

## 1. Sporting Regulations – General

### 1.1 Title & Jurisdiction

The Wynn Developments Top Ten Challenge is organised and administered by the Midland Hill Climb Championship Club (2017) Ltd. in accordance with the 2026 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: CH2026/SO49

Status : National

Motorsport UK Championship Grade : C

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 Co-ordinator: Bill Pardoe

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

[Bill.pardoe@midlandhillclimb.org.uk](mailto: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

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 requests 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. NCR Ch.2 App.5 Art. 1.1, 1.2, 1.5 & 1.6.

### 1.3 Competitor Eligibility

#### 1.3.1 Entrants must be fully paid-up valid membership card holding members of either Bugatti Owners' Club, Hagley and District Light Car Club or Midland Automobile Club.

Entrants need a valid Entrant licence.

#### 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of either Bugatti Owners' Club, Hagley and District Light Car Club or Midland Automobile Club, be registered for the Championship and be in possession of a current RS National Speed status Licence as a minimum.

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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.

#### **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](http://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 Wynn Developments Top Ten Challenge is included in the fee to register for the BMTR Tyres Midland Hill Climb Championship.

#### **1.5 Championship Rounds**

Subject to valid track licences, the following events include the qualifying rounds for the 2026 Championship

<b>Date</b>	<b>Venue</b>	<b>Promoters</b>
April 18/19	Loton Park	Hagley & DLCC
April 25/26	Prescott *	Bugatti Owners' Club
May 02/03	Shelsley Walsh	Midland Automobile Club
June 06/07	Shelsley Walsh *	Midland Automobile Club
June 13/14	Loton Park	Hagley & DLCC
July 19	Prescott	Bugatti Owners' Club
August 08/09	Shelsley Walsh *	Midland Automobile Club
August 29/30	Loton Park *	Hagley & DLCC
September 06/07	Prescott *	Bugatti Owners' Club

\* Indicates weekends alongside The British Hillclimb Championship.

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

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After the completion of the first class runs constituting each event in the Championship, organisers will provide a top twelve run off in the following manner.

The 12 registered competitors from the first class runs recording the best times will be grouped together in a special class and given one further run. The order of running will be based on the time previously recorded, the fastest competitor starting last. Where competitors sharing a car both qualify, the faster should run in the correct order and the slower run first. The ten fastest competitors in this special class will be awarded points as shown below. There are no reserves.

Should there be a tie in times for qualification for the top twelve run off the competitor who achieved the time first will be deemed the faster. Should this tie be for twelfth place in the run off, then additional competitors will be included in the run off.

The special class above will be repeated after the completion of the second class runs for classes in the Championship, for the 12 registered competitors recording the best times during the second class runs, who will then be grouped together and given one further run. The order of running will be as above. The 10 fastest competitors in this special class will score points as below. There will be no reserves.

In the event of the organisers being unable to provide all qualifying competitors with the opportunity to compete in the run-off due to force majeure, the championship organisers may declare the run-off cancelled.

Times recorded in the special 'Top Ten Challenge' class will count for Absolute Best Time of Day Awards, not for any other class or definitive awards within the event. If any non-registered competitor has qualified for an Absolute Best time of Day Award at the end of the class runs they will have opportunity of becoming additional runners in the 'Top Ten Challenge' class but will not score points in the 'Top Ten Challenge'.

At events run concurrently with the Motorsport UK British Hill Climb Championship it is not permissible to increase the number of vehicles running in the Top Twelve run-offs counting towards the Motorsport UK British championship points. At these events competitors qualifying for the Midland Championship 'Top Ten Challenge' run off, but who are not registered for the Motorsport UK British Hill Climb Championship will not be allowed to run, other than competitors qualifying for Best Time of Day Awards, but will score points as below.

This points scoring will also apply to any competitor running with the Top Twelve to defend a Best Time of Day Award.

At each qualifying event points will be awarded on the basis of 10 points for first place down to 1 point for tenth place in the run off, counting times recorded by registered contenders only.

Should there be a tie in times during a top twelve run-off, the points available will be awarded to the tied competitors. The points available for the position(s) immediately following the tied places will not be awarded.

One additional point will be awarded to each competitor who, during a Top Twelve run-off, improves the outright hill record at the commencement of the event.

At Motorsport UK British Hillclimb Championship run-offs, Midland 'Top Ten Challenge' contenders who are ineligible to run will qualify for points as above, behind those competitors who actually run

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and are classified, based on qualification order, irrespective of time established in the Top Twelve run-off.

Points gained in any of 14 of the 18 qualifying events will count towards 'Top Ten Challenge' scoring. Should an event or round(s) be cancelled – refer to paragraph 1.6.4.

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

- (a) The number of hill records will be counted
- (b) The number of best places will be counted
- (c) The highest number of qualifications will be counted
- (d) The competitor who scored his Challenge Points first will be deemed the winner
- (e) At the discretion of the Championship Committee.

At the conclusion of the Challenge, awards for the Top Ten Challenge will be awarded as follows:

1 <sup>st</sup>	The Top Ten Challenge Trophy (to be held for 12 months) and Souvenir award
2 <sup>nd</sup>	Souvenir award
3 <sup>rd</sup>	Souvenir award
4 <sup>th</sup> to 10 <sup>th</sup>	Souvenir awards

## 1.6 Scoring

**1.6.1** 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 run off and registered contenders will be awarded points in this Championship relative to their overall finishing position on each round.

The points awarded for each competitive run

1 <sup>st</sup> .....	10 points
2 <sup>nd</sup> .....	9 points
3 <sup>rd</sup> .....	8 points
4 <sup>th</sup> .....	7 points
5 <sup>th</sup> .....	6 points
6 <sup>th</sup> .....	5 points
7 <sup>th</sup> .....	4 points
8 <sup>th</sup> .....	3 points
9 <sup>th</sup> .....	2 points
10 <sup>th</sup> .....	1 point

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One additional point will be awarded to any registered contender in a top ten run off, who improves on the appropriate outright hill record standing at the commencement of the event.

- 1.6.2 Appeals against the Championship points will be dealt with in accordance with Motorsport UK NCR - Ch. 2, App. 5. Art 2
- 1.6.3 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 Top Ten Challenge the awards will be presented as follows:

<b>Overall positions:</b>	1 <sup>st</sup>	The Top Ten Challenge Trophy (To be held for 12 months ) plus souvenir award.
	2 <sup>nd</sup>	Souvenir Award
	3 <sup>rd</sup>	Souvenir Award
	4 <sup>th</sup> to 10 <sup>th</sup> .	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.

## 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 266, Art 9.3 has

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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 2026 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.
- 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 engined cars.
- K(ii) Racing Cars over 1600cc. up to and including 2000cc. - Forced induction engined cars.
- 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

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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 2026 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 2026 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 2026 Motorsport UK NCRs.

7. All competing cars must comply with the safety requirements detailed in the 2026 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.

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.

- 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) 06/03/2026

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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

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Any breach of these obligations may result in disciplinary action.