

# 2026 SUPER SALOONS SERIES

## SPORTING & TECHNICAL REGULATIONS

### 2026 - Classic & Modern Motorsport Club - Super Saloons Series

#### 1. SPORTING REGULATIONS - GENERAL

##### 1.1 TITLE & JURISDICTION:

The 2026 Super Saloons Series is organised and administered by the Classic & Modern Motorsport Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), and these Series Regulations.

Motorsport UK Series Certificate number :RS2026/024

##### 1.2 SERIES OFFICIALS:

1.2.1 Co-ordinator:

1.2.2 Technical officer:

1.2.3 Drivers' representative: Clive Haynsford email sales@racingbeateurope.com

##### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Drivers and Entrants must:

- (a) be fully paid up members of the Classic & Modern Motorsport Club and
- (b) be Registered for the Series and
- (c) be in possession of valid Competition Race Club Licence, as a minimum. For class A and class B all drivers must have a 2026 National A licence (or equivalent). MSUK NCR 14.4.6.2 states that National A licence is required if the vehicle has more than 340 bhp per tonne.
- (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. (MSUK NCR 6.3.1.6 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 join the CMMC as a member and register for the series by returning the PDF Registration Form with the Registration Fee to the CMMC competitions secretary (Mrs Kelly Dann) prior to the closing date for entries for the first round being entered.
- 1.4.2 The Club Membership & Registration Fee is £60 made payable to Classic & Modern Motorsport Club
- 1.4.3. Registration numbers will be the permanent Competition numbers for the Series. Numbers may need to be changed on a temporary basis if/when grids are shared with another category at any rounds.
- 1.4.4 The Classic & Modern Motorsport Club committee/co-ordinators have the right to refuse, suspend or withdraw any registration.

#### 1.5 **SERIES EVENTS:**

- 1.5.1 The Series will be as follows:

Date:	Circuit:
4 <sup>th</sup> /5 <sup>th</sup> April	Brands Hatch Indy
23 <sup>rd</sup> May	Mallory Park
27 <sup>th</sup> June	Lydden Hill
15 <sup>th</sup> August	Brands Hatch Indy
19 <sup>th</sup> September	Snetterton 300
11 <sup>th</sup> October	Silverstone National

- 1.5.2 In accordance with Motorsport UK NCR 3.10.4.1 & NCR 12.2.4.1 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 emailed to the address specified on the Official Registration Form.

#### 1.6 **AWARDS:**

- 1.6.1 All awards are to be provided by the organising club.
- 1.6.2 Per Round: Subject to numbers of finishers in each class, trophies to:-  
1<sup>st</sup> overall  
Class winners (excluding first overall) and subject to two starters in class  
2nd in class if five or more starters in class,  
3rd in class if eight or more starters in the class.
- 1.6.3 Presentations:

Winners awards are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Failure to attend may result in forfeiture of award.

1.6.4 Entertainment tax liability

No prize money or bonuses will be awarded.

## **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. MSUK NCR 3.11.1.11 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. Whenever grids are shared with another category, reserves are taken collectively, in date order that entries with full payment were taken. No category will have a reserved number of places, nor will they take precedence over another.
- 2.1.6 The Classic & Modern Motorsport Club committee/co-ordinators have the right to refuse any entries .

### **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 specified 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 (NCR Ch.12 App.6 Art.3.2)

### **2.4 RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.1)

- 2.4.1 All rounds shall take the following format. The minimum period of practice where possible will be 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 MSUK NCR 12.6.5.3 (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.

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 starts will be with instructions on procedures as specified in the supplementary regulations or final instructions.

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 With the exception of a driver who has previously arranged with a Clerk of the Course to be a pit lane starter, Any cars removed from the grid 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 NCR 12.6.6.11 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. Drivers must maintain their respective grid positions, and be in 2 by 2 grid order, not dropping back more than 2 car lengths from the car in front

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

2.5.9 In the event of any starting lights failure the Starter will revert to use of the National Flag once all Competitors have been advised of the fact. A grid involving another category may utilise a split start, in which case the procedure including use of lights/flags will be described in the meeting supplementary regulations and/or final instructions.

2.5.10 The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

## 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 NCR 3.6.1.4).

## 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 NCR 12.8.2.

## 2.13 ONBOARD CAMERAS:

Are mandatory. 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 MSUK NCR 7.9.1.2 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 MSUK NCR 7.9.1.5 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) Where a camera is mandated, if no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with MSUK NCR Chapter 2. The burden of proof is to establish the cause of such failure shall lie with the Competitor.

If video footage is deliberately withheld this may result in a race or 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 NCR 12.10.2.1.
- 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 NCR 2.1.1.13) or abusive behaviour (MSUK NCR 2.1.1.1) 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 6 – 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](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **4. SPECIFIC SERIES PENALTIES:**

In accordance with Section C of the current MSUK Regulations and the Classic & Modern Motorsport Club 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 NCR 2.8.1.21.

4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSUK NCR 2.8.2.3 and NCR 2.8.2.4.

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of MSUK NCR 2.8.2.5. 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:

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 NCR 2.1.1.13)

(b) Any contravention of Flag or Light signals (MSUK NCR 2.1.1.14)

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 you CANNOT. No modifications permitted except as listed below.

### **5.2 GENERAL DESCRIPTION:**

The Classic & Modern Motorsport Club Super Saloons series is for competitors participating in modified Production Saloon and Hatchback cars. All 2026 MSUK GENERAL REGULATIONS NCR Chapter 7.2 (Technical Regulations) & NCR Chapter 7.3 APPLY as per the 2026 MSUK Regulations The general principle for eligibility shall be that the cars are modified versions of front or rear engine series Production Saloon and Hatchback car models, including any original manufacturer produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, 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 Scrutineer if they have any doubts or queries concerning the eligibility of their cars. The scrutineers may at any time carry out checks on a competitors' vehicle WITHOUT prior warning

### **5.3 SAFETY REQUIREMENTS:**

The following Articles of Motorsport UK NCR Safety Criteria Regulations will apply: NCR 7.3.20 /7.7.7/ 7.6.1/ 7.4.2/ 7.5.5./ 9.0.3 / 7.7.4

### **5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

The series is to cater for Saloon 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.

For the avoidance of doubt to be eligible cars must originally be manufactured with a minimum of 4 full size seats capable of seating 4 adults in comfort. Models originally sold/marketed or described as 2+2 seating are not eligible. No GT cars permitted.

Class engine capacities as per table below:

Class A	Up to 2050cc Four Wheel Drive Vehicles maximum 4 cylinders 50mm intake size 4801 to 5990cc dual valve engines 3601 to 4000cc multi valve engines
Class B	Up to 2550cc forced induction maximum 5 cylinders maximum 50mm intake two-wheel drive only 3601-4800cc dual-valve 3001-3600cc multi-valve
C	2021-3000cc multi-valve

	2501-3600cc dual-valve Up to 2050cc 4 Cylinder PRODUCTION forced induction, maximum intake size 50mm. See additional notes. Up to 2020cc multi-valve Up to 2500cc dual-valve
Class S	Spaceframe V8 engine cars, Rotary engines (including forced induction versions) maximum 6000cc
Class I	The invitation class is on a one-off basis at the discretion of the CMMC officials

- 5.4.1 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 by moving up the class scale.
- 5.4.2 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. "To be eligible for class C with forced induction, the car must have originally been manufactured with forced induction and the following components must be visibly externally identifiable as being production options for the make/model of car concerned: Engine cylinder block and head, turbocharger, exhaust manifold, intake throttle body and gearbox casings. Except for final drive ratios, all other gear ratios to remain as manufacturers production ratios. Class C Sierra/Sapphire Cosworth may use either Garrett T3 or T34 but NOT T4 turbocharger.
- 5.4.3 External Identification of The Model. All cars must be externally recognisable as the model as entered. 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.
- 5.4.4 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 in the engine.
- 5.4.5 Any vehicle fitted with a motorcycle cylinder head, motorcycle engine, or derivative, shall be deemed ineligible for any class but may be entered as an invitation with approval of the CMMC committee.
- 5.4.6 All forced induction engines must be fitted with a 50mm internal diameter restrictor at a maximum of 53mm from the extremes of the compressor blade. This diameter must be complied with regardless of the temperature conditions. The minimum width of the narrowest point of the restrictor will be 3mm. All air entering the engine *MUST* pass through the restrictor, it must be fitted so as to leave NO gaps where air can bypass it. Scrutineers may check that no air bypasses the restrictor by blocking it whilst the engine is running. Failure of the engine to stop within 4 seconds or not allowing the scrutineers to carry out the check will be deemed a non-compliance and possible exclusion. The restrictor must be fitted with drilled bolts to allow the fitment of a numbered MSUK wire seal. Any restrictor which has had a seal attached shall be considered NON-compliant if the seal is removed or broken after any subsequent competition (race or practice), unless it was removed with the express permission of the championship eligibility scrutineer or his/her appointed deputy. Anti-surge

slots/holes are permitted provided they are not visible externally and are compliant with all aspects of the regulations regarding air intake and restrictors. All restrictors must now be sealed by an MS UK scrutineer, prior to racing

## 5.5 CHASSIS:

### 5.5.1 Class A and B (Division 1)

Steel monocoque construction only, the following panels must remain constructed in steel: sills, transmission tunnels, floor (including boot floor), front bulkhead, door surrounds, windscreen pillars, front inner wings and original chassis rails must remain fitted and intact to a point at least as far forward as the front axle line otherwise modifications are free subject to complying with MSUK Safety and Technical Regulations Sections MSUK NCR Chapters 7 and 12. No spaceframe or part spaceframe chassis/subframes allowed.

### 5.5.2 Classes C (Division 2)

The standard floor pan, sills, door surrounds, bulkheads and roof must remain exactly as produced by the manufacturer in construction, dimension and material. Front inner wings rearward of front axle line to remain intact and unmodified, forward of front axle line inner wings are free. Within wheel centres, mounting points for attachment of suspension subframes, crossmembers or mounting points where suspension components mount directly to bodyshell may be reinforced but not removed, although not necessarily used Front bulkheads may be modified to permit the clearance of the engine or induction system. This shall be understood to include air induction ducting, manifolding, and trumpets, ram pipes for engine carburetion or fuel injection system. A maximum clearance dimension of 100mm will be allowed. Modification to the transmission tunnel permitted provided standard production floorpans remain as fitted by vehicle manufacturer. There must remain a protective bulkhead of non-flammable material as per MSUK NCR 7.2.6.5 Rear inner wings no modifications other than to allow attachment of a shock absorber

5.5.3 Front panels may be modified to allow fitting of or enlarged radiators, oil coolers or intercoolers.

5.5.4 Unless otherwise stated it is prohibited to cut holes in or removed any fixed panels from the standard floorpan.

5.5.5 Reinforcing of the chassis is allowed in all classes.

5.5.6 With the exception of suspension pickup points, the removal of redundant brackets is permitted.

5.5.7 Transmission tunnels may be modified to allow clearance of gearboxes. Rear valence below bumper level may be modified or removed, provided rear floor pan remains intact and structurally sound.

5.5.8 For live axle RWD cars it is permissible to adapt the floor pan to accommodate additional axle location links, but the standard pick up points must be retained.

- 5.5.9 The removal of under body sealants is allowed. Minimal modifications to floorpan to allow the fitting of an exhaust silencer to MSUK requirements or a fuel tank or safety cell.
- 5.5.10 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, irrespective of modifications the boot floor must remain of welded steel construction, the use of aluminium or alloy plate or rivets to replace material removed is prohibited.
- 5.5.11 Class S - Spaceframe chassis with a recognisable saloon car body (no sports cars). The driver must sit completely on one side, no single seater derived chassis.

## 5.6 **BODYWORK:**

### 5.6.1 Modifications Permitted

#### 1 General:

Replacement of the front and rear wings and front body panels by lightweight material panels is permitted providing they exactly retain the standard silhouette in side elevation. Boot lid and door panels may be replaced by lightweight material providing they exactly retain the original standard shape and outline. Bonnet side profile may be raised to a maximum of 70mm. Bumpers may be removed or modified.

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.

The removal of all exterior chrome/decorative parts is allowed with the exception of the complete radiator grill and headlamp trim.

Standard wings, if retained, may be modified by working the original metal and/or fitting wing extensions which must be over the tyre in accordance with vehicle regulations. It is permissible to cut holes in the rear wing extensions of 150sq.cm maximum to accommodate oil coolers. The holes must be parallel and vertical. Wheels and tyres must not be visible through the apertures.

#### 2. Interior:

It is permitted to remove the entire interior trim dashboard and passenger seats included. It is permitted to carry out modifications on window winders, instrument panel and all driving controls. The driver must sit on the same side as in the original car and be completely located to one side of the centre line of the car. The car must be fitted with doors passenger operable from inside and outside without impedance of locking devices. The car must have an effective means of ventilating the passenger compartment

#### 3. Exterior

Spoilers and air dams. It is permissible to fit a front spoiler which must not exceed the nominal width of the bodywork excluding mirrors, at its widest point. It may not project forwards of the original bodywork including bumper by more than 10cms, as perMSUK NCR 7.2.6.12. Front spoilers may incorporate a lower splitter in the design but must remain within the stated size tolerances. No part of a front spoiler may extend rearward of the front axle line.

Rear spoiler, it is permissible to have any original manufactures spoiler option for the particular make/model of car being used, or any other spoiler provided any horizontal aerofoil/wing section does not exceed 1400mm width and / or the original width of the cars body work (excluding mirrors and wheel arch extensions) whichever is the largest and must be no higher than the highest point of the roof, this does not include roof vents, this will also include wing end plates, with a maximum 350mm chord or exceed

### 3.1 Front and Rear spoiler projection allowances

Dimension Z = 100mm which is the maximum longitudinal extent permissible forward or rearward projection from the bodywork. (MSUK NCR 7.2.6.12)

3.2 Class A may be fitted with a rear under floor diffuser, provided it does not extend forward of the rear axle line, does not extend rearwards beyond the rear bumper or bodywork and meets the MSUK minimum ground clearance rules.

3.3 Plastic is permitted for side or rear windows, Windscreens must be either laminated glass or plastic minimum of 4mm thick.

3.4 Roof skin material may be changed in Class A, Class B and Class S only and is subject to the rest of the roof structure remaining as per original.

## 4. Silhouette

Silhouette, above bumper level or wheel centres whichever is higher, excluding rear spoiler the silhouette to remain as standard production vehicle other than for the bonnet profile which may be raised by a maximum of 70mm

## 5. Ground clearance.

The car may be lowered to give a minimum ground clearance as defined by MSUK NCR 7.2.22.12 -. 40mm

### 5.6.2 Modifications Prohibited

1. General: N/A
2. Interior: N/A

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.
4. Silhouette: N/A
5. Ground Clearance: N/A

## 5.7 ENGINE

### 1. Permitted Modifications

Modification to all components is permitted.

Engine is free including replacement with an engine block from any other make or model of car, if an engine block fitted is not an original fitment or manufacturer's option for the make and model of car the car shall move up a class for the avoidance of doubt a cylinder block shall be classified as original option type to the car, if was cast by the original manufacture, it its externally visible as being the same type of block. Cast in the original material type, it carries the same bell housing, sump and head face bolt patterns, has interchangeability with the original crankshaft and camshaft drive.

Any engine fitted with a multi-valve cylinder head which is not a mass production unit as produced and fitted by a motor car manufacturer on the normal production line shall move up a class

Forced induction is allowed, forced induction systems can be removed and replaced with carburettors or fuel injection.

### 2. Prohibited Modifications.

Only a single supercharger or turbocharger may be fitted.

The series is established for front- and rear engine vehicles only. Amendments and alterations to engine arrangements within these regulations do not permit the relocation of the engine to the rear of the chassis/shell.

Only engines derived from mass produced production cars are eligible. For the avoidance of doubt engine cylinder blocks which are mass production based but have been re-cast and are visually externally different to the production versions or have been cast in a different material are only permitted in classes A and B

### 3. Location

Class A, B and S, free provided engine remains located in the original engine bay

Class C

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

Engine cylinder blocks to remain mounted at the same angle as production +/- 15 degrees or vehicle to move up a class.

4. Oil/Water Cooling

Oil coolers, and additional water radiators are permitted providing they are located within the periphery of the bodywork. These are not permitted in the driver's compartment.

Engine coolant radiators must be mounted in the engine bay, otherwise cooling systems are free

5. Induction Systems:

Maximum intake size for any super/turbocharger is 50mm,

intercoolers for super/turbochargers to be mounted within engine bay only.

Forced induction engines to be fitted with "butterfly" type throttles. Slide, roller or barrel designs prohibited,

Forced inductions engines to breathe through a maximum of two throttle butterflies.

Any forced induction car or engine combination, fitted with a turbo/ supercharger not originally manufactured as having forced induction fitted shall move up a class

For the avoidance of doubt, where a forced induction engine has to comply with a maximum intake size, that size shall be measured a maximum of 53mm from the extremes of the compressor blade (not from the front face of the turbo/supercharger). The minimum width of the narrowest part shall be 3mm.

6. Exhaust Systems

Free subject to MSUK NCR.

7. Ignition Systems

Free subject to MSUK NCR.

8. Fuel Delivery Systems

Free subject to MSUK NCR.

Cars must be fitted with a dry break fuel coupling so that fuel samples can be taken safely from a point near the engine, either the fuel rail or the carburettor. It is the drivers responsibly to ensure a suitable take off hose is available in parc ferme for the purposes of fuel sampling. Due to the risk of cross contamination drivers/teams are strongly advised against sharing hoses. See also MSUK NCR 7.4.6.2 and 7.4.6.3.

5.8 **SUSPENSIONS:**

1. Permitted Modifications

Cars fitted with suspension uprights/hubs which facilitate fitting of a single wheel nut centre lock type wheels shall move up a class.

Class A, B and S: Unrestricted modifications to suspension only.

Classes C :

Additions or modifications of springs, shock absorbers, and suspension heights are permitted.

The fitting of adjustable suspension components and Watts linkage is permitted.

RWD live axle cars are allowed additional locating links Suspension spring type and design unrestricted.

It is permitted to add anti roll bars, tension or compression struts where not originally fitted to vehicle.

2 Prohibited Modifications.

Classes B, C 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.

3. Wheelbase/Track

Class A, B and S: unrestricted

Classes C : track unrestricted provided wheels and tyres fit within confines of bodywork, wheelbase to remain as per original car within a tolerance of 5cm.

## 5.9 TRANSMISSIONS

1. Permitted Modifications

Class A 4-wheel drive permitted subject to a 4-wheel drive variant of that vehicle having been originally available through normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months.

Class B and S, 2-wheel drive only otherwise unrestricted

Class C: except for "production forced induction class C" cars Differential and gearbox unrestricted, provided the differential and gearbox remain in the original location within 5cm. A live axle may not be replaced with an independent axle, an independent axle may not be replaced by a live axle. Class C production forced inductions cars to retain production transmission casings and internals with the exception of the final drive ratio and differential internals which are free.,

Dual valve cars gearbox choice is free. Non forced induction cars fitted with a non-original engine block for the make and model type may use any Non sequential gearbox without further class penalty. In all other cases any car fitted with a sequential gearbox or a gearbox which does not use entirely original equipment casings for the make and model of car shall move up a class

For the purposes of the championship, any gearbox which is operated other than by a conventional gear lever working in a normal "H" pattern will be classified as a sequential gearbox.

2. Prohibited Modifications

Any form of traction control device other than limited slip or locked differentials. Any form of electronically enabled system of control or apportionment of traction that is not standard in the production version of the car except LSD or locked diffs.

Classes C, transaxles and carbon fibre propshaft/driveshafts are prohibited unless fitted to the original homologated model.

3. Transmission & Drive Ratios

5.10 **ELECTRICS**

1. Exterior Lighting

Cars must be fitted with working headlamps in original location, a minimum of one each side of the car, size and shape of the headlamps are free but the total lamp lens area for each side of the car be a minimum area of 7850mm<sup>2</sup>, which is the equivalent area of a single round headlamp 100mm in diameter, bulbs are free but must be of sufficient brightness that it is obvious to scrutineers they are working and will be seen in the mirrors of other competing cars.

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 NCR 7.5.6. Vehicles carrying a single rear fog lamp are required to have working taillights.

3 Batteries

Vehicle must be fitted with an onboard battery capable of restarting the vehicle at all time when on the circuit.

4 Generators

Generators must be mechanically driven. Drive method is free but must be capable of keeping a vehicle's battery charged whilst vehicle is on the 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

Maximum wheel width limits apply to capacities.

Up to 1300cc- 10in

Exceeding 1300 to 1600cc - 10.5in

Exceeding 1600 to 2000cc - 11.5in

Exceeding 2000 & over - 12.5in

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.

2. Nominated Manufacturers

The type of tyre is free.

3. The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

5.14 **WEIGHTS:**

Minimum weights apply to all classes and are dependent on engine size. See chart below for the minimum weight for your car. Please note all weights are for car WITH driver on board as they finished the qualifying and / or race and are for ACTUAL engine size, except for:

Class C production forced induction 1150kg. Other two-wheel drive forced induction as follows.

Up to 1620cc 1075kg,  
 1621 to 2050cc 1175kg  
 2051 up to 2400cc 1250kg  
 over 2400cc 1325kg minimum weights

Four-wheel drive forced induction cars Minimum weight 1240kgs.

The chart below refers to normally aspirated vehicles only.

Engine size	Weight in KG
Up to 1400cc	650
1401 to 1500cc	670
1501 to 1600cc	720
1601 to 1700cc	745
1701 to 1800cc	770
1801 to 2000cc	820
2001 to 2200cc	840
2201 to 2300cc	865
2301 to 2400cc	875
2401 to 2600cc	950
2601 to 3200cc	1050
3201cc to 3500cc	1100
3501 to 4000cc	1150
4001 to 4500cc	1270
4501 to 5000cc	1320

Engine capacities over 5001cc: add 10 kg per 100cc. All weights may be subject to review.

#### 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 is free subject to it complying with safety regulations.

##### 3 Fuel

All fuels listed in MSUK NCR Chapter 8 appendix 1 as pump fuel or unleaded Petrol with a maximum octane rating of 102 Ron.

#### 5.16 **SILENCING:**

##### 1. Specification

As per MSUK NCR 7.8.2 plus where necessary NCR 7.8.1.8.

#### 5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

1. Decals to be displayed without modifications in suitable locations on vehicle bodywork. In addition a round decal with your weight must be clearly displayed on the front windscreen of your car. This will be supplied by the club.

## 6. RACE WITH RESPECT



[Motorsportuk.org/racewithrespect](https://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.