

2024 SOUTHERN TIN TOP SERIES

SPORTING & TECHNICAL REGULATIONS

2024 - Classic & Modern Motorsport Club (Southern) Southern Tin Top Series

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The 2024 Southern Tin Top Series is organised and administered by the Classic & Modern Motorsport Club (Southern) in accordance with the General Regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA), and these Series Regulations. Motorsport UK Series Certificate number RS2024/085.

1.2 OFFICIALS:

1.2.1 Co-ordinator: Michael Knowles

1.2.2 Technical officer: Peter French email petercfrench@aol.com

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Drivers and Entrants must:

- (a) be fully paid up members of the Classic & Modern Motorsport Club (Southern) and
- (b) be Registered for the Series and
- (c) be in possession of valid Competition Race Club Status B Licence, as a minimum
- (d) *A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) *If participation in the Series requires absence from education a driver, in full time school education is 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.2 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 **REGISTRATION:**

- 1.4.1 All competitors must register for the Series by returning the Club Membership & Registration Form with the appropriate fee to the address contained within the registration document prior to the Final Closing date for the first round being entered, the initial closing date for the second to last scheduled meeting.
- 1.4.2 The Club Membership & Registration Fee is £105 made payable to Classic & Modern Motorsport Club
- 1.4.3. Registration numbers will be the permanent Competition numbers for the Series.
- 1.4.4 The Classic & Modern Motorsport Club (Southern) committee/co-ordinators have the right to refuse, suspend or withdraw any registration.

1.5 **SERIES EVENTS:**

- 1.5.1 The Series will be contested as follows:

1 st April	Castle Combe
4 th & 5 th May	Brands Hatch GP
18 th & 19 th May	Mallory Park
15 th June	Lydden Hill
20 th & 21 st July	Snetterton
31 st August & 1 st September	Brands Hatch
29 th September	Silverstone

- 1.5.2 In accordance with MSUK regulation D11.1 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 **SCORING:**

- 1.6.1 Competitors not registered for the Series may be permitted on an individual round basis and will:
 - (a) be deemed "Guest Competitors"
 - (b) not qualify for Event awards
 - (c) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b), as appropriate.

Admittance to the guest class is subject to approval by the Classic & Modern Motorsport Club Southern.

1.7 AWARDS:

1.7.1 All awards are to be provided by the organising club

1.7.2 Per Round: Subject to numbers of finishers in each class, trophies to:-

Class winner

2nd in class if five or more starters in class

3rd in class if eight or more starters in class

1.7.3 Presentations

Winners Caps or Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final

1.7.4 Entertainment Tax Liability

Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands, or Eire. This means that, as the Organiser, is required to deduct tax at the current rate from such payments they may make to non-U.K. residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road Liverpool, L75 1BB. Tel: 0151 472 6488. F: 0151 472 6483.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the

Meeting Organiser receives the missing or corrected information or fee.

- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event shall be specified on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 The Classic & Modern Motorsport Club (Southern) committee/co-ordinators have the right to refuse any entries in accordance with MSUK regulations H29.1.2 and H29. 1. 3 (a).

2.2 **BRIEFINGS:**

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 **QUALIFICATION PRACTICE:**

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSUK Regulations Q12.4).

2.4 **RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15.)

- 2.4.1 All rounds shall take the following format. The minimum period of practice to be provided is to be as specified in MSUK regulations in respect of circuit lengths. Race 1 (up to 15 minutes) - grid based on practice times; Race 2 (up to 15 minutes) - grid based on finishing order of Race 1. The organising club reserve the right to employ regulation Q12.9.2 (f) to determine the grid positions for race 2. Cars which retire from the first race, but are able to race in the second race, will be placed on the back of the grid in the reverse order of retirement. The standard minimum scheduled distance shall be 12 miles whenever practicable, but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting. Alternatively, the club has the right to run a 30-minute pit stop race for one or two drivers on occasions.
- 2.4.2 All rounds are multiple race rounds.
- 2.4.3 The procedure for qualification races is specified above.
- 2.4.4 A last lap board will be shown to all drivers indicating they are starting the last lap.

2.5 **STARTS:**

All races will be from a rolling start.

- 2.5.1 All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 2.5.2 The minimum Countdown procedures/Audible warning sequence shall be: -
 - 1 minute to start of Green Flag laps - Start Engines/Clear Grid.
 - 30 Seconds - Visible/audible warning of the start of Green Flag lap(s).
- 2.5.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 2.5.4 Any cars removed from the grid after the one-minute stage or driven into the pits on Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit whichever is the later.
- 2.5.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSUK Regulation Q12.11.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.6 Excessive weaving to warm-up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 2.5.7 Towards the end of the Rolling Lap(s) the pace car will extinguish its roof lights indicating a start is imminent. The race will not start until the pace car pulls off the circuit at which point the two leading vehicles will continue at a similar speed and position on the approach to the start line. All cars will start racing when the signal lights or starting flag is shown as advised in the Supplementary Regulations/Final Instructions.
- 2.5.8 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line (3.6.8). If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start at the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts

2.6 **SESSION RED FLAG**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 **PITS, PADDOCK & PITLANE SAFETY:**

- 2.7.1. Pits & Paddock: Competitors must ensure that the MSUK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Assembly Area/Pit lane: The other lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes and paddock areas
- 2.7.3. Refuelling: May only be carried out in accordance with the MSUK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be advised in the supplementary regulations or final instructions.

2.8 **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- i) progressively and safely slow down
- ii) remain behind any competitors ahead of them,
- iii) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- iv) comply with any directions given by Marshals or Officials
- v) keep their helmets on and harnesses done up while on the circuit or in the pit lane.

2.9 **RESULTS:**

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSUK regulation (D)26.3.)

2.10 **TIMING MODULES:**

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the Modules and it will be the responsibility of the

competitor to fit these in the car in the position and manner specified no further forward than the front axle line of the vehicle. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSUK Licensed Timekeepers. In the event of no official timekeepers being in attendance the grid positions for the first race will be based on current Series positions, or ballot if it is the first race of the year

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish, or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 **QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 **OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSUK General Regulations.

2.13 **ONBOARD CAMERAS:**

Will be mandatory in 2024. A forward-facing video camera must be fitted for the purpose of improving safety.

- i) It is the competitors' responsibility alone to ensure the safe installation and effective operation of the camera equipment.
- ii) The camera must be mounted on the roll cage in accordance with GR J5.21.3 and in a "central to left" position where the field of view should not be obscured by the rear-view mirror
- iii) The camera must be fitted in accordance with GR5.21.5 Scrutineer may insist on additional tethers being fitted
- iv) The camera must be switched on and recording at all times that the competitor is on track and a "clean" memory card must be used at each meeting. It must be possible to play the footage on a laptop computer so "windows" format is preferable.
- v) Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the club driving standards team upon request. It is their sole discretion to view camera footage or not.
- vi) The club has the right to ask for the video footage to be made available to them for up to two weeks after any meeting
- vii) In the event that no footage is available (other than due to a proven defect with the equipment, where the burden of proof will lie with the competitor) the following penalties will apply:
 - 1st offence - a written warning from the club
 - 2nd offence - a fine of £50 payable to the Marshals Fund
 - 3rd offence - referral to the Series Stewards for additional sanctions which will include a meeting ban.

If video footage is deliberately withheld this will result in a Series ban.

2.14 DRIVING STANDARDS:

- 2.14.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:
- 2.14.2 During practice and/or qualifying: The competitor concerned may be Black Flagged and may be prevented from taking any further part in that session
- 2.14.3 During race: The competitor concerned may be penalised by way of a drive through penalty in accordance with MSUK Regulation Q12.26.
- 2.14.4 Any competitor's car which is competing with an onboard camera, must make the footage available to the clerk of the course if requested.
- 2.14.5 Any Competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, a fine to a maximum of £5,000 or exclusion from part or all of the Series.
- 2.14.6 If any driver is involved in contact/bad driving (MSUK regulation C1.1.5) or abusive behaviour (MSUK regulation C1.1.9) they may receive additional penalties on top of any issued by the clerk of the course. This could result in exclusion from the Series or refusal of registration the following year.

3. Specific SERIES regulations

- 3.1 By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.3 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 Series Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSUK Yearbook and the Classic & Modern Motorsport Club (Southern) Series regulations

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSUK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSUK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 ©. Any competitor whose vehicle is excluded from the results in accordance with 4.1.1 or 4.1.2 will be subject to the following Series penalties;

(a) The competitor will be disqualified from the meeting.

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES:

Infringements of non-technical MSUK Regulations & the Sporting Regulations issued for the Series as per current MSUK Judicial Procedure Regulations plus:

5) At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences. The offences are a) Driving in a manner incompatible with general safety and/or departing from the standard of a reasonably competent driver (MSUK regulation C 1.1.5)

b) Any contravention of Flag or Light signals (MSUK regulation C 1.1.6)

In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season, he will receive written warning from the Series Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSUK action and will result in a Series Stewards' enquiry, and refusal of further race entries.

Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Series or Series – including any of its participants, officials, partners or supporters – in any form of Social Media, would be dealt with in the same manner as if the comments had been published in the traditional print/broadcast media. In the worst instance this could mean exclusion from the series.

Anyone discussing any of the race events in a derogatory manner on social media will be immediately excluded from the race and the Series.

NB: for the avoidance of doubt the MSUK may of course take any action as it considers appropriate, in addition to any action taken by the Series Stewards.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSUK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

CMMCS Southern Tintop Series is for Competitors participating in Production Saloon and Hatchback cars. All 2024 MSUK GENERAL REGULATIONS & Section Q (Technical Regulations) & Section K APPLY as per the 2024 MSUK Yearbook. The general principle for eligibility shall be that the cars are modified versions of front engined series Production Saloon and Hatchback car models, including any original manufacturer factory produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, but not dealer sourced modifications and options for the year and model and recognised variant. The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times, and competitors are advised to check with the series Scrutineer if they have any doubts or queries concerning the eligibility of their cars. The scrutineers may at any time carry out a variety of eligibility checks on any competitor's vehicle WITHOUT prior warning

5.3 SAFETY REQUIREMENTS:

All MSUK Section K Safety Criteria Regulations apply as relevant.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The series is to cater for Saloon, Coupe and Hatchback cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1 or a Vehicle originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months. Class engine capacities as per table below weights including driver:

T1	Dual valve 2019 to 3200cc 1000kgs Multivalve 2020 to 2900 cc 1150kgs All forced Induction 1250kgs
T2	Dual valve 1621 to 2019cc 920kgs Multivalve 1621 to 2019 cc 1085kgs
T3	Dual valve up to 1620 cc 880kgs Multivalve up to 1620cc 920kgs
TP	Standard Production regulation cars. Up to 1700 cc minimum weight 1025kg 1701 to 2000cc minimum weight 1075kg

The class capacity may not be exceeded. Where capacity is exceeded for a particular car in a specific class, the car will be re-classed accordingly moving up the class scale. Turbo or Supercharged engine cars can replace the forced induction components with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed. Rotary engine cars will have a coefficient of 1.7 applied for normally aspirated and 2.89 for forced induction engines.

EXTERNAL IDENTIFICATION OF THE MODEL: Manufacturers' decals/badges can be removed but if they are retained, they must relate to the model as entered, in particular badges relating to engine capacity. Dual valve engines are defined as having one inlet and one exhaust valve per cylinder, multivalve engines are defined as having more than one inlet or exhaust valve per cylinder

Any vehicle fitted with a motorcycle engine, or derivative, shall be deemed ineligible for any class.

5.5 CHASSIS:

Space framed cars are prohibited.

The standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension, and material. It is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front or rear inner or outer wheel arches, front or rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components. Inner wheel arches may only be modified in shape to allow the attachment of shock absorber mountings. It is prohibited to replace any panel or part panel from the unitary construction with any material other than steel.

CHASSIS MODIFICATIONS PERMITTED:

Bulkheads and inner wings may only be reshaped to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 75mm will be allowed.

Minimal reshaping to floorpan to allow the fitting of an exhaust silencer to MSUK requirements or a fuel tank or safety cell. Unless otherwise stated, it is prohibited to cut holes in or removed any fixed panels from the standard floorpan. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher line. With the exception of suspension pickup points, removal of redundant brackets is permitted. All redundant holes must be covered with metal plates. Reinforcing of the chassis is allowed in all classes.

Inner rear wheel arches may be reshaped but only to give enlarged clearance to allow a coil over shock absorber to be fitted in place of a non-coil over, or to allow the fitting of a shock absorber where one was not previously fitted. For live axle RWD cars it is permissible to adapt the floor pan to accommodate an additional axle location link to provide sideways axle location, i.e. fitment of a panhard rod or watts linkage The removal of under body sealants is permissible.: For the purposes of mounting oil and fuel tanks and pumps the boot floor in-between the vehicle chassis rails and rearward of the rear

axle line may be modified /reshaped, irrespective of modifications the boot floor must remain a welded steel construction, the use of ally plate or rivets to replace material removed is prohibited

5.6 **BODYWORK:**

5.6.1. Permitted modifications.

1. General

Replacement of the front wings with lightweight material panels is permitted on cars originally fitted with bolt on front wings provided they EXACTLY retain the standard production silhouette inside, front and top elevation. Bonnet and Boot lid may be replaced by lightweight material, providing they exactly retain the original standard shape outline and appearance. Bonnet side profile may not be modified, its closed position must be as intended by vehicle manufacture, No holes, vents or ducts may be cut or inserted into the bonnet, except for air cooled engine cars Bumpers must be fitted, it is permissible to remove front fog/driving lights from front bumpers to allow ducting of air to front brakes, or add a maximum of two brake cooling ducts (one each side of car) ducts may be either round with a maximum intake diameter of 102mm, or rectangular with an intake area no greater than 150mm x 75mm. . .

The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim and standard wheel arch trims. Standard wings, if retained, may be modified by working the original metal but must cover the tyre wheel assembly as per MSUK regulations.

Doors must be constructed from steel, but may be modified and lightened subject to them retaining original fitment door handles and latch mechanisms,

Plastic is permitted for side and rear windows but must be at least 4.0mm thick Windscreens to be laminated glass only

Front Spoilers and air dams are permitted below the level of the road wheel centres providing they do not protrude beyond the original coachwork in plain view, including bumper, grill etc.

Rear spoilers: Only permitted rear spoilers are of original equipment or original manufacturers option as fitted by the factory or importer at time of manufacture for that model and age for road car use.

NOTE: front is defined as a point forward of the baseline of the windscreen. Rear wing is defined as being in the area below the baseline of the windows and rearward of the line of the rear most side door opening.

Class Standard Production As above with the exception of items below,

No wheel arch extensions

All body panels to remain in same material as original equipment construction.

No modifications to inner or outer wheel arches.

Original equipment bumpers to remain fitted front and rear.

2. Interior:

The driver's seat is unrestricted but should incorporate a head restraint.

It is permitted to remove the entire interior trim dashboard and passenger seats included. But interior door cards / coverings must be fitted but can be of plastic or steel / alloy construction if not standard manufacture.

It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

The driver must sit on the same side as in the original car and be located completely to one side of the centre line of the car.

Class Standard Production as above with the following exception,

Original upper dashboard section to remain fitted.

3. Exterior:

4. Silhouette

The silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler is to remain as standard production vehicle.

5. Ground clearance.

Minimum ground clearance of 40mm applies to exhaust components, 80mm minimum clearance applies to all other parts of the vehicle

5.6.2 Modifications Prohibited:

1. General:

2. Interior:

3. Exterior: It is prohibited to extend sills downwards or add panels to the underside of the car in between front and rear axle line to create a flat floor or other aerodynamic aiding device other than a front / rear spoiler. It is prohibited to cut/drill any extra holes in any exterior panel, bumpers (except in 5.6.1.1). Any existing holes must be taped up other than those standard at time of manufacturer.

5.7 ENGINE

1. Permitted Modifications

Unlimited internal modifications allowed to engines, subject to compliance with the rest of the regulations "The engine cylinder head and block must be externally identifiable as that fitted to the original model or specified option".

For the purpose of these regulations, a dual valve engine is one fitted with a maximum of one inlet and exhaust valve per cylinder, a multivalve engine is any engine fitted with more than one inlet or exhaust valve per cylinder Turbo charged engines.

For all turbo charged cars all the air entering a turbocharger must pass through a restrictor no bigger than 38mm diameter and at the narrowest point a minimum of 3mm wide, measured a maximum of 53mm from the front face of the turbo charger, otherwise turbo chargers' specification is free. The restrictor must be bolted flush to the turbocharger, with no external gaps. Supercharged engines must retain the original production supercharger for the make and model of vehicle. Forced induction is allowed only on makes and models of car where it was originally fitted by the manufacturers of that make / model / engine and supplied and fitted at the original manufactures factory Forced induction engine cars: The forced induction components can be replaced with conventional induction systems and run in the Class that the revised engine configuration would place them in provided that the model in this revised configuration is listed. Restrictions on forced induction cars: Only 1 fuel injector per cylinder may be used (excluding cold start injector if fitted) water injection prohibited, multiple turbos prohibited, turbo anti lag systems prohibited, Class Standard Production as above except maximum cc of 2000cc dual or multivalve, forced induction prohibited

2. Prohibited Modifications

Changes to the stroke of the engine crankshaft

Water injection prohibited.

Dry sump lubrication prohibited on liquid cooled engines.

Only a single supercharger or turbocharger may be fitted.

It is prohibited to replace a supercharger with a turbo charger or vice versa.

Only engines from mass produced production cars are eligible.

A maximum of 1 operational fuel injector per engine cylinder permitted.

3. Location

Front mounted liquid cooled, or rear mounted air cooled up to 2000cc.

Cylinder block and crankshaft must remain in their original location as envisaged by the car's original manufacturer within 5cm.

4. Oil water cooling

Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork.

Cooling systems are free.

Dry sump lubrication permitted on air cooled engines only

5. Induction systems

Forced induction is only permitted on cars for which it was an original manufacturer's option, see engine permitted modifications. Intercoolers, free subject to being located in original manufacturer's location and being mounted wholly within engine bay. Class Standard Production must use the original manufacturer's intake manifold and throttle body or carburettor for the make and model of the car.

6. Exhaust systems:

The use of Inconel in the manufacture of exhaust manifolds is prohibited, otherwise exhaust free subject to complying with MSUK regulations.

7. Ignition systems

Free subject to MSUK regulations.

8. Fuel delivery systems

Free subject to MSUK regulations.

5.8 **SUSPENSIONS**

1. Permitted modifications

Standard pick-up points must be retained although not necessarily used. Additions or modifications of springs, shock absorbers, and suspension heights are permitted.

The fitting of adjustable suspension components and Watts linkage or panhard rod

2. Prohibited modifications

Suspension must retain original cars type and layout i.e. a Macpherson strut may not be replaced with wishbones, a trailing arm or wishbone cannot be replaced with a Macpherson strut.

Independent rear suspension or a de dion axle arrangement cannot replace a live axle and a live axle cannot replace an independent or de dion axle.

A coil spring cannot replace a leaf spring

Class Standard Production, standard pickup points must be used, Remote reservoir shock absorbers prohibited, With the exception of strut top mounts, it is

prohibited to replace any suspension or steering bush/joint with spherical bearings

3. Wheelbase/track

Track is unrestricted provided wheels and tyres fit within confines of bodywork. The wheelbase is to remain as per original car within a tolerance of 5cm.

5.9 TRANSMISSIONS

1. Permitted modifications

Differential and gearbox are unrestricted providing that they remain in the original location within 5cm.

Sequential gearboxes are permitted provided it is an original equipment factory fitted option for the make and model of vehicle fitted on the original production line. Any vehicle equipped with a sequential gearbox shall move UP one class. If vehicle was already in class T1 it may remain in T1 subject to a 100kg increase in minimum weight

2. Prohibited modifications

Any form of traction control device other than limited slip or locked differentials.

Transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated production model.

Sequential gearboxes prohibited in class Standard Production

5.10 ELECTRICS

1 Exterior lighting

Cars must be fitted with original equipment headlamps in working order

Brake/stop lights must be operational on all cars. The stoplights must only work as a result of applying the brakes and the fitting of any type of other switching device is prohibited.

2. Rear Fog Light

Rear fog lamp to comply with MSUK blue book (K) 5.1 Vehicles carrying a single rear fog lamp are required to have working taillights and fit an additional rain light as described in the MSUK SECTION K

3. Batteries

Vehicle must be fitted with an onboard battery capable of restarting at all times when on circuit and must be as per MSUK regulations for battery construction.

4. Generators / Alternators

Generators / alternators must be mechanically driven by the engine. Drive method is free but must be capable of keeping a vehicles battery charged whilst vehicle is on track

5.11 **BRAKES**

1. Permitted Modifications

Brakes are unrestricted with the exception of brake disc material.

2. Prohibited modifications

Carbon brake discs

5.12 **WHEELS/STEERING**

1. Permitted options

Diameters are free

NOTE: Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Para's 5.3

Steering system is free

2. Prohibited options

3. Construction & Materials

4. Dimensions

Dimensions see 5.12.1

5.13 **TYRES**

1. Specifications

Maximum size must be within tyre manufacturers' recommended specifications to suit the wheel rim width. The type of tyre must be from MSUK list 1A, 1B or 1C

Maximum tyre widths apply dependant on class.

T1 245mm, T2 225mm, T3 215mm, Standard Production 205mm

Only metric sizes permitted, all tyre treads must be as manufactured with a minimum of 1.6mm tread depth on the tyre at the end of qualifying or race. Re-grooving, cutting or modifying of tyre treads is prohibited.

2. Nominated Manufacturers

3. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. Anyone attempting to use a tyre which does not conform to the regulations may be prevented from taking part in either qualifying or the race until the correct tyre (or tyres) are fitted.

5.14 **WEIGHTS**

Minimum weights including driver as per table in 5.4.

5.15 **FUEL TANK/FUEL**

1. Types

Any type of fuel tank or safety cell may be fitted provided it conforms to MSUK safety requirements.

Fuel delivery system – all fuel pumps and filters are free.

2. Locations

Tank location free subject to it complying with MSUK safety regulations

3. Fuel

All fuels listed in MSUK competitors' yearbook 2024 under 'Section B, Nomenclature & Definitions' as pump fuel 100 RON Octane maximum.

All cars are to be fitted with a dry break fuel coupling within 30cm of fuel injectors to allow fuel samples to be safely taken. It is the driver's responsibility to ensure a suitable sampling hose is available in parc ferme at the end of practise or race sessions. The hose must have a suitable coupling so that fuel samples can be taken safely from a point near the engine/fuel rail. See also section D34 on page 85 of the MSUK blue book, as there have been significant changes which are highlighted in red.

5.16 **SILENCING**

1. Specification

As per MSUK Regulation J5.16.5 and J5.17.

5.17 **NUMBERS AND SERIES DECALS**

1. Positions

Decals to be displayed without modifications in suitable locations on vehicle bodywork. CMMC decals will be supplied. Ashstone MEP and CMMC decals will be supplied along with a windscreen disc displaying the minimum weight for your vehicle.

6. Race With Respect



Motorsportuk.org/racewithrespect
#RaceWithRespect

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:

The Values:

Respect
Fairplay

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 safe through my 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.