

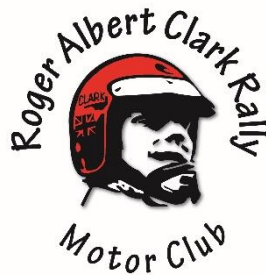
LUBRICANTS.
TECHNOLOGY.
PEOPLE.



motorsport UK

British Historic
Rally Championship

Championship Regulations 2025



National Stage Rally

Promoted by Roger Albert Clark Rally Motor Club Ltd



Foreword

The Roger Albert Clark Rally Motor Club Ltd is very proud to be able to promote the Motorsport UK British Historic Rally Championship (BHRC) for 2025.

I would like to welcome Fuchs Lubricants who once again will be title sponsor.

All the events within the championship will run to National Stage Rally status. The calendar for 2025, will cover seven scoring rounds with the best five to count.

With the changes to the dates of cars which are now eligible to become Historic, the Championship will embrace the new class structure so that all are eligible to become the British Historic Rally Champion in 2025.

Colin Heppenstall
Roger Albert Clark Rally Motor Club

Fuchs Lubricants Motorsport UK 2025 British Historic Rally Championship

Round	Date	Event	Surface
1	Sunday 9 February	Riponian Rally	Gravel
2	Saturday 29 March	Rally North Wales	Gravel
3	Saturday 12 April	Severn Valley Stages	Gravel
4	Saturday 17 May	Plains Rally	Gravel
5	Friday 20 & Saturday 21 June	Argyll Stages	Asphalt
6	Saturday 30 August	Woodpecker Stages	Gravel
7	Friday 26 & Saturday 27 September	Trackrod Rally	Gravel



Regulations – FUCHS Lubricants Motorsport UK 2025 British Historic Rally Championship

1. The championship will be organised and administered by the Roger Albert Clark Rally Motor Club Ltd (RACRMC) and will incorporate the following class types:

- Category 1
- Category 2
- Category 3
- Category 4
- Category K (Not able to comply with MSUK Tyre regulations)
- Category 5
- Non Historic Class – Rally 2

The Championship will be known as the “Fuchs Lubricants Motorsport UK BHRC 2025”.

It will be run for individual drivers and co-drivers, competing in eligible cars over seven designated National special stage rallies listed in the Championship Calendar.

Motorsport UK Championship Permit No. CH2025/RALLY007 (B) has been issued.

All competitors must hold at least a 2025 National Stage Rally status licence issued by Motorsport UK. The Championship is open to foreign licence holders with their ASN approval and will run in accordance with the Motorsport UK National Competition Rules (NCR’s).

All competitors must sign that they have read and agree to abide by the Championship Regulations. Acceptance of a championship entry is at the discretion of the Championship Committee on behalf of the organisers. To be eligible to compete in the Fuchs Lubricants Motorsport UK British Historic Rally Championship 2025, competitors must be fully paid up members of the RACRMC.

Championship points will be displayed on the championship website (**WWW.RACRMC.ORG**) after each event.

It is a championship contender’s responsibility to query the final championship points within seven days of the date of posting of the final results on the website at the close of the season. These regulations and any subsequent Official Bulletins supersede all others.

2. The Championship committee will comprise of the following people and roles:

Colin Heppenstall (Championship Manager)

colin@racrallychamp.org



John Cooper (Eligibility Scrutineer)

jccmstech@gmail.com

Alan Walker

(Competitor & Motorsport UK Historic Committee Representative)

alan@wpcastings.co.uk

Nicola Heppenstall (Championship Administrator & CLO)

Nicola@racrallychamp.org

Matt Cotton (Media Manager)

matt@mcrmotorsportmedia.com

The committee will be responsible for the administration of the Championship, and may invite others to attend meetings as and when required. The group may issue supplementary Official Bulletins during the course of the championship.

3. Completed registration forms accompanied by the correct fee must be returned to the Championship Administrator who, upon acceptance of the entry, will issue a Championship Registration Card and number.

The registration fee will be £80.00 per crew, membership of the RACRMC Ltd is also required at a fee of £15 per person, if not already a member of the club- Membership runs from 1st January 2025 and expires on 31 December 2025. Registrations will be accepted either in person, by email, through the post or on championship rounds.

Championship Registration Fee's can be paid direct into the Clubs account:
Bank of Scotland, Sort Code : 80.12.08, Account No : 06002797
BIC: BOFSGB21024 IBAN: GB09 BOFS 8012 0806 0027 97

In order to be eligible for points, competitors must register prior to the start of the round on which they first intend to claim points. Registrations will still be taken during the round, but the competitor will not be eligible for points until the next round.

Competitors will be required to sign-on at each round to confirm their vehicle's eligibility and to allow their championship registration to be checked. A driver may register alternative co-drivers during the year at no additional cost.

Points will not be awarded retrospectively.

Registrations will be accepted up to and including the penultimate round of the Championship.

4. The Stewards for the championship will comprise three members, drawn from a panel of four independent persons being Steve Stringwell, John Trevethick, Roy

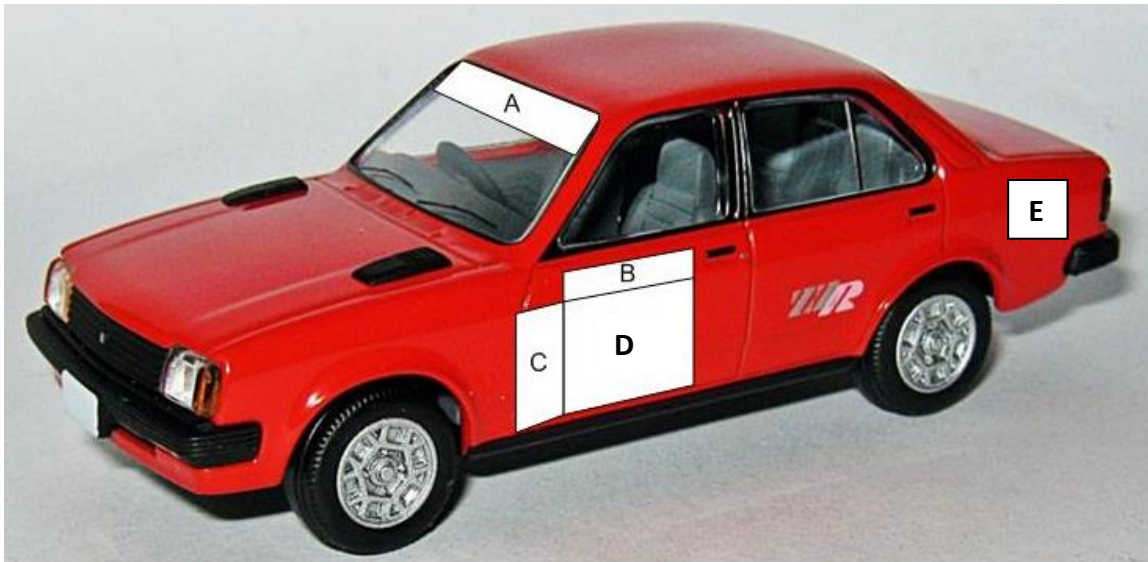


Brader and Ian Howells . Any appeal against their decisions must be made in accordance with NCR Chapter 2 Appendix 5.

5. Any written reported breach of either these Championship Regulations or the 2025 Motorsport UK NCR's by a championship contender will be considered by the Championship Stewards, who after giving all concerned the opportunity to be heard, will take appropriate action in accordance with NCR 2.5. Note: In the event of a breach of Technical / Motorsport UK NCR's occurring on an event, this will be resolved in accordance with the provisions of the 2025 Motorsport UK NCR's and the outcome of any action will be reported to the Championship Stewards for possible further action as above. The Championship Stewards may also report any matter to the Motorsport UK, who may take further action, including increasing any penalties previously applied.

6. It is a competitor's responsibility to obtain event regulations and to apply for entries. Being a registered contender does not guarantee an entry on any event.

7. Decals



- (A) 'FUCHS Lubricants' Championship Sun Visor
- (b) Official Event title decal
- (c) Sub Sponsor Decal (20cmx42cm)
- (d) Championship Door panel
- (e) Roger Albert Clark Rally Motor Club Decal 20cmx20cm

Non compliance of the above will result in championship points not being allocated for that round.



As the Championship runs at National Status if a competitor is undertaking other lower status championships the Sun Visor to be affixed to the windscreen MUST be the BHRC Sun Visor, if a higher status championships is being undertaken then there Sun Visor may take preference.

The final positioning of the Championship decals can only be altered after agreement with the Championship Manager.

8. Championship Categories

Historic Stage Rally Cars are categorised in the following periods. A car will be dated by the specification presented and not necessarily by the date of build or registration: Historic eligibility of requirements set out in NCR 13.17.1. With cars eligible in NCR-13.17.2.3.

Category 1

Cars of a specification valid on or before 1st January 1968

Category 2

Cars of a specification valid between the 1st January 1968 and the 31st December 1974

Category 3

Cars homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation

Category 4a

Cars homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Category 4b

Cars homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons.

Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic



Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Category 5

Cars homologated in Groups A and N between 1 January 1991 and 31 December 1999, including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation and (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars).

FIA Appendix K

Historic Rally Cars fully compliant with the current FIA Appendix K to the International Sporting Code. Cars must have been issued with a valid FIA. Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from the requirement to hold and present at scrutineering as ASN Competition Car Logbook or vehicle passport.

These cars will not run in their own Category but amalgamated into an appropriate class.

Category K

For cars who are FIA Appendix K as above that DO NOT comply with Motorsport UK Tyre & Wheel Regulations

Non Historic Cars – Rally 2

2 wheeled drive cars complying with Motorsport UK NCR's

9. An Eligibility Scrutineer has been appointed to the Championship (John Cooper). Any car (including any component thereof) that has been or is being used in the Championship can at any time be either stripped or sealed for examination at the request of the Eligibility Scrutineer. All costs of stripping and rebuilding are to be borne by the Competitor. Failure to agree to the stripping and examination or sealing of a car or any component of the car or the breaking of a seal will result in a total loss of points accumulated in the Championship up until the date of the failure for both the driver and co-driver or a greater penalty decided by the Championship Stewards in either case following a Hearing of the Championship Stewards on referral by the Championship Coordinator.

During any Championship Event issues regarding car / component eligibility will be referred in the first instance to the Championship Eligibility Scrutineer for onward transmission to the Championship Eligibility Group which will sit after each Event to discuss any issues raised. The working of this group and their term of engagement can be found on the Championship website. The Group will make relevant



recommendations to the Championship Committee who will inform registered Competitors accordingly.

A prospective Competitor may apply for a car to be admitted to a specific Category direct to the Eligibility Scrutineer where it can be proved via newspaper or magazine or documentary evidence that the make and model of car as now specified and configured by the applicant Competitor competed in stage rallies.

For the avoidance of doubt cars entered in Category 1 to 5 and FIA Appendix K must comply with the Motorsport UK or FIA Historic Rules and regulations as applicable.

In all respects the specification of the car except Motorsport UK safety regulations where mandatory must comply with the specification in the period for the Category applied for unless the Committee has changed the vehicle specifications.

All Championship Entries must have, and produce at all Events, those documents necessary for their Category, namely:

- (a) An FIA HTP or Motorsport UK HRVIF which must be carried in the car at all times at each Event.
- (b) Vehicle Registration Document (V5 or V5C), Vehicle Passport.
- (c) Valid MOT Certificate as appropriate
- (d) A Motorsport UK Competition Car (Stage Rally) Log Book.
- (e) Homologation papers (Category 3, 4 and 5)

Motorsport UK HRVIF applications must be submitted to Motorsport UK for approval in accordance with the timescale stipulated by the ASN from time to time. Motorsport UK and the Championship Promoter will collaborate to ensure that so far as practicable registered Championship Competitors have the appropriate car documentation to compete in the Championship provided that the car is available for inspection on demand of Motorsport UK or its delegate.

The issue by Motorsport UK of documentation does not necessarily mean that the car complies with the Championship Regulations.

If a Competitor does not have the signed HRVIF paperwork from Motorsport UK for the car at a specific Championship Event a receipt provided by Motorsport UK will be accepted for one Event only and the competitor MUST have provably raised the delay in the application direct with Motorsport UK. Should the documents not be



available for the following Championship Event then the Competitor cannot score and will not be allocated Championship points.

If the required documents are not correct or not produced then the car Entered is not eligible to compete.

10. Tyres manufacturers are free within the championship. Category 1 to 5 must comply with Motorsport UK NCR 13.17.7. FIA Appendix K Class must be in accordance with FIA Appendix K.

11. The **Fuchs Lubricants Motorsport UK 2025 British Historic Rally Championship** will consist of seven rounds. To decide the results together with awards at the end of the season a contenders best five scores will be counted or if the championship runs less than seven rounds as specified below:

No. of scores:	7	6	5	4	3
Scores to count:	5	5	4	3	3

12. **British Historic Rally Championship 2**

Within the Championship there will be aligned a 'BHRC2' which will be eligible to all registered contenders in Category B and all other categories up to 1600cc, including classes H2, H5, H9, H10, H14

BHRC2 has been created to encourage these cars back into competition and give them their own recognition and awards. BHRC2 results will be based on class points only.

To decide the results together with awards at the end of the season a contenders best five scores from the seven scoring rounds will be counted or if the championship runs less than seven rounds as specified below:

No. of scores:	7	6	5	4	3
Scores to count:	5	5	4	3	3

13. Class Structure within each Category:

H1	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. All cars including Twin Cam engine cars.
H2	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Up to 1600cc
H3	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. 1601cc to 2000cc



H4	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Over 2001cc
H5	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Up to 1600cc
H6	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. 1601cc to 2000cc
H7	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Over 2001cc
H8	Historic Category 3 Rally Cars including Appendix K. All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine
H9	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Up to 1300cc
H10	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1301cc to 1600cc
H11	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1601cc to 2000cc
H12	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Over 2001cc
H13	Historic Rally Cars complying with FIA Appendix K not able to comply with Motorsport UK Tyre & Wheel Regulations.
H14	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Up to 1600cc
H15	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. 1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation.
H16	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Over 2001cc (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars).

Non Historic Rally 2 Classes for cars not classified as Historic for vehicles 1.1.68 to 31.12.99

6	Cars with normally aspirated engines over 1600cc up to and including 2000cc
8	Cars with normally aspirated engines over 1400cc up to and including 1600cc,
9	Cars with normally aspirated engines up to and including 1400cc.

14. Points will be allocated on an individual basis to registered contenders, based on class, and Category finishing positions-as published in the final results of each round. No points will be awarded if the competing car does not carry the official



championship decals, as specified in 7. In such an eventuality, the points scored by this competing crew will not be re-allocated.

If a round of the Championship chooses to run "Super Rally", or similar regulations, whereby competitors missing stages / controls are allowed to take penalties and remain in the overall classification, the Championship Manager shall not include such crews when allocating championship points at the end of the event.

For any Championship round which has to reduce scheduled mileage due to unforeseen circumstances, full points will be awarded if 51% of the stage mileage is run, half points for 25% to 50%, and starting points only if under 25% is run.

Start points will be awarded at an ascending rate throughout the season i.e. 1 point for the first event started, 2 points for the second event started up to a maximum of 7 points for the last event of the championship.

On Round 5 – Argyll Stages one set of starting points will be awarded, but the remainder of the points will be multiplied by 1.5.

The below table shows which classes are eligible for which categories:

Category Eligible	Classes Entered
Category 1	H1
Category 2	H2, H3, H4
Category 3	H5, H6, H7, H8
Category 4	H9, H10, H11, H12
Category K	H13
Category 5	H14, H15, H16
Rally 2	6, 8, 9

The overall Fuchs Lubricants Motorsport UK British Historic Rally Championship 2025 points will be determined by Category placing among registered contenders on each championship round as listed in the individual event final results, and awarded as follows:

- 1st. Registered contender in each category receives 30 points
- 2nd. Registered contender in each category receives 25 points
- 3rd. Registered contender in each category receives 22 points
- 4th. Registered contender in each category receives 20 points



- 5th. Registered contender in each category receives 18 points
- 6th. Registered contender in each category receives 16 points
- 7th. Registered contender in each category receives 14 points
- 8th. Registered contender in each category receives 12 points
- 9th. Registered contender in each category receives 10 points
- 10th. Registered contender in each category receives 9 point
- 11th. Registered contender in each category receives 8 points
- 12th. Registered contender in each category receives 7 points
- 13th. Registered contender in each category receives 6 points
- 14th. Registered contender in each category receives 5 points
- 15th. Registered contender in each category receives 4 point
- 16th. Registered contender in each category receives 3 point
- 17th. Registered contender in each category receives 2 points
- 18th. Registered contender in each category receives 1 points
- 19th. All other Registered contenders finishing in each category receives 1 point

Should an individual Category start a championship round with fewer than three registered crews entered, then only 50% of the available points will be issued to those starters for that specific round.

Where points are being 'dropped' the starting points for any 'dropped' round will still be awarded.

In the event of a point's tie at the end of the championship, the following criteria will be used in the order below (considering only the scores to count Art. 11):

- (a) The greater number of category maximum scores,
- (b) The greater number of category second place scores,
- (c) The greater number of category third place scores,
- (d) The greater number of category fourth place scores,
- (e) etc.,
- (f) The highest category finishing position on the last event in the championship.

The following points system will be used to ascertain Class positions for the championship.

The number of points that will be awarded will be based on registered championship contenders, as listed in the individual event final results, and awarded as follows:

- 1st. Registered contender in each class receives 15 points
- 2nd. Registered contender in each class receives 14 points
- 3rd. Registered contender in each class receives 13 points
- 4th. Registered contender in each class receives 12 points
- 5th. Registered contender in each class receives 11 points
- 6th. Registered contender in each class receives 10 points



- 7th. Registered contender in each class receives 9 points
- 8th. Registered contender in each class receives 8 points
- 9th. Registered contender in each class receives 7 points
- 10th. Registered contender in each class receives 6 point
- 11th. Registered contender in each class receives 5 points
- 12th. Registered contender in each class receives 4 points
- 13th. Registered contender in each class receives 3 points
- 14th. Registered contender in each class receives 2 points
- 15th. Registered contender in each class receives 1 point

15. No person may win more than one award.

The following Awards will be presented:

The driver and co-driver who has the highest overall points scored in any category, will be awarded the Fuchs Lubricants Motorsport UK British Historic Rally Championship 2025 winner award.

- 1ST Overall Category 1 awards to Driver & Co-driver
- 1ST Overall Category 2 awards to Driver & Co-driver
- 1ST Overall Category 3 awards to Driver & Co-driver
- 1ST Overall Category 4 awards to Driver & Co-driver
- 1ST Overall Category 5 awards to Driver & Co-driver

Awards will also be allocated to:

- 2nd overall in each Category to Driver & Co-driver
- 3rd overall in each Category to Driver & Co-driver

BHRC 2 awards will be presented to the driver and co-driver with the highest overall points scored for cars up to and including 1600cc across all classes

- 1ST BHRC 2 awards to Driver & Co-driver
- 2nd BHRC 2 awards to Driver & Co-driver

These awards are subject to at least three registered contenders competing in the category.

Class Awards

- 1st in Class
- 2nd in Class (Subject to 10 registered contenders)

Non Historic Cars - Rally 2 will not be eligible for BHRC Overall Championship awards and will compete for there own awards based on the Category position and starting points system.



1ST Rally 2 awards to Driver & Co-driver

2nd Rally 2 awards to Driver & Co-driver

17. To be eligible to receive an award points must have been scored on a minimum of three eligible rounds.

Additional Awards may be offered during the year, and these will be published in a Championship Bulletin.

18. The use of management cars is prohibited on every round of the Championship. Servicing will only be permitted from properly identified service vehicles in Official Service Areas.

If the Championship Manager receives a report on the use of a management car then may not be allocated to the offending contender for that specific round, whether or not a specific event takes action against a crew.

19. Refuelling – This must be undertaken in accordance with the specified regulations of the relevant championship round and must conform to NCR 8.1.1.7.

20. The use of subjective route notes 'Provided by an approved supplier' will be permitted on all gravel rounds. On the asphalt events, competitors may have the opportunity to make their own notes, subject to the terms specified by the event organisers.





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

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

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

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

