



Motorsport UK
British Hillclimb Championship
&

Motorsport UK
British Hillclimb Cup

2025

REGULATIONS V2

PUBLISHED COPY



MOTORSPORT UK BRITISH HILLCLIMB CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The Motorsport UK British Hillclimb Championship is organised and administrated by the British Automobile Racing Club in accordance with the **National Competition Rules** of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit number **CH2025/S001**

Motorsport UK Championship Grade A

1.2 Officials

1.2.1 Championship Coordinator: T. J. Wilson, 130 Main Street, Little Ouseburn, York, YO26 9TG. Tel 01423 339062. Email tim@britishhillclimb.co.uk

1.2.2 Eligibility Scrutineer: P. S. Bruce

1.2.3 Championship Stewards: C. J. Merrick, C. G. Seaman, S. N. Clark.

1.3 Competitor eligibility

1.3.1 Entrants must be in possession of a current Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be registered for the Championship and be in possession of a valid current RS National or Race National 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 his/her 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, as requested by the **National Competition Rules (NCR)** of Motorsport UK and the Supplementary Regulations for the event.

1.4 Registration

1.4.1 All entries must be made via the BHC website (www.britishhillclimb.co.uk).

1.4.2 The registration fee for the Championship is **£150.00**.

1.4.3 Competitors must be registered for the Championship at least 5 days prior to the first round in which they intend to compete. Points will not be awarded retrospectively.

1.4.4 To be eligible for marking in the Championship, all cars must display championship decals, any additional sponsors decals as detailed in the Registration Pack.

1.4.5 Competitors will receive a registration card as confirmation of their entry into the Championship.

1.4.6 Competitors will be advised of championship points by regular bulletins which will be emailed or available on the website.

1.5 Championship rounds

1.5.1 **The events listed in Appendix A form the qualifying rounds for the British Hillclimb Championship.**

1.5.2 The organisers reserve the right to reduce the number of events, substitute nominated events or declare the championship null and void in the case of force majeure, with a minimum of 2 months notice where possible and in accordance with Motorsport UK **NCR Chapter 4 Article 1.19 and Chapter 14 Appendix 1 Article 1.9**.

1.5.3 Each of the **listed events** will comprise 2 qualifying rounds of the Championship with the exception of Gurston Down which will comprise 4 qualifying rounds.

1.5.4 Championship run-offs - after completion of the first class runs constituting the event for all cars, the Championship organisers will provide a run-off. The 12 registered competitors from the first class runs recording the best times overall will be given one further run in the first Championship run-off. The order of running will be based on

the times set in the class runs, the fastest competitor starting last. Where competitors sharing cars both qualify, the fastest should run in the correct order and the slower run first. The 10 fastest competitors in this run-off will score points, as paragraph 6 below. There will be no reserves. Should there be a tie in times for qualification for the run-off, the competitor who set the time first will be deemed the faster. Should there be a tie for 12th place in the run-off, then additional competitors may be included in the run-off.

1.5.5 The run-off will be repeated after the 2nd class run, for the 12 registered competitors recording the best times overall in the 2nd class runs, and after the 3rd and 4th class runs at Gurston Down.

1.5.6 Times recorded in the Championship run-offs will count towards the Fastest Time of the Day awards, but not for any class or other award at the event.

1.5.7 Any non-registered competitor qualifying for a FTD award at the end of the 2nd class run will have the opportunity of becoming an additional runner in the Championship run-off, but will not score points or affect the scoring of the registered contenders.

1.5.8 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 and award points based on the competitor's qualifying positions.

1.6. Scoring

1.6.1 Points will be awarded to registered contenders according to their final position in the Championship run-off, as follows:

1st = 10 points, 2nd = 9 points, 3rd = 8 points, 4th = 7 points, 5th = 6 points, 6th = 5 points, 7th = 4 points, 8th = 3 points, 9th = 2 points, 10th = 1 point

One additional point will be awarded to each registered contender who, during a Championship run-off, improves on the outright hill record standing at the commencement of the meeting.

Points gained in any 24 of the qualifying rounds will count towards the Championship scoring.

In the event of rounds being cancelled, then the counting number will be reduced as follows, unless that number of rounds has taken place in which case the points will not be reduced. 29 rounds – 23 to count, 28 rounds – 22 to count, 27 rounds – 21 to count, etc.

1.6.2 In the event of a tie in times during a Championship run-off, the points available for the tied position will be awarded equally to the tied competitors. The points available for the position immediately following the tied places will not be awarded.

In the event of a tie between two or more competitors in Championship placings, the following tie-break procedure will be adopted in the sequence shown until a result is obtained:

- a) the highest number of hill records
- b) the highest number of best places
- c) the next result(s) will be counted (ie dropped scores will be added back one at a time)
- d) the highest number of qualifications,
- e) the competitor who scored his Championship points first
- f) at the discretion of the Championship Coordinator

1.6.3 Appeals against Championship points will be dealt with in accordance with Motorsport UK [NCR Chapter 2 Appendix 5 Article 2](#).

1.7 Championship awards will be presented as follows at the end of the Championship:

1st overall The British Hillclimb Championship Trophy and souvenir award.

2nd – 10th overall souvenir awards

Highest placed competitor who has never previously scored points in the Championship - St Johns Ambulance Trophy and souvenir award

Best performance by a driver under 25 on 1st January 2025 – Nova Motorsport Rookie Award

Best performance by a driver over 60 on 1st January 2025 – Wynn Developments Seniors Cup and souvenir

Highest placed Racing Car up to 1100cc – souvenir award

Highest placed Racing Car 1100 to 1600cc – souvenir award

Highest placed Racing Car 1600 to 2000cc – souvenir award

Highest placed Sports Libre Car – souvenir award

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 In accordance with [Chapter 2 of the current Motorsport UK NCR](#) and these Regulations.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these Regulations.

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to championship expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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

4. TECHNICAL REGULATIONS

4.1 All vehicles must comply with the Motorsport UK Technical Regulations as applicable.

4.2 Classes - [see Appendix B](#).

4.3 All competing cars must comply with all the safety requirements detailed in the [current Motorsport UK NCR](#) and these Regulations.

4.4 [The use of High Ethanol Content Fuel, complying with FIA Appendix J Article 252, Art 9.3 has been approved by Motorsport UK for use in the Championship.](#)

4.5 [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.](#)

5. ENVIRONMENTAL CONCERNS

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited ([NCR Chapter 14 Appendix 3 Article 1.3](#)).

MOTORSPORT UK BRITISH HILLCLIMB CUP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The Motorsport UK British Hillclimb Cup is organised and administrated by the British Automobile Racing Club in accordance with the **National Competition Rules** of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit number **CH2025/S005** has been issued.

Motorsport UK Championship Grade B

1.2 Officials

1.2.1 Championship Coordinator: T. J. Wilson, 130 Main Street, Little Ouseburn, York, YO26 9TG. Tel 01423 339062. Email tim@britishhillclimb.co.uk

1.2.2 Eligibility Scrutineer: P. S. Bruce

1.2.3 Championship Stewards: C. J. Merrick, C. G. Seaman, S. N. Clark.

1.3 Competitor eligibility

1.3.1 Entrants must be in possession of a valid current Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be registered for the Championship and be in possession of a valid current RS National or Race National 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 his/her 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, as requested by the **National Competition Rules (NCR)** of Motorsport UK and the Supplementary Regulations for the event.

1.4 Registration

1.4.1 All entries must be made via the BHC website (www.britishhillclimb.co.uk).

1.4.2 The registration fee for the Championship is **£110.00**

1.4.3 Competitors must be registered for the Championship at least 5 days prior to the first round in which they intend to compete. Points will not be awarded retrospectively.

1.4.4 To be eligible for marking in the Championship, all cars must display championship decals, and any additional sponsors decals as detailed in the Registration Pack.

1.4.5 Competitors will receive a registration card as confirmation of their entry into the Championship.

1.4.6 Competitors will be advised of championship points by regular bulletins which will be emailed or available on the website.

1.5 Championship rounds

1.5.1 **The events listed in Appendix A form the qualifying rounds for the British Hillclimb Cup.**

1.5.2 The organisers reserve the right to reduce the number of events, substitute nominated events or declare the championship null and void in the case of force majeure, with a minimum of 2 months notice where possible and in accordance with Motorsport UK **NCR Chapter 4 Article 1.19 and Chapter 14 Appendix 1 Article 1.19.**

1.6 Scoring

1.6.1 Each of the above **events** will comprise two qualifying rounds of the Championship with the exception of Gurston Down which will comprise 4 qualifying rounds.

The first 2 competition runs only at each **event** will count towards Championship scoring, except the **events** at Gurston Down which will include 2 qualifying rounds on each day, with the first 2 competitive runs on each day counting towards championship scoring. Points will be awarded to each Championship class and registered contend-

ers will be awarded points according to their position in the class on each class run. The number of starters in a class is defined as the number of competitors starting the timed runs.

The points awarded for each Championship class on each qualifying run will be:

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

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

5 starters: 1st = 9, 2nd = 6, 3rd = 4, 4th = 3, 5th = 1 point

4 starters: 1st = 9, 2nd = 6, 3rd = 4, 4th = 1 point

3 starters: 1st = 9, 2nd = 4, 3rd = 1 point

2 starters: 1st = 6, 2nd = 1 point

1 starter: 4 point

One additional point will be awarded to each registered contender who improves on the class record standing at the commencement of the **event**. The class winner in this case will also be awarded 10 points regardless of the number of starters in the class.

Competitors will be allowed to score points gained in different cars within the same Championship class, but will not be able to score points in more than one Championship class.

This class must be nominated prior to the competitor's first event.

Only one marking per event will count.

Points gained in any 16 of the qualifying rounds will count towards the Championship scoring.

In the event of rounds being cancelled, then the counting number will be reduced as follows, unless that number of rounds has taken place in which case the points will not be reduced. 23 rounds – 15 to count, 22 rounds – 14 to count, 21 rounds – 13 to count., 20 rounds – 12 to count, etc.

1.6.2 In the event 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 highest number of class records
- b) the highest number of best places in class
- c) the next result(s) will be counted (ie dropped scores will be added back one at a time)
- d) the competitor who scored his Championship points first
- e) at the discretion of the Championship Coordinator

1.6.3 Appeals against Championship points will be dealt with in accordance with Motorsport UK **NCR Chapter 2 Appendix 5 Article 2**.

1.7 BHC Tin Top Challenge

1.7.1 Eligibility:

The events which will count towards the BHC Tin Top Challenge are noted in Appendix A.

Cars must be eligible for and entered in classes A, C, E, F or G with a fixed, non-removable and rigid roof, as judged by the Championship Coordinator.

Competitors must be registered for the BHC or BHC Cup 2025.

1.7.2 Qualification:

The 10 eligible competitors recording the best times overall in the 1st timed class run will qualify for the first Tin Top Top 10 run-off. A second run-off will take place after the 2nd class runs for the 10 registered competitors recording the best times overall in the 2nd class runs **at all counting events except Shelsley Walsh. There will be no reserves.**

1.7.3 Scoring

Points will be awarded according to the final position in each run-off, with 10 points awarded to the competitor

setting the fastest time, reducing to 1 point for the 10th placed competitor, **except at Shelsley Walsh where competitors in the single Tin Top Top 10 run-off will be awarded double points.**

The winner of the BHC Tin Top Challenge will be the competitor with the highest total score from any 7 of the 9 run-offs. In the event of a tie, the award will go to the competitor scoring the highest number of best places, thereafter the competitor who set the highest score first.

1.8 Championship awards will be presented as follows at the end of the Championship:

1st overall—The RAC Leaders Champion Trophy (to be retained for 12 months) and souvenir

2nd overall souvenir award

3rd overall souvenir award

1st in class souvenir award

2nd in class souvenir award (subject to 6 entries in class)

3rd in class souvenir award (subject to 10 entries in class)

Highest placed lady competitor – souvenir award

Highest placed competitor aged under 30 on 1st January 2025 – Fletcher Family Homes Trophy and souvenir award

Highest placed competitor over 60 on 1st January 2025 - Wynn Developments Masters Cup and souvenir award

Annual award for Best Performance by a driver in a “Classic/Historic” Racing Car

- based on British Hillclimb Cup points

- but on best 10 scores (ie 5 events)

The overall winner of the BHC Tin Top Challenge will be presented with an award at the BHC Annual Awards Dinner. Runner-up awards will also be presented for 2nd and 3rd.

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 In accordance with **Chapter 2 of the current Motorsport UK NCR** and these Regulations.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK’s Respect Code which is appended to these Regulations.

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to championship expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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

4. TECHNICAL REGULATIONS

4.1 All vehicles must comply with the Motorsport UK Technical Regulations as applicable.

4.2 Classes –see **Appendix B.**

Only the above classes must be included in a meeting except where a specific waiver has been granted to the or-

ganiser by the Championship Coordinator.

4.3 All competing cars must comply with all the safety requirements detailed in the **current Motorsport UK NCR's** and these Regulations.

4.4 The use of High Ethanol Content Fuel, complying with FIA Appendix J Article 252, Art 9.3 has been approved by Motorsport UK for use in the Championship.

4.5 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.

5. ENVIRONMENTAL CONCERNS

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited (NCR Chapter 14 Appendix 3 Article 1.3).



**BRITISH HILLCLIMB CHAMPIONSHIPS
ANNUAL DINNER & AWARDS PRESENTATION**

Date : 10 January 2026
Venue : Manor Hotel, Meriden

Appendix A - Championship rounds

	April 26/27	Prescott	Bugatti Owners Club
***	May 3	Craigtlet	Ulster Automobile Club
	May 11	Harewood	BARC Yorkshire Centre
*	May 24/25	Gurston Down	BARC SW Centre
	June 7/8	Shelsley Walsh	Midland Automobile Club
	June 21/22	Doone	Lothian Car Club
	July 5/6	Harewood	BARC Yorkshire Centre
***	July 15	Bouley Bay	Jersey MC & LCC
***	July 19	Val des Terres	Guernsey MC & CC
**	July 26/27	Wiscombe Park	Woolbridge Motor Club
	August 9/10	Shelsley Walsh	Midland Automobile Club
	September 6/7	Prescott	Bugatti Owners Club
	September 20/21	Doone	Lothian Car Club
	September 27/28	Loton Park	Hagley and District LCC

*The **event** at Gurston Down will be a “double header” with practice, timed runs and run offs on both days.

These **events will comprise a timed run and run off on each day.

*** These events will only count to the British Hillclimb Championship, not the British Hillclimb Cup.

The **events** in bold will include rounds of the Tin Top Challenge (see BHC Cup regulation 1.7)

Appendix B - Championship classes

- A (i) Road cars - series production up to and including 2000cc
- A (ii) Road cars - series production over 2000cc
- A (iii) Road cars - series production 4WD of any engine capacity
- B Road cars - specialist production
- C (i) Modified cars - series production up to and including 1400cc **2WD**
- C (ii) Modified cars - series production over 1400cc up to and including 2000cc **2WD**
- C (iii) Modified cars - series production over 2000cc **2WD**
- C (iv) Modified Cars - series production cars 4WD of any engine capacity**
- D Modified specialist production cars
- E Sports Libre Saloon and Sports Cars - models originally built with a minimum of 4 or 2 seats respectively, either 2 or 4 wheel drive, any engine capacity (see Notes below)**
- F Sports Libre Cars up to and including 2000cc
- G Sports Libre Cars over 2000cc
- H Racing Cars up to and including 600cc
- I Racing Cars over 600cc up to and including 1100cc
- J (i) Formula Ford Racing Cars up to 1600cc manufactured before 1994
- J (ii) Racing Cars over 1100cc up to and including 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)
- L Racing cars over 2000cc
- M Sports Racing & Racing Cars manufactured up to 1971 inclusive
- N Sports Racing & Racing Cars manufactured up to 1990 inclusive

Notes:

1. All Caterham, Lotus Seven, Westfield and other kit cars complying with **NCR Chapter 14 Appendix 4 Articles 14.1.2 & 15.1.3** will enter classes B and D as appropriate. All other cars of this type which do not comply with the above will enter class F or G and **must** comply with the relevant safety regulations.

2. Class E **will include** Saloon and Sports Cars, as defined in the Motorsport UK NCR, except that all cars must have an **integrated 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 Chapter 14 Appendix 2 Article 1.4.

This class is intended to include modern and older Rally Cars that do not comply with **NCR Chapter 14 Appendix 4 Article 1.7** (Regulations for Modified Cars), ie R5 cars such as Ford Fiestas, Skoda Fabias and modified Ford Escorts, including those cars with non-original manufacturers' engines that would **otherwise** have to run in the current Sports Libre classes.

3. To be eligible for class M (Sports Racing and Racing Cars 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 width may be increased by no more than 25mm, but period style must be retained. The use of slick tyres is prohibited. The type, size and tread of tyre must remain the same throughout the meeting. 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 areas of the tyre must have grooves in at least 2 different directions, which themselves must have a minimum width of 3mm.

4. **Vehicles competing in class J(i) must comply with the current regulations for the Pre-94 FF Register and the current Technical Regulations - Formula Ford Kent, published by Ford Motor Company. Links on BHC website.**

5. Only the above classes must be included in **an event** except where a specific waiver has been granted to the organiser by the Championship Coordinator.

THE BRITISH AUTOMOBILE RACING CLUB
 PROMOTING
BRITISH
 MOTORSPORT TALENT



1912



Originally established as the Junior Car Club for those speed enthusiasts of the day, they became the British Automobile Racing Club in 1948 and now have over 100 years' experience in motorsport event organising.

BARC is associated with 39 championships and has five centres; Midlands, North Western, South Western, Wales and Yorkshire with another in Ontario, Canada

Three race venues to our name; Croft, Pembrey and Thruxton Circuits and two hillclimb venues; Gurston Down and Harewood Hill



Associated championships include: Kwikfit British Touring Car Championship, Toyo Tires Motorsport UK British Rallycross Championship, British Schools Karting Championship and the British Hillclimb Championship

BARC is also proud to be organisers of several prestigious events, including the Goodwood Members Meeting, Festival of Speed, Revival Meeting, rounds of the FIA World Endurance, World Rallycross Championship and Coventry Motofest

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