines.
- K(iii) Racing Cars over 1600cc up to and including 2000cc. - Normally aspirated motorcycle engines with integrated gearbox
- L Racing Cars over 2000cc.
- M Sports Racing Cars and Racing Cars manufactured up to 1971 inclusive (see Note 2).
- N Sports Racing Cars and Racing Cars manufactured up to 1990 inclusive
- O Saloons and Sports Cars manufactured up to 1971 (see Note 6)
- P Saloons and Sports Cars from 1972 to 1990 inclusive (see Note 6)

Notes:

1. Vehicles competing in class J(i) must comply with the current regulations for the Pre-94 Register and the current technical regulations – Formula Ford Kent, published by Ford Motor Company. appropriate Motorsport UK Formula Regulations.
2. To be eligible for class M – Sports Racing Cars and Racing Cars manufactured up to 1971 inclusive, vehicles of monocoque construction and those with rear wings will be allowed, provided they were standard on the car at the appropriate date. Wheel rim widths may be increased by no more than 25mm, but period style must be retained. The use of slick tyres is prohibited in class M. The type, size and tread of tyre must remain the same throughout the event. Post 1945 cars must run on treaded tyres which may be road tyres complying with the Motor Vehicles (Construction and Use) Regulations, or racing tyres as long as the latter have grooves in the tread pattern which must be lateral and circumferential and any 40mm. diameter area of the tyre must have grooves in at least two different directions, which themselves must have a minimum width of 3mm.
3. All Caterham, Lotus Seven, Westfield cars and other 'Kit' cars complying with the 2025 Motorsport UK NCRs will enter classes B and D. All other cars of this type which do not comply with the above will enter class F or G and comply with the relevant safety regulations.
4. No vehicle will be allowed to compete in Class A (iv) unless the Emergency Response Guide (ERG) is provided in advance to the Midland Hill Climb Championship organiser and the specific event organisers, as per NCRs – Ch. 7, App. 11. Also, competitors are reminded of the requirement for EVs to possess a Motorsport UK Vehicle Passport, as per NCR – Ch. 7, App. 11. Hybrid vehicles are not permitted in this class. No recharging will be allowed at the venues nor will any facilities to do so be provided.
5. Class E - This class will include saloon and sports cars, as defined in the 2025 Motorsport UK National Competition Rules, except that all cars must have an integral non-detachable roof. Rally cars competing in this class do not have to comply with NCR Chapter 13, but with Chapter 14, Hill Climb and Sprint - Sports Libre Cars. Entrants in this class need to have a Competition Licence that complies with NCR – Ch. 14. App. 2, Art 1.4
The class is intended to include rally cars that do not comply with Ch. 14. App. 4. Art. 1.7. (Regulations for Modified Cars), i.e.. R5 cars such as Ford Fiestas and Skoda Fabias, and modified Ford Escorts, including those cars with non-original manufacturers engines, that would presently have to run in the current Sports Libre classes.
6. Cars in Classes 'O' and 'P' must comply with Ch. 14, App. 4, 1.6 or 1.7 in the 2025 Motorsport UK NCRs.
7. All competing cars must comply with the safety requirements detailed in the 2025 Motorsport UK NCRs and these Championship Regulations.
8. Competitors in classes A(i), A(ii) and A(iii) can choose tyres from either List 1A and/or List 1B. Ch 8, App 4.

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The Championship organisers reserve the right to merge or sub-divide classes at rounds within the Championship should entries justify doing so.

The onus of responsibility for the eligibility of vehicles competing in the Championship rests with the competitor.

Approved Fuels - We refer all competitors to Motorsport UK 2025 NCRs – Ch. 14, App. 4, para. 6 – Fuel. Fuel, Catalytic Converters and any other Eligibility matters may be tested at any time during competitions.

- 4.3** All cars must be presented for scrutineering prior to competing at the times set out in the Supplementary Regulations. No car will be allowed to compete unless passed by the relevant scrutineer and issued with a signed scrutineers ticket.

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.
Ch.14 App3. Art.1.3. Single-use plastic tyre wrapping is prohibited

Signed..... Bill Pardoe (Championship Co-ordinator) Dated 28/02/2025

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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:

[Race with Respect - Motorsport UK](#)

#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety 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.