



CHASE EQUIPMENT HISTORIC MODSPORTS & SPECIAL SALOONS SERIES 2026 SPORTING & TECHNICAL REGULATIONS PUBLISHED COPY

INTRODUCTION

Created in 2022 Historic Modsports and Special Saloons, is designed to celebrate the rich heritage of the genre from the late 60's through to the end of the 1970's. Our focus is on preserving and re-creating the atmosphere from the period and showcasing these classic racing vehicles which made so much history on the UK scene.

Racing during the 1960's and 70's saw predominantly production-based categories for both sports cars and saloon cars. For saloons, the manufacturers dominated the Group 2 and Group 5 categories, which resembled the standard road car on the surface, but under the skin were high tech, highly regulated, high-cost machines which were well out of reach of the club competitor.

The rules for Group 1 cars however, which again required the car to remain recognisable as their road car ancestors, were becoming more relaxed and as long as the basics of shape and dimension remained unaltered, modifications under the skin became more and more unrestrained.

The equivalent sports car category was 'Modsports' which whilst slightly more restrictive in the fact that the original engine type and chassis centre section was to be retained, also provided the club competitor with the opportunity to create some pretty quick machines.

Both categories obtained their own set of regulations imposed by the RAC from the early 70's onwards and were published in the annual 'Blue Book' to retain control and credibility, this then spawned a whole plethora of now iconic championships along with a cult following amongst British club competitors and spectators, a cult which exists to this day.

Our series today retains, to a very large extent, those regulations from the Blue Books of the 1970's and our quest is to try and remain as faithful as we can to the specifications developed during that period. New cars being built from scratch, are more than welcome, as long as they comply with our technical regulations and just as importantly, the spirit of the series.

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The CHASE Equipment Historic Modsports & Special Saloons Series is owned and promoted by Steve Watton (“the Promotor”) and is organised and administered by the Scottish Motor Racing Club (SMRC) (“the Organiser”) in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the International Sporting Code of the FIA and these Series Regulations.

ASN Series Registration No. RS2026/002 Race Status: Interclub

A Series registered in the UK is defined as a series of individual Events organised to a common set of Sporting and/or Technical Regulations. There can be no accumulative overall or Class winner(s) or title awards based on finishing positions drawn from a number of different Event results.

This document defines the specific Series regulations and structure of the Series for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organiser reserves the right to amend or clarify these Series Regulations at any time during the season by way of publication of Official Series Bulletins.

1.2 SERIES OFFICIALS:

1.2.1 Series Co-ordinator & Series Principle: Steve Watton

1.2.2 Series Eligibility Scrutineer: Stewart Pitcaithly

The Organiser via the Event Chief Scrutineer reserves the right to appoint an alternative ASN licenced Eligibility Scrutineer to deputise for the nominated Eligibility Scrutineer in their absence.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entry to the Series is by invitation of the Promotor. Entrants must be current paid up RACING members of the Scottish Motor Racing Club and be in possession of a valid current Motorsport UK Entrants Licences, where applicable.

1.3.2 Drivers and Entrant/Drivers must be:

- (a) Current RACING Members of the Scottish Motor Racing Club and
- (b) Registered for the Series and
- (c) In possession of a valid Competition (Racing) Club status licence, as a minimum. Or if the holder of a foreign ASN Competition licence be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN’s written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7.b applies)

1.3.2.1 Additionally, 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.

- 1.3.3 All Competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon demand of the Officials.
- 1.4 **REGISTRATION:**
- 1.4.1 All Competitors must register for the Series by completing the online registration form in the members area of the SMRC website <https://smrc.co.uk/members> prior to the Final Closing date for the first Event being entered. Acceptance or rejection of registration is entirely at the discretion of the Promotor and Organiser.
- 1.4.2 There is no Registration Fee.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Series and issued by the Organisers.
- 1.5 **SERIES EVENTS / RACES:**
The Series will be contested at the following Events:
- | | | |
|--|------------------------|----------------|
| Date: | Circuit / Venue: | Races: |
| 12 th April 2026 | Silverstone Grand Prix | 2 x 20 minutes |
| 16 th & 17 th May 2026 | Knockhill Clockwise | 2 x 15 minutes |
| 4 th & 5 th July 2026 | Thruxton | 2 x 15 minutes |
| 22 nd & 23 rd August 2026 | Croft | 2 x 15 minutes |
| 12 th & 13 th September 2026 | Castle Combe | 2 x 15 minutes |
- 1.6 **AWARDS:**
- 1.6.1 All awards are to be provided by the Promotor.
- 1.6.2 Per Race:
An award for each class winner.
- 1.6.3 Bonuses:
The Promotor reserves the right to arrange and introduce additional bonus awards for and during the Series.
- 1.6.4 Presentations:
Awards will be presented at the end of each Event / Race.
2. **SERIES EVENT & 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) will 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 Event 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 Event Organiser in writing. NCR Ch.3 App.11 Art.1.11. applies.
- 2.1.4 The Entry Fee for each Event shall be specified in the Official Documents and 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 (Official Documents). All Reserves will Practice and replace withdrawn or retired Entries in Reserve Number order irrespective of class. If Reserves are given grid places prior to issue of the first grid sheets for any Race, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to Cars being collected in the Official Assembly Areas they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the Race after the last Car to start the Green Signal Lap or last Car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.2 **BRIEFINGS:**
- Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions (Official Document) for the Events. Competitors must attend all briefings. Any written briefing is an Official Document.
- 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 must 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) for a grid position based on Practice times.
- 2.3.3 The Results from Race 1 determine the grid for Race 2. Non-finishers start at the back of the grid in reverse order of retirement with non-starters from Race 1 starting behind them.
- 2.3.4 Throughout Qualifying, all competing Cars must remain in the Pit Lane or the Parc Fermé area if not on the Track. Cars must not return to the Paddock or Pit Garages during the Qualifying session unless specifically approved by the Clerk of the Course.
- 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).
- 2.5 **STARTS:**
- 2.5.1 All Cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. Details of the start procedure will be published in Official Documents.

- 2.5.2 The start will be via Standing start.
The minimum Countdown procedures/audible warnings sequence shall be:-
I. 1 minute to start of Green Signal Lap – Start Engines/Clear Grid.
II. 30 Seconds – Visible and audible warning for start of Green Signal Lap.
III. After completion of the Green Signal Lap cars will resume their Grid positions for a standing start.
IV. A five second board will be used to indicate that the grid is complete.
V. The red Signal lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the Race.
- 2.5.3 Any Car removed from the grid after the 1 minute stage or driven into the pits on the Green Signal lap shall be held in the pitlane and may start the Race after the last Car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 2.5.4 Any Driver unable to start the Green Signal lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. Any Driver unable to maintain grid positions on the Green Signal Lap, to the extent that ALL other cars are ahead of them, may complete the 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.
- 2.5.5 In the event of any starting Signal lights failure the Starter will revert to use of the National Flag.
- 2.6 **SESSION RED SIGNAL:**
Should the need arise to stop any Race or Practice, RED SIGNALS will be displayed at the Startline and at all Marshals Signalling Points around the Track.
- 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.
- Cars should not enter the Pits unless directed to do so and all Cars in the pit lane during a red Signal period must take any restart from the pit exit.
- 2.7 **PITS, PADDOCK & PIT LANE SAFETY:**
- 2.7.1 Pits & Paddock:
Competitors must ensure that the ASN (Motorsport UK), Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane:
The outer 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 respect the pit lane speed limits.
- 2.7.3 Refuelling:
May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the SR's or Final Instructions (Official Documents) issued for each Circuit/Event.

2.7.4 Speed Limit:
Pit Lane Speed Limit is 60kph.

2.8 **RACE FINISHES:**

After taking the Chequered Flag end of Race Signal Drivers are required to:

- I. progressively and safely slow down
- II. remain behind any Competitor 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 Track or in the Pit Lane.

2.9 **RESULTS:**

All Practice Timesheets, Grids, Race Results are deemed Provisional until all Cars are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4).

2.10 **TIMING MODULES:**

At all times throughout the Event, competing vehicles shall be fitted with a working timing identification module (i.e. transponder) in accordance with NCR Ch.12 App.6 Art.2.2.

2.11 **QUALIFICATION RACES:**

If any Event is oversubscribed the Organiser may at their discretion run Qualification Races. The Organiser will notify Competitors in an Official Document.

2.12 **OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.13 **ONBOARD CAMERAS:**

- 2.13.1 All Competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an Incident which is subsequently placed under investigation. Footage should be retained until such time as the Results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Event or the Series Co-ordinator. Competitors must ensure that data cards are cleared prior to each Event so that the card only contains files relating to the current Event.
- 2.13.2 It is the Competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with NCR Ch.7 App.9 and be forward facing as detailed in Art.1.3 Correct installation forms part of the pre-event Scrutineering inspection.
- 2.13.3 Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view.
- 2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) Penalties may be applied judicially (see NCR Ch. 2), which can include but are not limited to a Fine of up to £500. The burden of proof to establish the cause of such failure lies with the Competitor.

3. SPECIFIC SERIES REGULATIONS:

- 3.1 By registering for the Series all Competitors and their associates commit to positively promote and demonstrate Motorsport UK's Respect Code which is appended to these Regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Series Organiser may issue warnings or require remedial actions.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Club Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

4. SPECIFIC SERIES PENALTIES:

In accordance with NCR Chapter 2.

4.1 DRIVING STANDARDS

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Series, and notwithstanding any penalties applied in accordance with the NCR, then the Series Co-ordinator may issue a Series 'Yellow Card' warning to any Competitor for action or driving deemed to be detrimental to other participants and/or the interests of the Series.

If a Competitor is issued with a 'Yellow Card' they will be placed under observation by the Clerk of the Course at the following two events in which they take part. If any Competitor receives two or more 'Yellow Cards' that Competitor may be subject to any of the following:

(a) Suspension of Racing Membership of the SMRC thus making the Competitor ineligible for the Series under Art. 1.3.2 of these Regulations. The period of the suspension will be notified to the Competitor in writing and may cover one or more subsequent rounds of the Series Events or Races.

(b) Be required to satisfactorily complete a course specially devised by the SMRC in conjunction with the SMRC Motorsport UK qualified Driver Coaches. The course will be at the Competitor's expense.

'Yellow Cards' are cumulative and are cancelled at the end of the season.

4.2 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, Competitors should be aware that their conduct on social media regarding the Series, the SMRC and its Drivers should reflect the impact social media has. If a Competitor is considered to have brought the Series and/or the SMRC into disrepute in the opinion of the Series Co-ordinator they may have their invitation to compete in the Series revoked. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to Penalties.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK 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. If you are in any doubt please contact the Eligibility Scrutineer or Series Principle;

Eligibility Scrutineer, Stewart Pitcaithly: stewart@cotlygarage.co.uk

Series Principle, Steve Watton: steviewatton@yahoo.co.uk

5.2 GENERAL DESCRIPTION:

These regulations are manifestly the original regulations from the 1979 version of the RAC Motor Sport TECHNICAL MANUAL. Changes are made to comply with modern safety requirements.

There are two separate, distinctive sets of regulations, one for 'Modsports', one for 'Special Saloons', with some common regulations relating to both categories.

Original cars, presented with significant provenance, which ran in Modsports & Special Saloons PRIOR to 31.12.1979 and are outside the regulations will be reviewed on an individual basis and will be allowed to enter the Series, if they prove to be outside of the performance envelope all other cars are operating within, their eligibility will be reviewed a second time, and they may be asked to operate a rev limit. However, all newly built cars must comply strictly with these regulations.

Period liveries are encouraged.

Class Structure

Four classes, taken from the original 1979 Blue Book regulations with Modsports and Saloons combined in each class.

Class	Modsports Cars	Special Saloon Cars
A	Up to 1150cc	Up to 1000cc
B	1151 to 1500cc	1000 to 1300cc
C	1501cc to 2000cc	1301cc to 2500cc
D	Over 2000cc	Over 2500cc

5.3 SAFETY REQUIREMENTS:

All cars must conform to the current ASN safety requirements (NCR Chapter 7).

5.3.1 A Roll-Over Protection System (ROPS) must be fitted compliant with all relevant regulations in NCR Ch.7 App.3.

5.3.2 A plumbed-in fire extinguisher system must be fitted compliant with all relevant regulations in NCR Ch.7 App.6.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All Cars must comply with their Identity Documents (if existing). The presentation of a Car for Scrutineering will be deemed an implicit statement of conformity.

5.4.2 Competitors are requested to contact the Series Eligibility Scrutineer or Series Principle if they have any questions regarding the acceptable specification of their car.

- 5.4.3 In any issues relating to the acceptability of cars presented for a Race, the Series Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final and not subject to Protest or Appeal.

MODSPORTS CARS

Regulations based on RAC Motor Sport TECHNICAL MANUAL 1979.

Modified sports cars derived from vehicles produced in minimum manufacturer homologation quantities. Mechanical modification, are only limited by the following regulations.

5.5 CHASSIS:

- 5.5.1 The chassis or unitary construction must remain as produced by the manufacturer in construction and material within the wheel hub centres. The chassis may be reinforced. Bulkheads may be modified but must remain sealed as per NCR Ch.7 App.2 Art.6.5.

- 5.5.2 Minimum ground clearance, excluding suspension components, is 40mm.

5.6 BODYWORK INCLUDING AEROFOILS:

- 5.6.1 The silhouette as seen in side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine boot/cover, boot lid/rear deck.
- 5.6.2 The doors, roof, engine bonnet/cover, luggage compartment boot lid/rear deck may be changed for different material of the same shape and dimensions. Alternative materials may be used for external wings. Detachable hard tops are permitted.
- 5.6.3 Windows in the side and rear of the car may be replaced with polycarbonate or Perspex with a nominal minimum thickness of 4mm (NCR Ch.7 App.2 Art.22.8). Open cars can run an aero screen and a tonneau compliant with NCR Ch.12 App.13 Art.2.5 or hardtop. If a hardtop is fitted the full windscreen must be in place.
- 5.6.4 Windscreens must be of laminated glass (NCR Ch.12 App.13 Art.2.1) or Perspex or polycarbonate with a nominal minimum thickness of 4mm (NCR Ch.7 App.2 Art.22.8).
- 5.6.5 Air dams / splitters are permitted below the level of the road wheel centres, providing they do not protrude beyond the original coachwork in plan view, including bumpers grille etc., by more than 2".
- 5.6.6 Spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window of the original car at its centre point.

- 5.6.7 Rear wings are permitted. They must not be wider than the rear wheel arches, can comprise of twin elements and no part of the wing structure can be higher than the original height of the roof of the car at its highest point. Wings cannot protrude beyond the original coachwork in plan view, including bumpers etc., by more than 2". Wings must be of period appearance, no modern style wings.
- 5.6.8 Venturis are permitted.
- 5.6.9 On rear engine cars the engine and cover ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point. On front engine cars the engine and engine cover and its ancillaries' must not be more than 4" above the highest point of the original bonnet.
- 5.7 **ENGINE:**
- 5.7.1 Change of power unit is NOT permitted. All engines must be of the type installed in the original road car by the manufacturer available on general sale to the public before 31.12.1979.
- 5.7.2 Manifolds and carburettors are unrestricted, providing manifolds fit directly on to the original port faces of the cylinder head. Original mechanical fuel injection is permitted.
- 5.7.3 Period downdraught heads are permitted. BMC 8 port heads are permitted. Weslake 7 port heads are permitted. Engine internals are free. Dry sump systems are permitted. Change of engine block material is permitted.
- 5.7.4 Forced induction is prohibited.
- 5.7.5 No motorcycle engines.
- 5.7.6 No engine management of any kind. No crank triggers.
- 5.8 **SUSPENSION:**
- 5.8.1 Type of suspension must be the type offered by the original manufacturer in period. The suspension and springing system may be modified, but components / systems must have been available in period.
- 5.8.2 The wheelbase must be to the dimensions of the original vehicle $\pm 2\%$ or 2" whichever is the greater.
- 5.9 **TRANSMISSION:**
- 5.9.1 Change of gearbox is permitted but must have the same number of forward gears as the original (overdrive is counted as a gear). Gearbox must have been available on general supply prior to 31.12.1979. Internals are free. No sequential gearboxes or gear change mechanisms allowed. Period homologated gearbox's ZF etc., are permitted.
- 5.9.2 Final drive and its position is free. LSD's are permitted.

SPECIAL SALOON CARS

Regulations based on RAC Motor Sport TECHNICAL MANUAL 1979.

Any cars the RAC have verified as having been produced in minimum homologation quantities. Mechanical modification, are only limited by the following regulations.

5.10 CHASSIS:

- 5.10.1 The engine clutch and gearbox casing must remain at the same end of the vehicle as envisaged by the manufacturer of the body / silhouette of the car used.
- 5.10.2 On front engine cars the rear of the gearbox casing (not including tail shaft and gear lever extensions) must not pass the centre line of the original car. Conversely on rear engine cars the most forward point of the engine casting must not pass the centre line of the original car.
- 5.10.3 The wheelbase to be as stated in the manufacturers buyers' guide for the original car with a tolerance of $\pm 2\%$ or 2", which ever is the greater.
- 5.10.4 The driver must sit on the same side as in the original car.
- 5.10.5 Bulkheads may be modified but must remain sealed as per NCR Ch.7 App.2 Art.6.5.
- 5.10.6 Minimum ground clearance, excluding suspension components, is 40mm.
- 5.10.7 Spaceframes are permitted.

5.11 BODYWORK INCLUDING AEROFOILS:

- 5.11.1 The silhouette in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine boot/cover, boot lid/rear deck.
- 5.11.2 The material of the bodywork may be changed as long as original structural strength is maintained.
- 5.11.3 No part of the engine cover or luggage compartment lid may be lowered.
- 5.11.4 Air dams / splitters are permitted below the level of the road wheel centres, providing they do not protrude beyond the original coachwork in plan view, including bumpers grille etc., by more than 2".
- 5.11.5 Spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window of the original car at its centre point.
- 5.11.6 Rear wings are permitted. They must not be wider than the rear wheel arches, can comprise of a twin element and no part of the wing structure can be higher than the original height of the roof of the car at its highest point. Wings cannot protrude beyond the original coachwork in plan view, including bumpers etc., by more than 2".

- 5.11.7 Venturis are permitted.
- 5.11.8 On rear engine cars the engine and cover ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point.
- 5.11.9 On front engine cars the engine and engine cover and its ancillaries must not be more than 4" above the highest point of the original bonnet.
- 5.12 **ENGINE:**
- 5.12.1 Change of power unit is permitted.
- 5.12.2 All engines must be of a type installed in an original road car by a manufacturer available on general sale to the public before 31.12.1979.
- 5.12.3 Electronic ignition is permitted as long the only source of triggering is the distributor.
- 5.12.4 Period downdraught heads are permitted.
- 5.12.5 BMC 8 port heads are permitted. Weslake 7 port heads permitted.
- 5.12.6 Engine internals are free. Dry sump systems are permitted.
- 5.12.7 No forced induction.
- 5.12.8 No motorcycle engines.
- 5.12.9 No fuel injection other than original fitment mechanical fuel injection.
- 5.12.10 No engine management of any kind. No crank triggers.
- 5.13 **SUSPENSION:**
- 5.13.1 Suspension and springing systems may be modified, but components / systems must have been available in period.
- 5.13.2 The wheelbase must be to the dimensions of the original vehicle $\pm 2\%$ or 2" whichever is the greater.
- 5.14 **TRANSMISSION:**
- 5.14.1 Transaxles are permitted.
- 5.14.2 Final drive and its position is free.
- 5.14.3 Change of gearbox is permitted but must have the same number of forward gear as the original (overdrive is counted as a gear). Gearbox must have been available on general supply prior to 31.12.1979. Internals are free. No sequential gearboxes or gear change mechanisms allowed. Period homologated gearbox's ZF etc., are permitted.

COMMON REGULATIONS RELATING TO BOTH MODSPORTS AND SPECIAL SALOONS

5.15 IGNITION:

- 5.15.1 Electronic ignition is permitted but the triggering process must be by utilizing the original distributor. No programmable systems, no crank triggers, or mapped systems are permitted.

5.16 ELECTRICS:

- 5.16.1 The engine must be capable of making repeated starts without outside assistance. Batteries are free but if retained in the cockpit must be securely fixed and housed in a leak proof container compliant with NCR Ch.7 App.5 Art.1.
- 5.16.2 A rear rain light compliant with NCR Ch.7 App.5 Art.6 and brake lights must be operational, no other lights are required, but if removed an appropriate cover must be put in their place.
- 5.16.3 A circuit breaker, with driver and external triggers, must be fitted that isolates all electrical circuits (except any fire extinguisher circuits) in compliance with NCR Ch.7 App.5 Art.5.

5.17 COOLING:

- 5.17.1 Water and oil cooling are free, but must remain within the confines of the bodywork of the car. Only water based coolant such as anti-freeze is permitted.

5.18 BRAKES:

- 5.18.1 No carbon materials permitted. Must comply with NCR Ch.12 App.13 Art.5.

5.19 WHEELS & TYRES:

- 5.19.1 Wheels must be of period appearance and must be of overall maximum diameter 15". Variation by agreement.
- 5.19.2 Tyres are free.

5.20 WEIGHTS:

- 5.20.1 Weights will be monitored and penalties may be added to prevent cars winning by unacceptable margins.

5.21 FUEL TANK/FUEL:

- 5.21.1 Only Fuel defined in NCR Ch.8 App.1 Art.1.7 a) or b) is permitted.
- 5.21.2 Fuel system and tank must comply with NCR Ch.7 App.4
- 5.21.3 Fuel delivery systems must have a cut-off facility compliant with NCR Ch.12 App.13 Art.9.

5.22 SILENCING:

5.22.1 Exhaust systems are free but all Cars must comply with the maximum decibel level as specified in NCR Ch.7 App.8.

5.23 NUMBERS AND DECALS:

5.23.1 All Cars must be identified by numbers complying with NCR Ch.7 App.10 displayed in a position acceptable to the Timekeepers.

5.23.2 All Cars must display two SMRC shield decals, one on each side of the Car which will be provided by the Organiser. The Promotor reserves the right to provide and specify fitting of Series sponsor's decals which must be displayed, one on each side of Car. Advertising must comply with NCR Ch.6 App.1 Arts.8 & 9.

6. APPENDICES:

6.1 RACE ORGANISING CLUBS & CONTACTS:

Series Promotor (for general enquiries):

Steve Watton

Tel. 07507 134788

E-mail. stevewatton@yahoo.co.uk

Series Organiser (for registration and entry enquiries):

SMRC, c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF

Tel. 07907 293098

E-mail. info@smrc.co.uk

6.2 COMMERCIAL UNDERTAKINGS:

The following Commercial Undertakings are not subject to the Judicial procedures of Motorsport UK.

Enquiries concerning the commercial aspects of the Series should be addressed to the Promotor.

The Series title and associated logo styles may only be used with prior written approval of the Promotor.

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system by both the Promotor and Organiser and may be used for publicity purposes.

Entry into the Series is conditional upon each Competitor:

- i) Providing free of charge to the Promotor and Organiser advertising places on their Car and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of their rights (if any) for TV filming and broadcast of footage collated during the Series, which may be used at the Organiser's, Sponsor's and Promoter's discretion.
- iii) Complying with the Organiser's and Promotor's requirements on podium procedures, including a requirement to wear Series Sponsors' publicity material in preference to the Competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions during Events.

6.3 TRADE SUPPORT CAR DECALS:

All Cars must carry the Series Sponsors' decals on panels in the correct locations, without alteration and without interference. At the start of each Event, Practice, Qualifying and Races, the Cars must be clean and in good order. The Organiser reserves the right to forbid Cars not meeting these requirements from taking part.

6.4 PROMOTIONAL ACTIVITIES:

Competitors are reminded that no tobacco (or associated product) advertising, either on the Car or Drivers is permitted. Additionally, any products that are not permitted to be advertised on UK terrestrial television are also prohibited.

No advertising or statement on the Car or on the Drivers' Race clothing (see NCR Ch.9) is allowed which may be considered offensive to the ASN, Organiser, the Promoters or their Sponsors or to any Series Entrant.

All Drivers required for Podium Presentations at each Event, must attend without delay. Failure to do so may mean forfeiture of any Series Awards at the Race or Event.



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.