

2026 INTERMARQUE SILHOUETTE SERIES

SPORTING & TECHNICAL REGULATIONS

2026 - Classic & Modern Motorsport Club - Intermarque Silhouette Series

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The 2026 Intermarque Silhouette 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 RS2026/023

1.2 OFFICIALS:

1.2.1 Co-ordinator: Kelly Dann, 4 Lombardy Drive, Woodlands, Maidstone, ME14 5TA

1.2.2 Technical officer:

1.2.3 Drivers' representative: Keith White email keithwhiteracer@googlemail.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
- (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 contested as follows:

Date:	Circuit:
12 th April	Donington GP
24 th May	Mallory Park
6 th / 7 th June	Brands Hatch Indy
27 th June	Lydden Hill
1 st / 2 nd August	Brands Hatch Indy
19 th September	Snetterton
11 th October	Silverstone National

- 1.5.2 In accordance with Motorsport UK MSUK NCR 3.10.4.1 & 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:-
 - Class winners
 - 2nd in class if five or more starters
 - 3rd in class if eight or more starters in class.
- 1.6.3 Presentations

Winners awards are to be provided for presentation at the end of each race or at the 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.

1.6.4 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
- 2.1.7 Entry into the senior's cup will be for drivers aged 55 or over on March 1st 2026 subject to three or more starters.

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 part reversal of finishing order from Race 1 (carried out by public draw). 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 & PIT LANE 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 the 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 MSUK NCR 12.8.2.

2.13 ONBOARD CAMERAS:

Will be 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 and 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 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 MSUK MSUK 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 or championship.

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 **MUST** work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The Classic & Modern Motorsport Club Intermarque Series is for Competitors participating in front engine Silhouette saloon and sports coupe cars. Cars not complying with the technical regulations may be accepted in a guest class at the discretion of Classic & Modern Motorsport Club All MSUK General Regulations & Technical Regulations MSUK Safety and Technical Regulations Sections J, MSUK NCR Chapter 7.2 and Chapter 7.3 apply as per the 2026 MSUK Regulations. The general principle for eligibility shall be that the cars are front engine Silhouette cars which have body shells based on and recognisable as those of mass-produced saloon and coupe cars.

Silhouette cars to be based on production body shell shapes and recognisable as the make and model that the body shell is based on. Cars to use a steel tubular chassis. The minimum height from the floor of the car to the roof is 106cms (41.75") External identification of the model: All cars must be externally recognisable as the model as entered. Manufacturer's 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. Based on any recognised manufacturers production saloon car body shape of 2 or 3 door configuration. Any new marque, that has not been previously used, must be approved by the committee.

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 their cars.

Classes

Class HR 4speed Intermarque cars fully compliant with technical regulations

Class TR 5/6 speed Intermarque cars fully compliant with technical regulations

Guest class cars not complying with the technical regulations. Anyone wishing to race in the guest class must apply in writing for consideration of an entry to the Classic & Modern Motorsport Club and include full technical details of car. For the avoidance of doubt only naturally aspirated 4-cylinder 2-wheel drive cars will be considered. Entry to the guest

class will be considered on a meeting by meeting basis. All guest cars shall start from the back of the grid.

5.3 **SAFETY REQUIREMENTS:**

The following Articles of Motorsport UK MSUK NCR Safety Criteria Regulations will apply: MSUK NCR 7.3.20 /7.7.7/ 7.6.1/ 7.4.2/ 7.5.5./ 9.0.3 / 7.7.4. For the avoidance of doubt, competitors' attention is drawn to the following specific MSUK references:

Roll Cages – see MSUK NCR Chapter 7 appendix 13 with particular reference to diagram 15 (diagonal bar) and diagram 20 (g) door bars.

Door bars may be removable, subject to compliance with MSUK NCR Removable Members. Should removable members be used in the construction of a ROPS, the demountable joints used must comply with an approved type (see drawings K21 to K30). The screws and bolts must be of adequate diameter and of ISO Standard 8.8 or better. FIA homologated demountable joints are also permitted.

Seat Belts (MSUK NCR 7.7.10) the crotch strap must be mounted with a hook and eye type anchorage point welded to a reinforcing plate and fitted as drawing K39.

Fire extinguisher Minimum standard required see MSUK NCR 7.6.1 Large plumbed in extinguisher which must be inside its service date.

Seats must conform to MSUK NCR 7.7.2 in its entirety, the mountings as described in 2.2.1

Overalls: Clean Flame-Resistant overalls must be worn. Acceptable Standards FIA 8856-2000 MSUK NCR 9.3.1 and 9.3.3c.

- (a) Effective means of ventilating the passenger compartment
- (b) Means of access on either side of the passenger compartment, operable from the inside and the outside and sufficient in size to remove the occupant without impedance by door locking devices. MSUK NCR 7.2.20.2

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

Amalgamated with 5.25.5 CHASSIS:

Tubular steel construction only.

Towing eyes. These must be clearly marked and be substantial. At least one at both the front and rear of the vehicle. In addition you may also have a roof hook, which must be substantially fitted.

5.6 **BODYWORK:**

5.6.1 Modifications Permitted

1. General

Maximum width 75" (1905mm). Spoilers are free but must fall within the following parameters:

- (a) Maximum overall width including end plate 75" (1905mm).
- (b) Maximum chord of 14" (355.6mm).
- (c) Maximum end plate size 14" (355.6mm) square.
- (d) No part of the spoiler including endplate must extend beyond the rear bumper line or be higher than the roof line.
- (e) No part of the spoiler may extend beyond the plan view of the bodywork.
- (f) Rear Spoiler may not exceed width of bodywork.
- (g) Rear diffuser may not extend beyond the rear bumper.
- (h) Rear spoiler mounting struts/pylons are allowed

Front splitters may be fitted but must not protrude forwards past the bumper line by more than 100mm, they may not be wider than the extreme body width of the car in plain view and may only incorporate one single upright corner or winglet each side of the car. Specific measurements for the single upright corner per side, this can be no more than 3" (75mm) in any direction. For the avoidance of doubt, the front bumper line does NOT include any spoiler or splitter built into the lower section of the front bumper.

For the avoidance of doubt, with the exception of the rear spoiler, it is not permitted to fit gurney strips to any part of the vehicle body work.

Cooling ducts are permitted in the front panels. Any ducts must only feed air to the radiator and/or oil cooler and /or front brakes. Ducts which are visible must not extend rearwards beyond the front of the radiator with the exception of brake ducts. Wheels and tyres may not be visible through the ducts. Any other ducts must be taken from the floor to only cool gearbox and/or differential.

Bonnets may have up to three ventilation apertures, up to a maximum of 54sq in (35000sq mm) each. These apertures must not feed air to any mechanical component and must have a grille fitted. In other words they can only remove hot air from under the bonnet. Louvre vents up to a maximum size of 2500sq.mm in each location may be added to the top and/or rear of the wheel arches. They must blend in with the surrounding bodywork. No part of the wheel/tyre or mechanical components may be visible through the louver from above.

Rear bumper or body work below bumper may have a maximum of 4 holes 75mm diameter drilled for the purpose of ventilation; tyres must not be visible through these holes.

The appearance of Head, Tail and Indicator lamps must be defined by graphics.

The doors must be either hinged or retained by 4 pins/"r" clips both sides. If the doors are retained by pins the "R" clips must be linked together and defined as a releasing system (and capable of working as such; this may be tested at scrutineering). A clear notice must be applied to the outside of the door panel clearly defining the method of opening. All doors must be capable of being opened from the inside in accordance with MSUK NCR 12.13.3.2.

2. Interior

The driver's seat is unrestricted subject to complying with MSUK safety regulations. It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats. It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

3. Exterior

Front doors may be fitted with either plastic windows complying with MSUK regulation, or window nets. All other window apertures must be glazed to at least 4mm minimum thickness. Subject to remaining structurally sound and rigid when driven at racing speeds. Rear windscreens may have ventilation holes.

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5. Ground Clearance

Ground clearance: The car may be lowered. The minimum ground clearance is 40mm as defined by MSUK NCR7.2.22.12.

Wheelbase: The wheelbase must remain as per the original car within a tolerance of 50.8mm. Mazda RX8 specified wheelbase is 2451mm. Ginetta G40R specified wheelbase is 2438mm.

5.6.2 Modifications Prohibited

1. General

2. Interior

3. Exterior

It is prohibited to tape up panel gaps surrounding doors and bonnets, unless it is for accident damage and approved by the scrutineer on the day.

The use of carbon fibre materials in the construction of floors and bulkheads and any body panels, except aerofoils and spoilers.

4. Silhouette

5. Ground Clearance

5.7 **ENGINE:**

Dual-valve engines are defined as having one inlet and one exhaust valve per cylinder. Multi-valve engines are defined as having more than one inlet or exhaust valve per cylinder.

1. Permitted Modifications

This series is established for front engined 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.

Unless stated in these rules all engine components must remain original to the manufacturer of the used engine. All engines should confirm to the manufacturer's homologation specification. Table of Allowable Engines.

Bore/Stroke to be as produced as by the original manufacturer of that engine with a maximum overbore of 1.5mm. Sleeving is allowed with 1.5mm overbore above standard. Cylinder Block: the block may only be machined on the head gasket surface and to accommodate a dry sump system.

	Bore of	Stroke of
Vauxhall C20XE & C20XEV 2.0 Litre 16v	86mm	86mm
Ford Zetec NGA (NGB/NGC) 2.0 Litre 16v	84.8mm	88mm
Ford Duratec IS7G or 4MSG	87.5mm	83mm

Pistons: Pistons are free but must use a standard size gudgeon pin. Machining of valve pockets is allowed. Conrods: Ford Zetec has free use of conrods from Zetec NGA/NGB and NGC engines

Steel conrods are allowed providing they retain the exact dimensions of the engines original. On either steel or original conrods you may replace the big end bolts and machine to accommodate them. Gudgeon pins can be press fit or floating. Conrods must not be lightened. FOR THE AVOIDANCE OF DOUBT these regulations do not permit changes to the length of conrod when measured centre to centre. The gudgeon pin must only be 21mm in diameter.

Crankshaft: Is to remain the engines original part. Clutch and Flywheel: You may replace the flywheel with a lightweight steel version. Standard diameter ring gear must remain, however. You may use any twin plate clutch. (Minimum diameter 184mm (7.25"))

Balancing: you may balance the pistons, conrods, crankshaft, flywheel and clutch through drilling or machining/spot machining or hand grinding. Note that you must not lighten the crankshaft or conrods. Cylinder Head: No altering or machining to any part of the cylinder head that is not expressly mentioned in these rules.

The area either side of the cam follower may be fettled if necessary, to allow completion camshafts to rotate freely. No enlarging/reducing or drilling of extra waterways in either the head/gasket or block. The obsolete distributor housing on 16v heads may be reduced or blanked if applicable.

Engine head gaskets are free in material, manufacturer and construction.

Fasteners/headbolts/studs: All fasteners are free (both internal and external) you may use head studs and nuts. Valves: You may use replacement valves providing they are stainless steel and to the following dimensions: (Shape may be changed).

		C20XE Vauxhall	C20XE Vauxhall	Ford	Ford Duratec
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Valve head diameter	Int	33.0mm	33.0mm	33.0mm	35.0mm
	Ext	29.0mm	29.0mm	29.0mm	30.0mm
Total valve length	Int	102.1mm +0.1	104.8mm	96.5mm	103.4mm
	Ext	92.55mm +0.1	105.0mm	95.5mm	104.6mm
Valve stem diameter	Int	59.55mm to 5.97mm	6.955mm to 9.970mm	6.0mm	5.5mm
	Ext	53.945mm to 5.96mm	6.945mm to 6.960mm	6.0mm	5.5mm

Valve guides: May be replaced but must remain in the original position. Bronze guides of thin wall bronze guide inserts are allowed.

Valve Springs/Top Caps and Collets: All free (spring seat may also be machined)
 Camshafts and Followers: Camshafts are free. Cam followers are free, hydraulic or solid. (Vauxhall XE solid lifters may be used in the Ford Zetec) you may machine to accommodate the lifters. The use of vernier pulleys is allowed.

Gas Flowing: Metal must not be added or removed from the combustion chamber or ports, with the exception of the valve seat area which may be fettled but no further than the valve guide.

Spark Plugs: You may counter-sink the spark plug thread in the Ford Zetec cylinder head to enable usage of conventional spark plugs.

Vauxhall engine timing wheel, you may use an aftermarket steel type provided it is an exact replica (in size and dimension) of the original type.

2. Prohibited Modifications.

Fuel injection and/or forced induction is not allowed.

Heat treatment and shot peening of standard components is not allowed. In no way does the interchange ability of engines allow other parts such as gearboxes to be interchanged other than allowed in these regulations.

Bottom End:

Only the minimum amount of material required to balance components is allowed to be removed.

Lightening of the components other than to balance is not allowed.

Cylinder Head:

Engines of more than 1600cc original capacity Valve head diameter must remain as standard. No material may be added to the cylinder head assembly, including manifolds except for reasons of repair.

3. Location

Engines must be a minimum of 76.2cm (30") forward of the centre-line between front and rear axles, measured from the rear face of the engine block when viewed vertically.

4. Oil/Water Cooling

Oil coolers and additional water radiators are permitted providing they are located with the periphery of the bodywork. Water pumps, no modifications to pump impeller, water pumps must be belt driven, however pump drive pulley size may be changed. The addition of a secondary (electric) water pump is permitted but the original belt driven water pump must be kept and in normal working order.

5. Induction Systems

All fuel pumps and filters and inlet manifolds are free.

Carburettor/s:

Engines to be fitted with a pair of DCOE/SP Weber (or corresponding Dellorto) throttles may not exceed 48mm. The maximum venturi size to be not more than 38mm when measured at the smallest point. Carburettors may not be fitted with throttle position or other electric sensors. FOR THE AVOIDANCE OF DOUBT these regulations do not permit modifications to carburettors, which would include but not limited to, thinning of throttle shafts, knife edging of butterflies, shortening butterfly/spindle screws, any removal of material from auxiliary venturis (casting marks included) or the use of dellorto venturis in weber carburettors.

An air filter must be fitted.

6. Exhaust Systems

Exhaust systems are free provided MSUK maximum decibel requirements are not exceeded.

Noise levels: A limit of 105db applies to all classes.

7. Ignition Systems

Ignition system must be supplied by MBE Systems Ltd (tel: 01285 883030). The unit must have a fixed advance curve and limiter set at 8000rpm. The system must have the original MBE seal AND an SSHR seal. The eligibility scrutineer or his deputy have the right to require a driver to exchange their registered MBE box for a similar control box provided by the organisers or swap MBE boxes between competitors cars (only of the same engine make). This may be done without notice and at any time during, before or after an event.

8. Fuel delivery systems

Free subject to MSUK NCR 12.13.9

5.8 **SUSPENSIONS:**

1. Permitted Modifications

Any single or double adjustable shock absorber permitted, meaning a single adjustable bump and single adjustable rebound only.

2. Prohibited Modifications

Active ride height or damping control. Shock absorbers fitted with separate reservoirs. Twin cylinder "piggy back" shock absorbers. The use of more than one shock absorber per wheel. Remote adjustment of any suspension component from drivers' cockpit, any other suspension components. The use of any material other than steel in suspension arms and links No suspension and other listed components in the cockpit area must comply with MSUK NCR 7.2.6.

3. Wheelbase/Track

Track may not exceed 73.5" 1,865mm measured between outer extremities of wheel rims

5.9 **TRANSMISSIONS:**

The gearbox tunnel must have 3 protective hoops to prevent the propshaft encroaching where the driver sits.

Class HR

only a "H" pattern 4 speed gearbox with a 1:1 top gear ratio may be used. Any final drive axle ratio is permitted. Only gearbox casings manufactured by Ford, Quaife or Elite may be used.

Class TR

5 or 6 Speed H Pattern gearboxes permitted, Or A Quaife QBE60G sequential 6 speed Gearbox fitted with the following ratios. 1st 2.400 2nd 1.840 3rd 1.333 4th 1.150 5th 1.000 6th 0.889 or a 4 speed version of the QBE60G. . However, the Elite 4 speed sequential gearbox can also be used with a fixed set of gear ratios (1.867, 1.412, 1.158, 1) and fixed drop gears or a 5 speed version of the Elite gearbox.

1. Permitted Modifications

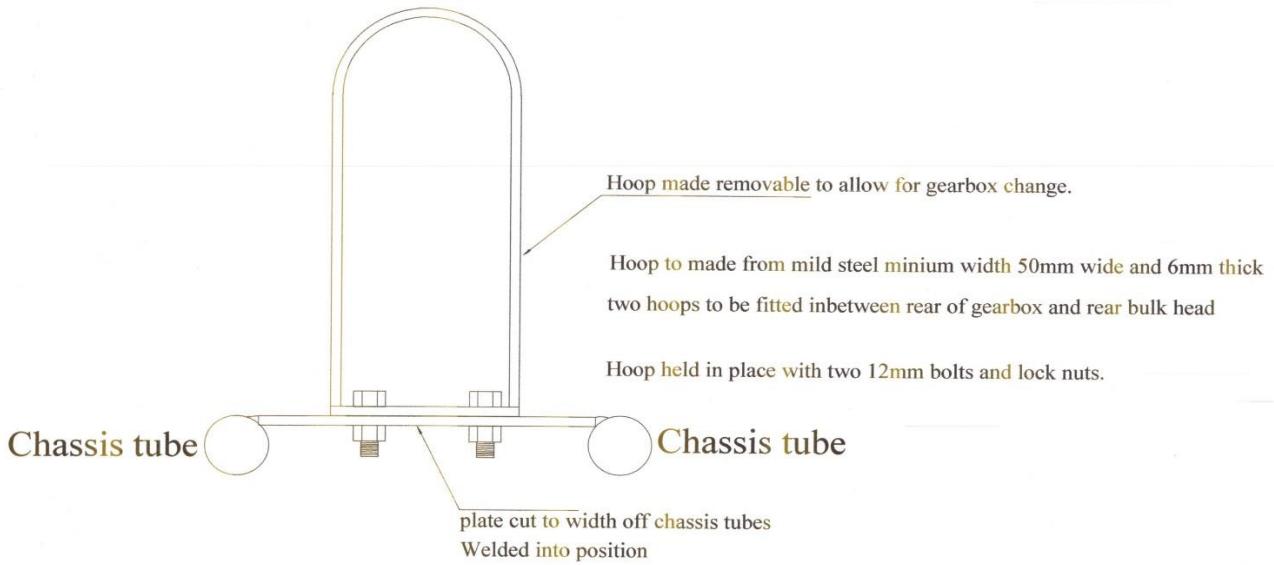
Rear axle must be solid beam and made of steel. Aluminium differential casings are permitted. Anti-Roll bars are permitted.

2. Prohibited Modifications

Steering wheel "paddle shift" gear change
Any form of traction control device other than limited slip or locked differentials.
No independent axles allowed

3. Transmission & Drive Ratios

4. The transmission tunnel above the propshaft must have a protection hoop as per below diagram



5.10 ELECTRICS:

Dash Instruments and switches are free. The use of data logging equipment is prohibited with the exception of RPM (engine speed), lap timing and on-board camera; subject to MSUK fittings requirements.

1. Exterior Lighting
2. Rear Fog Light

Required as per MSUK NCR 7.5.6. Cars must be fitted with TWO operational brake lights.

3. Batteries

Vehicle must be fitted with an on-board battery capable of restarting the engine at all times when on circuit.

4. Generators

Electrical generators and self-starts must be fitted and in working order. The self-starter must be capable of starting the car at any time as per MSUK NCR 7.5.

5.11 BRAKES:

1. Permitted Modifications

Brakes are unrestricted with the exception of brake disc material, only steel or cast iron are permitted.

2. Prohibited modifications

5.12 **WHEELS/STEERING:**

1. Permitted options

Steering systems are free in all classes. Wheels must be 10" x 13" non-centre lock type. Irrespective of the maximum size allowed, the wheel/tyre combination must fit within the confines of the allowable wheel arch/bodywork modifications outlined in Section 5.6 above.

2. Prohibited options

No ceramic wheel bearings.

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 use of tyre heating/heat retention device, tyre treatments and compounds is prohibited.

2. Nominated Manufacturers

Slick tyres manufactured by Hoosier are permitted and must be barcoded and compound H12 size 20.0 x 9.0 x 13.

3. It is prohibited to cut of groove slick tyres **intermediate tyres:** There is no intermediate tyre option; cars may only use slicks or wets. **Wet tyres,** Hoosier size 20.0 x 9.0 x 13 H10WET and Avon specification number 7168 compound A10 are the only allowable wet tyre, NO additional cutting or modification to grooves in wet tyres. There is no limit as to the amount of wet tyres that can be used.

4. 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. Tyre allocation. If more than 10 starters, the tyre allocation will be as follows:

First meeting of the year (as listed on the calendar) up to 6 new tyres (you can have a mixture of new and used but only six can be registered on the day), thereafter tyre allocation as per meeting list.

Round two – 1 new tyre
Round three – 2 new tyres
Round four – 1 new tyre
Round five – 2 new tyres

Round six – 1 new tyre

Anybody joining after the first meeting will have an allocation of six slick tyres (of which a maximum of four can be new tyres).

5.14 **WEIGHTS:**

In weights in each class will be as follows ;

HR - 855kgs including the driver

TR (5 speed H pattern gearboxes) - 860 including the driver

Sequential - 870kgs including the driver.

The weight for class TR may be increased or decreased dependent upon performance. The organisers reserve the right to change minimum weights during the season should that be deemed necessary MSUK NCR 7.2.19 applies.

5.15 **FUEL TANK/FUEL:**

1. Types

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

2. Locations

Tank can be relocated in the boot area of the car with reasonable modifications to the boot floor to accept it. This does not mean removal of entire boot floor. Either a fireproof bulkhead (between the tank and the cockpit) or a sealed housing for the tank must be provided. Purpose made fuel tanks made be housed in the cockpit area provided they are totally enclosed in a sealed housing. Also, the use of metal braided fuel hose is mandatory. Fuel pumps are NOT permitted in the cockpit area.

3. Fuel

All fuels listed in MSUK NCR Chapter 8 appendix 1 as pump fuel 100 RON Octane maximum.

It is the driver's responsibility to provide a hose with suitable coupling so that fuel samples can be taken safely from a point near the engine, either the fuel rail or the carburettor.

All cars must be fitted with a dry break fuel coupling within a 30cm distance of the carburettors to allow fuel samples to be taken without any dismantling of fuel lines, Drivers must have a suitable coupling hose available in parc ferme.

5.16 **SILENCING:**

1. Specification

As per MSUK NCR 7.8.2 plus where necessary MSUK NCR 7.8.1.8

5.17 **NUMBERS AND SERIES DECALS:**

1. Positions - Decals to be displayed without modifications in suitable locations on vehicle bodywork, including windscreen visor on closed roof cars. Hoosier tyres will supply stickers for display on both sides of the car. CNC consultants will supply a windscreen visor for display,

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.